

**United States Department of the Interior**  
 National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Bridgeport Downtown North and South Historic Districts Amendment

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

Historic Resources of Downtown Bridgeport MRA

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: Multiple, see continuation sheets

City or town: Bridgeport State: CT County: Fairfield

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national      \_\_\_ statewide      \_\_\_ local

Applicable National Register Criteria:

\_\_\_A      \_\_\_B      \_\_\_C      \_\_\_D

_____ <b>Signature of certifying official/Title:</b>	_____ <b>Date</b>
_____ <b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ <b>Signature of commenting official:</b>	_____ <b>Date</b>
_____ <b>Title :</b>	
_____ <b>State or Federal agency/bureau or Tribal Government</b>	

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>19</u>	<u>7</u>	buildings
<u>1 (park)</u>	<u>12 (vacant lots)</u>	sites
<u>                    </u>	<u>                    </u>	structures
<u>                    </u>	<u>                    </u>	objects
<u>20</u>	<u>19</u>	Total

Number of contributing resources previously listed in the National Register 91

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC: Multiple Dwelling/Hotel

COMMERCE: Business/Professional/Organizational/Financial Institution/  
Specialty Store/Department Store/Restaurant/Warehouse

GOVERNMENT: City Hall/Post Office/Courthouse

SOCIAL: Hall

EDUCATION: Library

RECREATION AND CULTURE: Theater/ Museum/Outdoor Recreation/Work of Art

INDUSTRY: Communications Facility/Industrial Storage

HEALTHCARE: Medical Business/Office

LANDSCAPE: Plaza

TRANSPORTATION: Rail-related/Road-related (vehicular)

**Current Functions**

(Enter categories from instructions.)

DOMESTIC: Multiple Dwelling/Institutional Housing

COMMERCE/TRADE: Business/Professional/Organizational/Financial Institution/  
Specialty Store/Department Store/Restaurant/Warehouse

GOVERNMENT: City Hall/Post Office/Courthouse

SOCIAL: Meeting Hall

EDUCATION: Library

RECREATION AND CULTURE: Theater/ Museum/Outdoor Recreation/Work of Art

INDUSTRY: Communications Facility/Industrial Storage

LANDSCAPE: Plaza

TRANSPORTATION: Rail-related/Road-related (vehicular)

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MID-19<sup>TH</sup> CENTURY: Greek Revival/Italianate

LATE VICTORIAN: Victorian/Gothic/Italianate/Queen Anne/Romanesque/Renaissance

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Beaux Arts/Colonial Revival/Classical  
Revival/Greek Revival

MODERN MOVEMENT: New Formalism/ Brutalism/Post-Modern/International Style/Art  
Deco

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Wood, Brick, Stone (Granite, Sandstone,  
Limestone, Marble), Metal (Iron, Copper, Bronze, Aluminum, Steel, Cast Iron) Stucco, Terra  
Cotta, Rolled Asphalt (Rubber), Cast Stone, Reinforced Concrete, Glass

Foundation: Brick, Stone, Reinforced Concrete

Walls: Brick, Stone, Reinforced Concrete, Terra Cotta, Glass

Roof: Metal, Slate, Rolled Asphalt Roofing (Rubber)

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Bridgeport Downtown North Historic District (NPS Reference Number 87001403) and Bridgeport Downtown South Historic District (NPS Reference Number 87001402) are adjacent and located between the Pequonnock River, Interstate-95, and State Route 25 in Fairfield County, Connecticut. These districts form the historic commercial core of the coastal city and were listed on the National Register in 1987 under the Historic Resources of Bridgeport Multiple Resource Area (NPS Reference Number 64000088). The purpose of this Amendment is to combine the districts into one cohesive larger district, adjust the district boundary, clarify and expand the period and areas of significance through the urban renewal era, and reassess the contributing/non-contributing status of each property within the revised boundary. The status of four buildings within the Bridgeport Downtown North district was changed from non-contributing to contributing through an Additional Documentation filing in 2014 because they had reached more than 50 years old. However, no additional text was provided at that time to justify the expansion of the period of significance. The Golden Hill Historic District (NPS Reference No. 87001404), which was also

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included in the 1987 MRA, is not part of this amendment document because it encompasses primarily residential, rather than commercial resources and a different development history. The total number of properties within the revised district boundary is 130, including 91 previously listed properties, and 39 newly listed properties within areas of boundary expansion. 21 properties at the periphery have been removed from the district because of demolition.

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### **Narrative Description**

The revised Bridgeport Downtown Historic District encompasses 71 acres in a roughly oval-shaped area that is bounded by Congress Street to the north, Water Street and the Amtrak railroad line to the east, I-95 to the south, and State Routes 8 and 25 to the west (Figures 1 and 2). The north and south districts may have originally been listed separately because of the presence of Baldwin Plaza and other urban renewal period resources located between them. Since this amendment encompasses urban renewal development within the period of significance, there is no reason to divide the historic downtown into halves in the National Register documentation.

The Bridgeport Downtown South Historic District originally encompassed approximately 27 acres, and 62 buildings, of which 50 were categorized as contributing; the Bridgeport Downtown North Historic District originally included 20 acres, and 51 properties with 49 buildings, of which 38 were identified as contributing. The combined district presented in this amendment includes a boundary decrease at the northeast corner to exclude properties that are now vacant land; the addition of Baldwin Plaza between the formerly separate districts; and boundary increases to the east, south, and west to include contiguous properties within the expanded period of significance. The areas of expansion are associated with the post- World War II and urban renewal development of the City's central business district, including properties developed simultaneously with Lafayette Circle, auto service, retail, and business establishments, and municipal and federal buildings like parking garages, bus terminals, and state and federal court houses.

The boundary increase encompasses 71 acres and a total of 130 resources located to the northeast, southeast, south, and southwest of the existing districts. Of the 130 resources, 100 are contributing and 29 are non-contributing, including 14 vacant lots (one previously non-contributing property is an addition and is not counted).

In addition to expanding the existing historic district boundaries, the contributing or non-contributing status of each resource was reevaluated to reflect the expanded period of significance and changes in integrity. Demolished properties at the periphery were removed from the district. A total of 111 buildings within the original North and South Historic District boundaries were evaluated. Changes to the status of the previously listed resources are summarized below.

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Bridgeport Downtown South Historic District

Of the original 62 buildings included in the district 12 were considered non-contributing. As a result of the reevaluation:

- 2 primary resources were changed from contributing to non-contributing due to changes in integrity.

Resources Changed from Contributing to <i>Non-Contributing</i>					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
31-33 Cannon Street		1896	NC	C	Maloney's Café
991 Main Street		Ca. 1879	NC	C	Sterling Block and Bishop Arcade Annex

- 9 resources were changed from non-contributing to contributing due to the extension of the period of significance.

Resources Changed from Non-Contributing to <i>Contributing</i>					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
955 Main Street	1006-1018 Broad Street	1941-1942	C	NC	2-story reinforced concrete and brick mid-20th-century commercial building
232-252 Fairfield Avenue		1949	C	NC	Raffel Building
247 Fairfield Avenue	245-247 Fairfield Avenue	1948	C	NC	Louis Levitt Building
955 Main Street	155 John Street	1963	C	NC	Park Realty Company Parking Garage
855 Main Street		1964-1966	C	NC	People's Savings Bank Building
956 Main Street		ca. 1970	C	NC	Late 20th-century commercial; 3-story; concrete and brick
960-962 Main Street		Built ca. 1890s and re-fronted	C	NC	Allen Building

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Resources Changed from Non-Contributing to <i>Contributing</i>					
		ca. 1970			
996 Main Street		Built 1899/1900 and re-fronted ca. 1945	C	NC	Davis and Hawley Building
1021-1025 Main Street		Built 1923/1924 and re-fronted ca. 1960	C	NC	Citizens' Building

- 4 resources were demolished.

Resources <i>Demolished</i>					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
1082 Broad Street	1072-1094 Broad Street	1942	NC	C	North Side Properties Building
67 Cannon Street	59-69 Cannon Street	1928	NC	C	W.T. Grant Company
Land is part of 274 and 314 Fairfield Avenue	280-284 Fairfield Avenue	1914/1915	Not in district	C	Clark Building
314 Fairfield Avenue	288 Fairfield Avenue	1918/1919	Not in district	C	Anderson Building

Bridgeport Downtown North Historic District

Of the original 49 buildings included in the district 11 were considered non-contributing. As a result of the reevaluation:

- 2 primary resource was changed from contributing to non-contributing due to changes in integrity.

Resources Changed from Contributing to <i>Non-Contributing</i>					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
1120-24 Main Street	109-11 Middle Street	Ca. 1895	NC	C	Kearns Building (Middle Street Variety)

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1194-98 Main Street	1196-98 Main Street	1923/1924	NC	C	Dillon Building; Colonial Revival; 3- story. Rear portion of building demolished in 2019. Photograph 79
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- 0 resources were changed from non-contributing to contributing due to the extension of the period of significance.
- 29 resources were demolished.

Resources Demolished					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
235 Congress Street	78 Chapel Street	1914/1915	Removed from district	C	Lorraine Hotel (Hotel St. George)
84 Elm Street		1925/1926	Removed from district	C	Conlin Company Warehouse
90-94 Elm Street		1923/1924	Removed from district	C	Radford B. Smith Company
1218-28 Main Street	79-81 Gold Street	1872	Removed from district	C	Bernard Winghoffer Building
1136 Main Street	1128-36 Main Street	1946	NC	NC	Louis Gift Shop/Shaw Jewelers
1136 Main Street	119-25 Middle Street	Ca. 1915	NC	C	C.H. Dillon Building (Gerstl's Restaurant)
1144 Main Street	1138-44 Main Street	1905	NC	C	A.C. and W.B. Wheeler Building (H.L. Green Company)
1144 Main Street		1915	NC	C	W.B. and A.C. Wheeler Building (H.L. Green Company)
1148-50 Main Street		1919	NC	C	F.E. Harvey Building (Downtown Pawn Shop)
1154 Main Street	1149-53 Main Street	Ca. 1880	NC	NC	L.F. Curtis Building



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Resources Demolished					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
1160-62 Main Street	1152-62 Main Street	1946	NC	NC	Post-World War II Commercial
1160-62 Main Street	149-51 Middle Street	Ca. 1925	NC	C	C.A. Misch Building at built
1163 Main Street	145-53 Golden Hill Street	Ca. 1920	NC	C	F.B. Curtis Building
1192-94 Main Street		Ca. 1880	NC	NC	Kane Building
1200-10 Main Street		1950	Removed from district	NC	Post-World War II Commercial
1214-16 Main Street		1899	Removed from district	NC	Columbia Tea Company
1238-40 Main Street	1238-48 Main Street	1955	Removed from district	NC	Reliable Realty Building
1250 Main Street	1250-52 Main Street	Ca. 1865	Removed from district	C	Sutter Building (Ethical surgical Supply)
1250 Main Street	1258-60 Main Street	Ca. 1900	Removed from district	NC	Ballard Baker (Ethical Pharmacy)
190 Middle Street		Ca. 1875	Removed from district	C	Partridge-Donovan Building
207-213 Middle Street	209-11 Middle Street	1961	NC	NC	Summit Women's Center
230 Middle Street	54 Golden Hill Street	Ca. 1890	Removed from district	C	Charles Fox Building
230 Middle Street	166-74 Middle Street	1860	Removed from district	C	Charles Fox Building (Dolan's Corner Grill)
240 Middle Street		1928	Removed from district	C	Carp Realty Building at built
254-60 Middle Street	254-62 Middle Street	1885/1886	Removed from district	C	A.L. Winton Building (Toastone Cigar Factory)

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Resources Demolished					
Current Address	Original Address	Construction Date	Current Status	Original Status	Building Description
269-275 Middle Street	269 Middle Street	Ca. 1930	Removed from district	C	United Way Parking
274 Middle Street		1876	Removed from district	C	No. 5 Engine House
281-291 Middle Street	281-89 Middle Street	1886	Removed from district	C	Julius Pfau Building (The Brass Guitar)
295 Middle Street		1906	Removed from district	C	Logan Building (Casbar)

Resources converted from non-contributing to contributing include 19<sup>th</sup> century and early 20<sup>th</sup>-century buildings that were re-faced during the mid-20<sup>th</sup> century as well as mid-20<sup>th</sup> century construction. Properties within the expanded boundary include Mid-Twentieth Century Modern, Post-Modern, Brutalist, International, and New Formalist-style buildings. The boundary also includes parking garages; and urban renewal landscapes such as Lafayette Circle, Lafayette Boulevard, and multiple plazas.

A full data table of all properties within the combined, updated district is below, followed by narrative description of the resources within the boundary increase. Parking or vacant lots and properties with non-contributing resources were only included in the expanded district when necessary, in order to capture the surrounding historic properties. Construction dates were obtained from a combination of the City of Bridgeport Assessor's Database and the Bridgeport Enterprise Geographic Information System (GIS) and a review of the *Historic Resource Inventory of the City of Bridgeport's Central Business District* by Paul Loether and Dorothea Penar.

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**Bridgeport Downtown Historic District Data Sheet**

Data Table for Newly Added Properties								
Street Number	Street Name	Map	Block	Lot Number	Resource Count	Construction Date	Architect / Builder	Building Description
880	Broad Street	28	958	1/B	C (building)	1967-69	A: Lyons and Mather Architects B: E & F Construction Co.	Bridgeport Gas Company Sales and Office Building (Eagle's Nest Land Company, Southern Connecticut Gas Company); New formalist; 4.5-story; steel and masonry office building. Photograph 1
999	Broad Street	35	925	2	NC (building)	1966	A: Abbott Mertke and Company B: Fusco Armatruda	Margaret E. Morton Government Center (formerly City Hall Annex); 3-story. Constructed as Gimbel Brothers Department Store; Refaced in Post-Modern design and pedestrian bridge removed during 1990s.
1043-1047	Broad Street		926	18	NC (site)	-	-	Vacant Lot
1130	Broad Street	35	933	1/B	C (site)	1971	Victor Gruen and Associates and M. Paul Friedberg	Baldwin Park Plaza
1135	Broad Street	35	927	12	NC (site)	-	-	Vacant Lot
1184-1186	Broad Street	35	916	2	NC (site)	-	-	Vacant Lot
1200	Broad Street	35	916	1	NC (building)	1896-97; altered Ca. 1975		Robert D. Martin Veterinary Clinic; late 19 <sup>th</sup> -century; 2-story, masonry commercial building
155	Elm Street	35	918	12	NC (site)	-	-	Vacant Lot
100	Fairfield Avenue	35	914	9/A	NC (building)	Mid-to-late 19 <sup>th</sup>	Unknown	D.M. Read Company; 4-story commercial building refaced ca. 1985-96

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Data Table for Newly Added Properties								
Street Number	Street Name	Map	Block	Lot Number	Resource Count	Construction Date	Architect / Builder	Building Description
						century ; altered 1985-86		
160	Fairfield Avenue	35	916	10	C (building)	1934-35; altered ca. late 1960s/early 1970s	A: H.C. Elton B: E and F Construction Company	R.D. Kisner Optometrist (Yale Buildings); 1-story; brick; commercial building
162	Fairfield Avenue	35	916	7/D	NC (site)	–	–	Vacant Lot
166	Fairfield Avenue	35	916	7/C	NC (site)	–	–	Vacant Lot
180	Fairfield Avenue	35	916	6/A	C (building)	1934; 1951; altered 1970	Unknown	Union Trust Company/ Bridgeport Area Chamber of Commerce; modern 3-story.
190-192	Fairfield Avenue	35	916	5	NC (building)	1931	A: Joseph W. Northrop B: W. Capello	Bridgeport Investment Company; Depression era brick commercial buildings
196-200	Fairfield Avenue	35	916	17	NC (building)	1924/192; altered ca. 1965	A: Joseph W. Northrop B: W. Capello	Bridgeport Investment Company; Depression era brick commercial buildings
202	Fairfield Avenue	35	916	4/A	C (building)	1942-43	A: Provsot and Everett B: E. & F. Construction Company	Singer Sewing Machine Company (Saint Paul Catholic Book & Film Center); early 20th-century commercial structure; 2-story; brick and cast-stone
220	Fairfield Avenue	35	916	3	NC (site)	–	–	Vacant Lot

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Data Table for Newly Added Properties								
Street Number	Street Name	Map	Block	Lot Number	Resource Count	Construction Date	Architect / Builder	Building Description
262	Fairfield Avenue	35	918	14/A	NC (site)	-	-	Vacant Lot
350	Fairfield Avenue	35	919	14/K	C (building)	ca. 1904-1912	Unknown	The Kirk Block; Queen Anne/ Colonial Revival; 3-story; brick. Photograph 2
377	Fairfield Avenue	35	927	2/A	NC (site)	-	-	Vacant Lot
136	Gilbert Street	28	941	2	NC (site)	-	-	Vacant Lot
35	John Street	35	936	A/1	C (building)	1950	A: Lindsay and Johnson B: Frouge Construction Company	Municipal Parking and Bus Terminal (Bridgeport Transit Center). Photograph 3
300	John Street	35	926	14/A	C (building)	1964/1965	A: Firestone Tire and Rubber Company B: Walter V. Stapleton, Inc.	Firestone Sales/Service Building Photographs 4 and 5
380	John Street	28	926	12/A	NC (site)	-	-	Vacant Lot
383	John Street	28	925	1/B	C (building)	1927/1929	Unknown	Southern New England Telephone Company Photograph 6

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Data Table for Newly Added Properties								
Street Number	Street Name	Map	Block	Lot Number	Resource Count	Construction Date	Architect / Builder	Building Description
430-440	John Street	28	923	28	C (building)	1958/1959	A: David, Cochran, Miller B: E.F. Construction Company	Southern New England Telephone Company Telephone Equipment Building Photographs 7 and 8
881	Lafayette Boulevard	28	945	11/A; 1A	C (building)	1917	A: Edward Caldwell	Professional Building (Lafayette Professional Building); Colonial Revival; 5-story, brick and stone. Photograph 9
915	Lafayette Boulevard	28	945	A14/A	C (building)	1968; addition ca. 1980s	A: Lyons and Mather Architects	Court House and Federal Office Building, General Services Administration; New Formalism. Photographs 10, 11 and 12
1000	Lafayette Boulevard	28	925	1	NC (building)	1989	Unknown	Office Tower
		28	925	1	NC (building)	1989	Unknown	Concrete Parking Garage
1	Lafayette Circle	35	927	5	C (building)	1969	Unknown	Lindquist Supply Co. Building and Ell Photographs 13 and 14
1055	Lafayette Circle	35	927	29/A	NC (site)	-	-	Vacant Lot
777	Main Street	28	958	22/A	C (building)	1956	A: Anderson and Petrofsky B: E. & F. Construction Company	O.R.C. Realty Company; mid-20th- century commercial building; 2-story, brick. Photograph 15
1061	Main Street	35	933	1/A	C (building)	1970	A: Courthouse: Lyons and Mather	State Court House Complex; 7-stories; brick and concrete with parking garage below. See 1130 Broad Street for associated plaza. Photographs 16 and 17

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Data Table for Newly Added Properties								
Street Number	Street Name	Map	Block	Lot Number	Resource Count	Construction Date	Architect / Builder	Building Description
333	State Street	28	942	A5	C (building)	1969	A: Fletcher - Thompson, Inc. B: Fusco Amatruda Company	Lafayette Plaza Office Building Photograph 19
404-410	State Street	28	925	5	C (building)	1966	A: Fletcher-Thompson, Inc Architects & Engineers B: E & F Construction Company	Post Publishing Company Parking Garage; late 20th-century commercial; steel frame with exterior wall panels; 3-story; abstract sculptures depicting the publishing process in bas relief. Photographs 20 and 21
		28	925	5	C (building)	1928; enlarged/ remodeled 1954	A: Lockwood, Green and Co. B: E & F construction Co.	Post Publishing Company; Neoclassical; 4-story; brick and cast stone. Photograph 22
430	State Street	28	924	16/C	C (building)	1924; altered ca. 1960s	Unknown	Coclin Tobacco Company Building; late 20th-century masonry building; 2-story; textured concrete panels. Photograph 23
500	State Street	28	924	16/D	C (building)	1964-1966	A: Fletcher-Thompson, Inc Architects & Engineers B: Vitale Construction Company	Coclin Tobacco Company Building; late 20th-century office building; masonry. Photograph 24

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**Data Table of Previously Listed Properties Still in the District**

Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
925	Broad Street	28	942	A2	South	C	1925/1926	A: F.J. Dickson & C.S. Palmer Associated. B: H. Wales Lines Company	Bridgeport Public Library (Burroughs Library); Neoclassical; 3-story; brick and marble building. Photograph 26
1042-1062	Broad Street	35	932	2	South	C	1925	Unknown	D.M. Read Company; neoclassical; 5-story; brick and concrete building. Photograph 27
1055-1057	Broad Street	35	926	19	South	C	1882/1883	Unknown	Hincks and Johnson Carriage Factory (Clark's Furniture) Italianate; 4-story; brick and cut stone building. Photograph 28
1082	Broad Street	35	932	1	South	NC (site)	1942	A: William Ginsburg	North Side Properties Building; Art Deco; 2-story steel and masonry building. Photograph 29
	The property was listed as non-contributing. The building has since been demolished and the property is currently used for parking.								
1083-1095	Broad Street	35	926	20	South	C	1910	Unknown	Hinks and Johnson Building (Lafayette Building), Renaissance Revival, 4-story, brick and cut stone. Photograph 28



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**Data Table of Previously Listed Properties Still in the District**

Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
1115-1127	Broad Street	35	927	10/A	South	C	1910; Remodeled 1930	Remodeled 1930 according to the design by Edward B. Caldwell	United Illuminating Company Building, Art Deco, 2-story, marble. Photograph 30
1187	Broad Street	35	918	11/1	South	C	Ca. 1885	Unknown	J.J. Miller House, Italianate, 3.5-story, brick, cut stone and terracotta. Photograph 31
31-33	Cannon Street	35	932	8	South	NC	Ca. 1896; remodeled ca. 1930	Unknown	Maloney's Café; 2-story commercial building; brick. Photograph 32
									The property was listed as 33 Cannon Street and contributing. The building has since been altered with a non-compatible rooftop addition. The status has been changed to non-contributing.
35	Cannon Street	35	932	9	South	C	ca. 1930	Unknown	O'Brien Clothing Company; 20th-century commercial; 3-story; brick. Photograph 32
41	Cannon Street	35	932	10	South	C	ca. 1925	Unknown	E.S. Schweratte Building (National Academy of Hairdressing); early 20th-century commercial building; 4-story; brick. Photograph 32
									The property was listed as 39-45 Cannon Street. The address has since been changed to 41 Cannon Street. The building has received newer sympathetic façade improvements since the '86 survey.
49	Cannon Street	35	932	11	South	C	1891	Unknown	Post Building (Post Publishing Company); Romanesque; 4-story brick and cut brownstone. Photograph 33
									The property was listed as 49-53 Cannon Street.

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**Data Table of Previously Listed Properties Still in the District**

Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
55	Cannon Street	35	932	11/A	South	NC (site)	-	-	Vacant Lot
67	Cannon Street	35	932	12	South	NC (site)	1928	Unknown	W.T. Grant Company; early 20th-century commercial building; 2-story; brick. Photograph 33
	The property was listed as 59-69 Cannon Street and contributing. The building has since been demolished and the status has been changed to non-contributing. The property is currently used as an access ramp into the underground parking lot.								
45	Chapel Street	35	908	20/L	North	C	1907/1908; remodeled ca. 1964	ca. 1964 additions A: Marrakette and Klein Antinozzi B: Braco Construction	Stratfield Hotel; early 20th-century commercial/industrial; 8-story; brick and reinforced concrete. Photograph 29
	The property was listed as 1219-47 Main Street. The address is 45 Chapel Street.								
95	Chapel Street	35	908	20/K	North	C	1926	A: Monks and Johnson B: Pardy Construction Co	Stratfield Hotel Parking Garage; early 20th-century commercial/industrial; 2-story. Photograph 34
	The property was listed as 89-105 Chapel Street. The address has since been changed to 95 Chapel Street.								
166	Elm Street	35	917	5/A	South	C	1915/1916	Unknown	West End Auto and Carriage Company; Colonial Revival; 3-story; brick. Photograph 35
	The property was listed as 166-170 Elm Street								

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170-178	Elm Street	35	917	4	South	C	1916/1917	Unknown	D.M. Read Company Garage; 20th-century commercial building; 4-story; brick and concrete building. Photograph 35
	The property was listed as 172-76 Elm Street.								
150	Fairfield Avenue	35	916	11	North	C	1927/1928	A: Thomas, Martin & Kirkpatrick	Hotel Beach (Hotel Barnum); Art Deco; 13-story; brick, reinforced concrete and cast stone. Photograph 36
	The property was listed as 140 Fairfield Avenue.								
232-252	Fairfield Avenue	35	918	10	South	C	Ca. 1915; 1949	Unknown	Raffel Building/Surprise Building (Modern Electric); mid-20th-century commercial building. Photograph 37
	The property was listed as non-contributing. The status has been changed to contributing.								
239	Fairfield Avenue	35	927	13	South	C	1910	Unknown	Fay Building (Pogo's Café); Renaissance Revival; 3-story, brick and cut stone. Photographs 38 and 93
243	Fairfield Avenue	35	927	14	South	C	1926/1927	Unknown	Gilman's Music Store (Pogo's Café); Classical Revival; 2-story; brick and marble. Photographs 38 and 93
247	Fairfield Avenue	35	927	15	South	C	1948	Unknown	Louis Levitt Building (United Beauty Supply Corporation); mid-20th-century commercial; 2-story; brick and marble. Photograph 39
	The property was listed as non-contributing. The status has been changed to contributing.								
269	Fairfield Avenue	35	927	16	South	C	1909/1910	Unknown	Colonial Hall (Studio Cinema); Colonial Revival; 3-story; brick and cut stone. Photograph 40

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
The property was listed as 269-75 Fairfield Avenue.									
	Fairfield Avenue	35	927	16	South	C	1911	Unknown	Erwin M. Jennings Company; early 20th-century commercial; 4-story; brick.
The property was listed as 277-81.									
274-278	Fairfield Avenue	35	918	8/A	South	C	1908/1909	Unknown	Colonial Revival; 3-story; brick.
144	Golden Hill Street	35	908	20/C	North	C	1924	Unknown	Wheeler Medical Building (Connecticut Bank and Trust Company); early 20th-century commercial; 8-story; brick and stone. Photograph 41
	The property was listed as 1179-95 Main Street. The address is 144 Golden Hill								
	Golden Hill Street	35	909	20/C	North	NC	1964	A: Barrakette and Klein B: Braco Construction Company	United Investors Building; late 20th century commercial; 1-story Photograph 41
	The property was listed as 1207-17 Main Street. The address is 144 Golden Hill Street.								
172	Golden Hill Street	35	908	9	North	C	1888	A: Warren Briggs	Fairfield County Courthouse (Court of the Common Pleas); Richardsonian Romanesque; 3.3-story; brick, granite, terracotta and brownstone. Photograph 42
	The property was listed as 172-92 Golden Hill Street. The address is 172 Golden Hill Street.								
213-231	Golden Hill Street	35	915	14	North	C	1925	A: Joseph W. Northrop. B: William F. Charles;	Golden Hill Apartments; Colonial Revival; 6-story; brick and cut stone. Photograph 43

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
The property was listed as 225 Golden Hill Street. The address is 213-231 Golden Hill Street.									
60	John Street	35	929	5	South	C	1920	Unknown	Shalet Building (Connecticut News Company); Colonial Revival; 3-story; brick and cut stone. Photograph 44
140	John Street	35	932	3	South	NC	ca. 1985	Unknown	Late 20th-century commercial; brick. Photograph 45
804-820	Main Street	29	959	1/A	South	C	1892/ 1893	George W. Longstaff and Frank W. Hurd	Barnum Museum of Science and History Photograph 46
799-815	Main Street	28	958	23/ A	South	C	1923	A: Ernest G. Southey B: The Hewlett Co.	Bridgeport Gas Light Company (Eagle's Nest Land Company); Colonial Revival; 2-story; brick. Photograph 47
829-837	Main Street	28	940	4	South	C	1931	A: Ernest G. Southey B: E.E. Bray Co.	Bridgeport Hydraulic Company; Art Deco; 2-story; limestone. Photograph 48
855	Main Street	28	940	3/B	South	C	1964-1966; alt. 1991 and 2011	A: Fletcher Thompson, Inc. B: Fusco Amatruda Co.	Peoples Savings Bank Building; late 20th-century commercial; 11-story; steel framed and reinforced concrete office and parking garage. Photograph 49
	The property was listed as non-contributing. The status has been changed to contributing								

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description	
930	Main Street	35	937	1/B	South	C	1930 update to	A: Ernest G. Southey B: W.R. Muirhead & Son.;	Mechanics and Farmer's Savings Bank; Neoclassical; 2-story, marble. Photograph 50	
	Main Street	35	937	1/B	South	n/a	1969; ca. 2012	A: Lyons and Mather Architects B: Joseph Vitale Construction Co.	Mechanics and Farmers Savings Bank Annex; late 20th-century commercial; 3-story, concrete, and marble. Modern façade altered between 2011 and 2015. (Formerly 914 Main Street) Photograph 50	
	Main Street	35	937	1/B	South	C	1896; 1912	Unknown	Bridgeport City Market; Colonial Revival; 3-story, brick, cut stone, and concrete. (Formerly 98-118 State Street)	
<p>The current parcel at 930 Main Street includes three formerly separate addresses. The original Mechanics and Farmers Savings Bank was 930 Main Street and counted as contributing in the original nomination. An annex at 914 Main Street was counted separately as a non-contributing building in 1987. This annex is actually an addition; the original construction from 1969 is within the period of significance, but the exterior was completely refaced between 2011 and 2015. The annex however, is not counted separately here because it is an addition. The third section of 930 Main Street is a separately constructed building (Bridgeport City Market) that predated the Mechanics and Farmer's Savings Bank. It is retained as a separate contributing building even though the parcel has been combined and the assessor counts one building on the lot.</p>										
955-957	Main Street	35	931	7/A	South	C	1924	A: Ernest G. Southey B: Pardy Construction Co.	Morris Plan Bank of Bridgeport; Colonial Revival; 2-story; brick and marble building. Photograph 51	
	<p>The property was listed as 102 Bank Street.</p>									
	Main Street	35	931	7/A	South	C	1930	A: Ernest G. Southey B: E & F Construction Co.	Bridgeport City Trust Company Trust Department (City Trust); Colonial Revival; 2.5-story; brick and marble building.	
<p>The property was listed as 110 Bank Street.</p>										

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description	
	Main Street	35	931	7/A	South	C	1941/1942	Unknown	2-story reinforced concrete and brick mid-20th-century commercial building. Photograph 54	
The property was listed as 1006-1018 Broad Street and non-contributing. The status has been changed to contributing.										
	Main Street	35	931	7/A	South	C	1963	Unknown	Park Realty Co. Parking Garage Photographs 55 and 56	
The property was listed as 155 John Street and non-contributing. The address is 955 Main Street, and the status has been changed to contributing.										
	Main Street	35	931	7/A	South	C	1918	Unknown	Liberty Building; Colonial Revival; 8-story; brick and granite. Photograph 57	
The property was listed as 939-51 Main Street. The address is 955 Main Street.										
	Main Street	35	931	7/A	South	C	1927-1929	A: Dennison & Hirens B: Dwight P. Robinson	Bridgeport City Trust Company Trust Department (City Trust); Art Deco; 10-story; brick and marble building. Photographs 52 and 53	
956	Main Street	35	936	3	South	C	1912-1914	A: Warren Briggs	City Savings Bank; Classical Revival; 5-story; marble. Photograph 58	
	The property was listed as 944-52 Main Street. The address is 956 Main Street									
	Main Street	35	936	3	South	C	ca. 1970	Unknown	Late 20th-century commercial; 3-story; concrete and brick. Photograph 58	
	The property was listed as non-contributing. The status has been changed to contributing.									

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
960-962	Main Street	35	936	2	South	C	ca. 1895; refaced ca. 1970	Unknown	Allen Building; late 20th century commercial; 3-story; brick. Photograph 59
	The property was listed as non-contributing. The status has been changed to contributing.								
966	Main Street	35	936	1	South	C	1923/1924	A: E.B. Caldwell, JR. B: T.J. Pardy Construction Co.	Davis and Hawley Building; Colonial Revival; 2-story, brick and cut stone. Photographs 60 and 61
	Main Street	35	936	1	South	C	ca. 1925	Unknown	Davis and Hawley Annex (Wendy's/Victor's Tailer); early 20th-century commercial; colonial revival; 2-story; brick and cut stone. Photographs 60 and 61
	The property was listed as 69-73 John Street. The address is 966 Main Street								
979-987	Main Street	35	932	4	South	C	1923-1924	B: W.M. Tomlinson	Watson Building; Classical Revival; 2-story; marble. Photographs 62 and 63
986-988	Main Street	35	929	2	South	C	1929	Unknown	Guarantee Bank and Trust Company (Tifon Jewelers); Colonial Revival; 2-story, marble. Photographs 64, 65 and 66
990	Main Street	35	929	1/A	South	C	1912/ 1913; refaced ca. 1930	Unknown	Atlantic Pharmacy (Jimmy's Army-Navy); Art Deco; 2-story; brick and marble.
991	Main Street	35	932	5	South	NC	ca. 1879	Unknown	Sterling Block and Bishop Arcade Annex (Davis Eyeglasses); late 20th-century; 1-story; brick. Photograph 67
	The property was listed as contributing. The status has been changed to non-contributing due to significant alterations.								



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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
	Main Street	35	932	5	South	C	1841, Ca. 1850, 1889	A: Longstaff & Hurd (Arcade)	Sterling Block and Bishop Arcade (Bishop Block and Post Office Arcade); Greek Revival /Victorian Gothic; 4-story; brick and cut stone. Photograph 67
The property was listed as 993-1019 Main Street. The address is 991 Main Street.									
996-1000	Main Street	35	929	1	South	C	1899/1900; refaced ca. 1945	Unknown	Davis and Hawley Building (American Discount Stores); Art Deco; 2-story; brick and Carrara glass. Photograph 68
The property was listed as non-contributing. The status has been changed to contributing.									
1021-1025	Main Street	35	932	14	South	C	1923/1924; Refaced ca. 1960	Unknown	Citizen's Building; post World War II commercial; 3-story; brick. Photograph 69
The property was listed as non-contributing. The status has been changed to contributing.									
1085-1095	Main Street	35	916	12	North	C	1945/1946	A: Earl S. Glover B: J.R. Worcester & Co.	F.W. Woolworth Company; Art Deco; 3-story; tile and metal screen. Photograph 70
The property was listed as 1087-1095 Main Street and as non-contributing. The address is 1085-1095 Main Street, and the status has been changed to contributing.									
1103	Main Street	35	916	13	North	C	Ca. 1920	Unknown	E.W. Harral Building (Contempo Women's Apparel); Colonial Revival; 3-story; brick and cut stone. Photograph 71
The property was listed as 1105 Main Street. The address is 1103 Main Street.									

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
1115-1127	Main Street	35	916	14	North	C	1904	Unknown	Security Building; early 20th-century commercial; 8-story, brick and cut stone. Photographs 72, 73 and 74.
	The property was listed as 1111-27 Main Street. The address is 1115-1127 Main Street.								
	Main Street	35	916	14	North	C	1900	Unknown	E.E. Wheeler Building; Classical Revival; 4-story; brick and cut stone. Photographs 72, 73 and 74
The property was listed as 1131-37 Main Street. The address is 1115-1127 Main Street.									
1120	Main Street	35	914	5	North	NC	1912/ 1913	Unknown	Hawley Hardware Company (Nathan's Men's Wear Discount World); Colonial Revival; 3-story; brick.
	The property was listed as 1120-26 Main Street and contributing. The status has been changed to non-contributing. There are two separate property cards for this building: (1) 1120-1124 Main Street (35/914/7); and (2) 1126 Main Street (35/914/6).								
	Main Street	35	914	7	North	NC	Ca. 1895	Unknown	Kearns Building (Middle Street Variety); late 19th-century commercial; 3-story; brick and cut stone.
The property was listed as 109-111 Middle Street and as contributing. The address is 1120-24 Main Street, and the status has been changed to non-contributing.									
1126	Main Street	35	914	6	North	C	Ca. 1920	Unknown	Doolittle Tile Company; early 20th-century commercial; 3-story; brick.
	The property was listed as 115-17 Middle Street. The parcel has been combined with 1126 Main Street.								
1136	Main Street	35	914	5	North	NC	1946	Unknown	(Louis Gift Shop/Shaw Jewelers); post-World War II commercial; 2-story; brick and concrete.

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
The property was listed as 1128-36 Main Street. The property has since been demolished.									
	Main Street	35	914	5	North	NC/D	Ca. 1915	Unknown	C.H. Dillon Building (Gerstl's Restaurant); late Gothic Revival; 4-story; brick and cut stone.
The property was listed as 119-25 Middle Street. The building has been demolished and the parcel has been combined with 1136 Main Street.									
1144	Main Street	35	914	4	North	NC/D	1905	Unknown	A.C. and W.B. Wheeler Building (H.L. Green Company); early 20th-century commercial; 2-story; brick and concrete.
	The property was listed as 1138-1144. The address is 1144 Main Street. The building has been demolished and the status has been changed to non-contributing.								
	Main Street	35	914	4	North	NC/D	1915	A: Theodore C. Visscher B: Hogg son Brothers;	W.B. and A.C. Wheeler Building (H.L. Green Company) Colonial Revival; 2-story; brick and cut stone.
The building has been demolished and the status has been changed to non-contributing.									
1148-50	Main Street	35	914	3	North	NC/D	1919	Unknown	F.E. Harvey Building (Downtown Pawn Shop); Classical Revival; 2-story; brick and cut stone.
	The building has been demolished and the status has been changed to non-contributing.								
1154-1156	Main Street	35	914	2	North	NC/D	Ca. 1880	Unknown	L.F. Curtis Building; late 20th-century commercial; 2-story; brick; exterior heavily modified ca. 1965.
	The property was listed as 1149-53. The address is 1154 Main Street. The building has been demolished.								
1160-1162	Main Street	35	914	1	North	NC/D	1946	Unknown	Post-World War II commercial; 2-story; brick and concrete.

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
The property was listed as 1152-62 Main Street. The address is 1160-62 Main Street. The building has been demolished.									
	Main Street	35	914	1	North	NC/D	Ca. 1925	Unknown	C.A. Misch Building; Colonial Revival; brick.
The property was listed as 149-51 Middle Street. The parcel was combined with 1160 Main Street and the building has been demolished.									
1163	Main Street	35	915	9/B	North	C	1928	Unknown	F.B. Curtis Building; Colonial Revival; 2-story; brick and marble Photograph 75
	The property was listed as 1155-63 Main Street. The address is 1163 Main Street.								
	Main Street	35	915	9/B	North	NC/D	Ca. 1920	Unknown	F.B. Curtis Building; early 20th-century commercial; 2-story; brick.
	The property was listed as 145-53 Golden Hill Street. The address is 1163 Main Street. The building has been demolished.								
1184-1186	Main Street	35	912	7	North	C	1871-1872 southern third; 1907/1908 northern two-thirds	Unknown	Hubbell Block/Newfield Building (Newfield Building); Italianate; 5-story; brick and cut stone. Photographs 76, 77 and 78
	The property was listed as 1180-88 Main Street. The address is 1184-86 Main Street.								
1192-1194	Main Street	35	912	6	North	NC/D	Ca. 1800; Re-fronted ca. 1920; Altered ca. 1965	Unknown	Kane Building; Italianate; 4-story; brick and aluminum.
	The building has been demolished.								

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1194-1198	Main Street	35	912	5	North	NC	1923/1924	A: F.A. Cooper. B: William Muirhead and Son	Dillon Building; Colonial Revival; 3-story. Rear portion of building demolished in 2019. Photograph 79
The property was listed as 1196-98 Main Street. The address is 1194-98 Main Street.									
120	Middle Street	35	913	1	North	C	1934	A: Charles Wellington Walker B: Unknown	United States Post Office; Art Deco; 2-story; limestone. Photograph 80
179-205	Middle Street	35	912	8	North	C	1892/1893; altered with mid-20th century commercial storefronts	Unknown	Peck and Lines Livery Stables/Stratfield Garage (Jayson Building); late 19th-century commercial; brick and cut stone. Photograph 81
The parcel was combined with 179-205 Middle Street; 35/912/8; altered again with brick infill, new storefronts and glass block; ca. 2021 tax credit project. Formerly 181-207 Middle Street.									
207-213	Middle Street	35	912	9	North	NC	-	-	Vacant Lot
This property was originally listed as 209-211 Middle Street. It contained a 1961 building that has been demolished.									
227-237	Middle Street	35	909	4	North	C	1900	A: Warren Briggs B: Unknown	Bridgeport Boy's Club; Richardsonian Romanesque; 3.5-story; brick and brownstone. Photograph 82
155	State Street	28	940	8	South	C	1914	Unknown	Peoples Savings Bank Building; Neoclassical; 3-story, marble.

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The property was listed as 875 Main Street. The address is 155 State Street.									
	State Street	28	940	8	South	C	1917	A: Cass Gilbert B: E. Brooks and Co.	Bridgeport Savings Bank (Peoples Savings Bank); Neoclassical; 3-story; marble.
The property was listed as 149-65 State Street. The address is 155 State Street.									
167-171	State Street	28	940	9	South	C	1915	A: George A. Freeman B: Thomas J. Steen Company	Bridgeport Trust Company; Neoclassical; 3-story; marble. Photograph 84
177	State Street	28	940	10	South	C	1892	Unknown	Barnum-Thompson Building; Queen Anne; 5-story; brick, cut stone, and terracotta. Photograph 85
189	State Street	28	940	1	South	C	1892	Unknown	Staples Building; Queen Anne with Islamic Revival influence; 5-story; brick and cut stone. Photographs 86 and 91
180-216	State Street	35	930	1	South	C	1854	A: A.J. Davis	Fairfield County Courthouse/Bridgeport City Hall (McLevy Hall); Greek Revival. Neoclassical modifications dating from 1905 remodeling according to design by Joseph Northop; 3.5-story; brownstone. Photograph 87
207-215	State Street	28	941	1	South	C	1895/1896	A: attributed to Cass Gilbert	Court Exchange Building; Beaux Arts; 4-story; brick and cut stone. Photographs 86, 88, 89 and 90

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Street Number	Street Name	Map	Block	Lot Number	Former District	Resource Count	Construction Date	Architect / Builder	Building Description
111	Wall Street	35	929	4	South	C	1845	B: probably John S. Benham	Porter and Booth Store Buildings; Greek Revival/Italianate commercial buildings; 4-story; brick and cut stone. Photographs 44 and 92
	The property was listed as 111 & 115-17 Wall Street. The address is 111 Wall Street.								
	Wall Street	35	929	4	South	C	1924/1925	Unknown	Huber Building (Dworken's Package Store); early 20th-century commercial; 2-story; brick. Photographs 44 and 92
	The property was listed as 62 John Street. The address is 111 Wall Street.								
115	Wall	35	929	3	South	C	1923/1924	Unknown	Trager Grocery Store (Hour Glass Cleaners); Neoclassical; 2-story; brick and cut stone.
	The property was listed as 66-68 John Street. The address is 115 Wall Street.								
119-121	Wall Street	35	929	6	South	C	1841	Unknown	Smith and Stratton Store Building; Greek Revival; 3.5-story; brick and cut stone. Photograph 92

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**Data Table of Properties Removed from the District Boundaries**

<b>Street Number</b>	<b>Street Name</b>	<b>Map</b>	<b>Block</b>	<b>Lot Number</b>	<b>Former District</b>	<b>Description</b>
235	Congress Street	35	908	15	North	This property originally contained the contributing Lorraine Hotel (Hotel Saint George); Colonial Revival; 6-story; brick and cut stone; built 1914/1915. The building was demolished, and the property is now used for parking. The address 78 Chapel Street does not exist.
84	Elm Street	35	915	4	North	This property originally contained the contributing Conlin Company Warehouse; early 20th century commercial; 1-story; brick; built 1925/1926. It has been demolished.
90-94	Elm Street	35	915	3	North	This property contained the contributing Radford B. Smith Company; Colonial Revival; 2-story; brick and cut stone; built 1923/1924. It is now demolished.
1200-1210	Main Street	35	912	4/A	North	This property contained a ca. 1950 commercial; 2-story; brick and stone building that is now demolished.
1214-1216	Main Street	35	912	2	North	This property contained the Columbia Tea Company constructed in 1899 and updated ca. 1950; 2-story; masonry building. It is now demolished.
1218-1228	Main Street	35	912	1	North	This lot remains vacant and has been removed from the district.
	Main Street	35	912	1	North	The property was originally listed as 1224-28 Main Street. The address is now 1218-28 Main Street. The vacant lot has been removed from district.
	Main Street	35	912	1	North	This property was originally listed as 79-81 Gold Street and contained the contributing Bernard Winghoffer Building; Italianate; 5-story; brick and cast stone; 1872 and designed by A. Shaats, Esq. The building was demolished that the lot was combined as now part of 1218-1228 Main Street.



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1238-1240	Main Street	35	909	3	North	This property was originally listed as 1238-48 Main Street and contained the Reliable Realty Building; post-World War II commercial; 1-story; concrete block; built 1955 by Rizzitelli Construction Company. The building is demolished.
1250	Main Street	35	909	2	North	This property was originally listed as 1250-1252 Main Street and contained the Sutter Building (Ethical Surgical Supply); Italianate; 4-story; brick and cut stone; built ca. 1865. The building is now demolished.
	Main Street	35	909	2	North	This property was originally listed as 1258-60 Main Street and contained the Ballard Bakery (Ethical Pharmacy); Italianate; 2-story; brick; built ca. 1900, altered ca. 1965. The building was demolished and combine into the lot at 1250 Main Street.
190	Middle Street	35	911	2	North	This property contained the Partridge-Donovan Building; early 20th-century commercial; 3-story; brick and cut stone. It is now demolished.
207-213	Middle Street	35	912	9	North	This property was originally listed as 209-11 Middle Street and contained the Summit Women's Center (Buildcrafters, Incorporated Building; post-World War II commercial/International; 3-story; brick, built in 1961; Designed by Fred Gillbert, constructed by DeFonce Construction Co. It is now demolished.
230	Middle Street	35	911	4	North	The property was originally listed as 54 Golden Hill Street and contained the Charles Fox Building; late 19th-century commercial; 2-story; wood frame; ca. 1890. It is now demolished.
	Middle Street	35	911	4	North	This property was originally listed as 166-74 Middle Street and contained the Charles Fox Building (Dolan's Corner Grill); Italianate; 2-story; frame and stucco masonry, built ca. 1860. The building was demolished and the lot was combined as 230 Middle Street.
240	Middle Street	35	910	3	North	Carp Realty Building; commercial; 2-story; brick and concrete; Designed by H. Koerner; Built by E & F Construction Company, 1928. This building has been demolished.

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**Data Table of Properties Removed from the District Boundaries**

254-260	Middle Street	35	910	2	North	The property was originally listed as 254-62 Middle Street and contained the A.L. Winton Building (Toastone Cigar Factory); Italianate/Queen Anne; 3-story; brick and cut stone; built 1885-1886. It has been demolished.
269-275	Middle Street	35	909	6	North	This property was originally listed as 269 Middle Street and contained a Spanish Colonial Revival; 1-story; wood frame building constructed ca. 1930. The building is demolished.
274	Middle Street	35	910	1	North	This property contained the contributing No. 5 Engine House (Bridgeport Fire Dept.); Colonial Revival; 3-story; brick and cut stone; built in 1876; front and third story added in 1917. The building has been demolished.
281-291	Middle Street	35	909	7	North	This property was originally listed as 281-89 Middle Street. It contained the contributing Julius Pfau Building (The Brass Guitar); Italianate; 3-story - brick and cut stone; built 1866. The building has been demolished.
295	Middle Street	35	909	8	North	This property contained the contributing Logan Building (Casbar); Georgian Revival; 3-story; brick and cut stone; built 1906. It has been demolished.

Properties added to the district are described below.

880 Broad Street, Bridgeport Gas Company Sales and Office Building (Eagle's Nest Land Company, 1967-1969, Photograph 1

The 4.5-story office building is constructed of steel and masonry (brick and concrete) with a rectangular plan. The building has a flat roof topped by a large penthouse which was designed to accommodate the necessary mechanical equipment. Designed in the New Formalist-style, the building's symmetrical elevations feature 4-story segmental-arched openings that are separated by thin cast-stone columnar supports. The windows are recessed within the opening and consist of 14 panes supported by a centered vertical mullion. The main entrance is on the west elevation (Broad Street) and is centered within the middle two bays, each with openings featuring translucent marble panels above the paired entrance doors. There is a secondary entrance at the east elevation that is offset in the 6<sup>th</sup> bay in from the north.

999 Broad Street, Morton Government Center/Gimbel Brothers Department Store (1966)

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The Post-Modern-style Morton Government Center at 999 Broad Street is located within the original State Street Urban Renewal area and was constructed as a department store in 1966. Abbott Mertke and Company designed the building as a simple Modern box and it was constructed by Fusco Armatruda. A pedestrian bridge over State Street originally connected to the former mall (now the site of Housatonic Community College). The exterior was redesigned in the Post-Modern style in the 1990s when the bridge was removed, and the college was built. A play on Classical forms is visible on the front (east half) of the building, which incorporates double-height round-arched windows topped by heavy projecting cornices. The main entrance is set within a wide central pavilion with a round-arched section decorated with oversized single voussoir at the top and flanked by paired columns.

35 John Street, Municipal Parking and Bus Terminal, 1950, Photograph 3

A 5-story, steel and reinforced concrete and brick parking structure, 35 John Street has a rectangular plan with a flat roof and stepped parapet. This mid-20<sup>th</sup>-century parking structure was designed in the International-style and features projecting bays at the east and west elevations. Each bay is supported by reinforced columns slightly recessed from the exterior wall surface, and vertically oriented three-light aluminum-framed ribbon windows at the north and south elevations. The windows are set within a cast-stone surround and interrupted by the wall surface with an applied banding that continues the horizontality of the windows. The surrounds project slightly out beyond the wall surface creating a unique visual appearance at the building corners, mimicking a mitered glass corner that typifies the International-style. At the east and west elevations, the windows transition to open-air voids. Vertical cast-stone elements are introduced and read as mullions crossing the applied horizontal banding. This repeats the proportions of the window configuration. Stairwells are located at the north and south ends of the structure connecting the roof parking with the street level. This connection point necessitates the north and south elevation stepped parapet.

300 John Street, Firestone Sales and Service Building, 1964, Photographs 4 and 5

Constructed out of steel framing and masonry veneer, the 1 and 2 – story commercial building has an irregular plan and flat roof. There is a one-story garage appended to the north elevation that extends parallel north-northeast to Lafayette Circle. The upper portion of the Firestone Sales block is clad with alternating smooth and textured precast panels. The first story is recessed beneath the upper and supported by steel columns featuring large metal-framed display windows. The garage wing is divided into 14 bays with overhead-style doors supported by steel columns.

383 John Street, Southern New England Telephone Company, 1927/1929, Photograph 6

This 7-story steel and reinforced concrete office building is veneered in limestone with a flat roof and penthouse. The building's elevations are a symmetrically designed with the east elevation featuring a wide, slightly projecting 8-story central pavilion. The building appears to have been designed in the Art Deco-style; however, the first-floor features Tudor-style window and door openings. Most of the decorative elements of the building are found on the first and the base of the second story featuring raised piers topped with geometric fans. Above the entrance doors there are relief panels depicting the Southern New England Telephone Company's status as a telecommunications company. The panels present an Art Deco building and human with wings

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extending telecommunication lines/long distance calling out to the world. The window openings in the building's upper stories retain original 3-over-3 or 4-over-4 steel sash.

430 John Street, Southern New England Telephone Company Telephone Equipment Building, 1964/1965, Photographs 7 and 8

Constructed of steel and reinforced concrete, the L – shaped and flat roof office building is clad in limestone veneer. The building was designed in the Modern style with an Art Deco influence. The fenestration consists of 3-over-3 steel sash separated by cast stone vertical elements, and metal spandrel panels between floor levels. The main entrance is located at the southeast corner of the building and features piers clad in a continuous granite veneer around the base of the building, and a projecting metal canopy with thin horizontal lines. The aluminum framed storefront assembly is original. At the interior, the lobby retains original granite veneer, terrazzo flooring, and entry doors. The elevator lobby walls are clad in travertine, and the commercial space retains a wall finished with wood panels laid in checkerboard pattern.

1 Lafayette Boulevard, Lindquist Supply, 1969, Photographs 13 and 14

The Peerless furniture store at 1 Lafayette Circle (intersection of Fairfield Avenue and Lafayette Circle), which was located next to the Lindquist Supply Company (no longer extant) was remodeled into an executive office building. The survey photo from the 1986 Historic Resource Inventory shows that the Lindquist building had been remodeled ca. 1969 with similar features as the Peerless furniture store.

881 Lafayette Boulevard, Professional Building, 1917, Photograph 9

Built in a Colonial Revival – style, the 5-story brick and stone office building has an I-shaped plan and flat roof. The primary (east) elevation is divided into five-bays accented by stone quoins that delineate each bay. The quoins support a stone band separating the first floor from the upper stories. Brick pilasters with stone bases and capitals project from the northern and southern most bays and support cornices. The fenestration consists of rectangular window openings with splayed brick lintels with keystones and cast stone sills with replacements windows. The windows above the front entry consist of round-arched window openings. The main entrance features three-centered arch openings with a replacement storefront door assembly and transom. The interior was renovated, and a new stair tower was constructed at the rear ca. 2008.

915 Lafayette Boulevard, Brien McMahon Federal Building and U.S. Courthouse/Court House and Federal Office Building, 1967/68, Photographs 9, 10 and 11

Built of reinforced steel framing with a rectangular plan and flat roof, the 4-story building displays design features representative of the New Formalist-style. Clad entirely in limestone panels and with a curtain wall system, the projecting fourth floor is supported by six columns, and the repetition of the projecting fins separate the fourth-floor windows. A courtroom annex was added in 1991.

The Brien McMahon Federal Building and U.S. Courthouse/Court House and Federal Office Building features two works of art. On the western facing gable of the courtroom annex (1991) there is an “untitled” architectural metal work consisting painted aluminum shaped into leaves and

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vines by Kent Bloom, 1992, and in the eastern courtyard fronting Lafayette Boulevard there is an “Copper Heads” metal sculpture consisting of free-standing columns consisting of painted steel with copper tops by Patsy Norvell, 1985. Both works, Norvell’s sculpture and Bloom’s architectural metal art was commissioned through the Art in Architecture Program, Fine Arts Collection, U.S. General Services Administration.

777 Main Street, O.R.C. Realty Company Building, 1956, Photograph 15

Built entirely of brick masonry, this 2-story building has a rectangular plan and flat roof. The building’s primary façade (eastern or Main Street) and elevation is divided into seven primary bays separated by brick pilasters featuring large 3-pane aluminum windows. The four center bays are fragmented into four secondary bays; the second-story windows are separated by wide aluminum mullions, and first-story windows are separated by brick piers. The upper story has exposed painted brick and the first story is stuccoed. The buildings main entrance is centered on the elevation and has a newer storefront assembly with a metal canopy. Side elevations have segmental-arched second-story window openings.

1061 Main Street, State Court House Complex/Fairfield County Court House, 1969-1970 Photographs 16 and 17

The 7-story steel and reinforced concrete building is finished with brick exterior walls in a rough rectangular shape and a flat roof. The building corners, however, have been removed creating a unique wide cross shape and the corner edges are accented in limestone. The building’s symmetrical elevations are dominated by floor-to-ceiling windows set between concrete piers that rise out of the concrete canopies. The seventh-floor projects slightly beyond the wall surface which announces the bays and was designed to be the courthouse library and jury assembly room. The first story is recessed several feet back from the upper wall plane. The western portion of the site forms an open plaza that sits atop of an underground parking garage.

333 State Street, Lafayette Plaza Office Building/Lafayette Bank and Trust Company, 1969, Photograph 19

The 7 – story Lafayette Plaza Office Building/Lafayette Bank and Trust Company has a rectangular footprint, flat roof and erect of steel and masonry. The building’s first (ground) floor consists of floor-to-ceiling windows on the State Street (north) and Lafayette Boulevard (west) elevations and is recessed beneath the second floor (plaza level). The second-floor cantilever is supported by reinforced concrete columns clad in cast stone, which create an arcade that parallels the storefront windows. The plaza level spans above the two retail spaces at the north and south portions of the floor plan, which creates a void at the center of the plan. This void served as a connection to the Lafayette Plaza Parking Garage that is no longer extant. The first and second floors are divided into 10-bays. The second-floor elevation consist of brick wall panels that bear on the concrete floor structure. Each brick panel features a single rectangular window framed with a projecting cast-stone surround. The windows are evenly spaced within each bay. The tower portion is constructed of steel and is slightly setback from the second-floor façade. Columns clad in metal rise above the second-floor roof parapet and transition to a horizontal metal band that support the tower portion finished with curtain wall assembly. The third floor is set back from the columns.

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Lafayette Plaza Office Building/Lafayette Bank and Trust Company at 333 State Street was impacted when the Plaza was demolished. As observed in the historic images, the westernmost portion of the plaza level was removed, which may have been located on an adjacent parcel, leaving the western elevation of the plaza level exposed.<sup>1</sup> The lower portion of the elevation has been infilled with a new wall assembly that has been parged. Similarly, at the south elevation there is scaring and infill that is the result of disconnection from Lafayette Plaza. The interior was renovated to accommodate one- and two-bedroom apartments in 2012.

404 State Street, Post Publishing Company (1928; addition 1954-1955) and Parking Garage (1966), Photographs 20, 21 and 22

The now 4-story reinforced concrete and brick building was originally designed in the Neoclassical Revival-style. The building features a granite and limestone base with decorative geometric water table band serving the first-floor windows sills. The building has a rectangular footprint and flat roof with parapet wall capped with stone coping. Brick piers divide the elevation into 6-bays, and limestone spandrels span the piers delineating the floor levels. The doors feature decorative stone surrounds with geometric designs. Brick piers support an ornate entablature with anthemion motif. The reinforced concrete addition was designed for continuity to the original facade elements and though the elevation appears seamless, there are subtle differences such as replacement windows. Interior features consist of bronze doors, travertine floors and stair treads, Italian marble counters and walls, bronze newel posts and balustrades.

The 2-story reinforced concrete parking garage is steel framed clad in precast wall panels with reliefs that feature abstract sculptures depicting the publishing process at the east elevation. The sculpture was designed by Constantine Nivola (1911-1988). A masonry wall surrounds the first story with breaks for the building entrances. The second story is set back from the first story and the rough elevation features floor-to-ceiling windows delineated by extruded precast mullions. The parking garage was an original component of the State Street Urban Renewal plan.

430 State Street, Coclin Tobacco Company, 1926; altered 1966, Photograph 23

Built out of masonry in the late 20<sup>th</sup> century, this 2 – story L – shaped building has a flat roof with parapet wall. The elevations are clad with raised textured concrete panels which are interrupted by floor-to-ceiling windows.

500 State Street, Coclin Tobacco Company, 1964-1966, Photograph 24

With a rectangular plan and flat roof, this 3-story reinforced concrete office building was designed in the New Formalist-style. The main entrance is located on the east elevation of the three-story protruding entry vestibule and the walls are composed of thin masonry piers that extrude from the elevation almost like fins casting shadows on the elevation. The windows are spaced every two bays and feature spandrel panels that separate the floor levels.

<sup>1</sup> Downtown urban, Private Project Progress, Post June 13, 1969.

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525 Water Street, Bridgeport Transportation Center /Bridgeport Railroad Station, 1974/1975,  
Photograph 25

Designs for the City Transit Center were unveiled in 1971 by Antinozzi Architects in a Brutalist-style. The Transit Center was scaled back from its original iteration, with only the first of the three phases completed. The 80'x140' station was designed to bridge Water Street and accommodate a main concourse, passenger waiting area, ticket, general offices, and baggage handling facilities.<sup>2</sup>

The Transit Center was built as a two- and three-story reinforced concrete building with a roughly rectangular footprint and flat roof. Two, three-story rectangular towers with semicircular ends support the centralized two-story portion that suspends above Water Street. The towers are void of any windows, which give a hierarchy to the central portion with spans of large aluminum-frame windows with tinted glass panes. Separating the windows of the first and second stories is a horizontal band of concrete simulating the look of pre-cast concrete panels. The towers are finished with rough, scorn vertical lines that contrast the smooth horizontal bands at the third floor, along with the underside of the second floor. This underside deck features an exposed waffle slab interrupted by evenly spaced circles within squares. Stairs and elevators connect the station and platforms to the street level.

**Statement of Integrity**

The Bridgeport Downtown North and South Historic Districts retains its feeling and association as a historic urban commercial center, with a variety of architecture dating from the nineteenth through late twentieth century. This amendment includes the addition of the urban renewal phase of development to the downtown, which has continued to serve as a commercial core. The buildings within the boundary increase occupy their original sites and maintain their original spatial relationship with the streetscape. The district retains its location north of Bridgeport Harbor and alongside the railroad, and its connection to transportation corridors included the mid-late-20th c. addition of the interstate, state highway, and directly connected Lafayette Circle, which remain as defining features of the 1960s landscape.

The urban renewal area demonstrates architectural characteristics and development patterns extending through the urban renewal period from the mid-1960s to the early 1970s. Integrity of design, setting, workmanship, and materials remain from this era as well as the preceding time periods. Minor changes have been made to the buildings over the years but do not detract from their overall integrity. Most alterations to extant historic buildings, including the refacing of late-19th century and early 20th-century façades with mid-20th-century materials, reflect the historic evolution of Bridgeport's downtown.

The integrity of setting outside the district has been altered by ongoing redevelopment of the downtown including the demolition of Lafayette Plaza which has been replaced with Housatonic

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<sup>2</sup> "Plans Are Unveiled by City for Water St. Transit Center." *Bridgeport Post*, October 14, 1971.

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Community College, and the loss of a hotel, Sear's Automotive Center, and other urban renewal development projects on the west side of Lafayette Boulevard. A portion of the original Lafayette Plaza parking garage which was altered still parallels Lafayette Boulevard. The loss of these urban renewal-era projects is the reason why these parcels were excluded from the district. While the setting of the State Street Urban Renewal area has been altered over time, the buildings and streetscapes within the boundaries continues to illustrate the intent of Bridgeport's urban renewal plans.



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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Architecture

Community Planning and Development

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1841-1972

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1841: Construction of earliest building in district

1958: Bridgeport Urban Renewal Agency established

1962: Construction of State Street project began

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Anderson and Petrofsky

Caldwell, Edward

David, Cochran, Miller

Friedberg, M. Paul

Fletcher-Thompson, Inc., Architects & Engineers

Lockwood, Greene, and Co.

Lyndsay and Johnson

Lyons and Mather Architects

Victor Gruen Associates

\*See data sheet for builders

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

This amendment includes an expansion of the period of significance to 1972, addition of the urban renewal period into the architectural significance under Criterion C, and a new significance statement under Criterion A. The text below is a supplement to the information provided in the 1987 Bridgeport Downtown North and Bridgeport Downtown South Historic Districts, listed under the Historic Resources of Downtown Bridgeport MRA. Both districts were recognized for state-level significance under Criterion C for Architecture, with period of significance described as the nineteenth through the early twentieth centuries (1937 was the 50-year age cut-off at the time). An Additional Information submittal was completed for the Downtown North district in 2014 in order to change the status of four buildings (dated 1945-1960) that had become 50 years old. This submittal did not include supporting narrative to change the period of significance.

The combined Bridgeport Downtown Historic District is significant at the state level under Criteria A and C. It meets Criterion A in the category of Community Planning and Development as an example of urban renewal era planning and the expansion of Bridgeport's downtown central business district aimed at reducing traffic congestions, providing adequate parking, and combating building vacancies and deterioration as a result of migration to the suburbs and a stagnant period of construction from the Great Depression through world War II. The district continues to derive significance under Criterion C in the category of Architecture, including its collection of mid-twentieth-century commercial buildings representing various architectural styles: Mid-Twentieth Century Modern, Post-Modern, Brutalist, International, and New Formalist. The revised period of significance extends from 1841, the construction date of the earliest extant building in the combined district, to 1972. The end date was extended 45 years to capture all resources that are associated with Bridgeport's urban renewal planning efforts. This period encompasses the redevelopment preliminary planning process, layout of State Routes 8/25 and the Connecticut Turnpike (route of Interstate 95), and completion of multiple urban redevelopment projects. The federal urban renewal program associated with these projects ended in 1974.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

#### **Criterion A: Community Planning and Development**

The district derives significance under Criterion A in the category of Community Planning and Development for its association with urban redevelopment programs enabled by federal policy and funding. Bridgeport is one of several Connecticut cities that carried out large-scale urban renewal programs designed simultaneously with ongoing highway development, resulting in the reshaping of the downtown and the expansion of the existing commercial center into adjacent neighborhoods and industrial areas.

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The original period of significance for the Bridgeport Downtown North and South district ended in 1937 (by age cut-off) amidst the Great Depression. This period included the construction of the Bridgeport Hydraulic Company building in 1931, and the United States Post office in 1934. Bridgeport's central business district had emerged during late 18<sup>th</sup> through the 19<sup>th</sup> century as a result of the city's role as a maritime port and expanded into the early 20<sup>th</sup> c. as industry and transportation networks grew. The continued prosperity of Bridgeport necessitated banks, meeting halls, retail shops, restaurants, hotels and grocers that sprang up along the commercial core. The downtown continued to grow until the end of the World War I when war-related orders that drove the local economy were cancelled. The city resumed a short period of economic recovery in the early 1920s, until the onset of the Great Depression. Limited development occurred in the 1930s and only a handful of utilitarian structures like the Singer Sewing Machine buildings built in 1942 were constructed during World War II. The country and many cities like Bridgeport experienced a lack of construction, which is closely linked with Executive Order 9024. The Order established the War Production Board (WPB) which restricted construction unrelated to the war effort and oversaw the proper use and allocation of materials related to the war<sup>3</sup>.

No new substantial construction occurred until after 1945, but the refacing of building facades began at that time.<sup>4</sup> After World War II, the city sought experienced deteriorated building and environmental conditions as well as automobile congestion and a lack of adequate parking facilities. Like Hartford and New Haven, Bridgeport focused on implementing major redevelopment programs like the city-sponsored 52-acre State Street Redevelopment Plan of the 1960s that would include new traffic patterns, street widening, parking structures and new modern buildings.

The decline of Bridgeport's downtown as a commercial center can be attributed to federal policies like the Homeowners Loan Corporation of the New Deal era and the GI Bill or Rights of 1944 that encouraged homeownership in and migration to the suburbs.<sup>5</sup> After World War II (1939-1945) and following a period of disinvestment in the downtown area, Bridgeport began to focus on the development and implementation of major downtown redevelopment programs like many other cities in state and across nation. Redevelopment planning for downtown Bridgeport began in 1950, shortly after the passing of the Federal Housing Act of 1949.

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<sup>3</sup> Nina Caruso and Aileen Bastos, "Neiditz Building," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 2021), Section 8.

<sup>4</sup> During the 1940s, the Singer Manufacturing Company made significant contributions to the Allied war effort through its production of bomb and artillery sights, for which they won several service awards from the U.S. Government. Lucas A Karmazinas, "Historic Mills of Connecticut," *Singer Mfg. Co. | Making Places*, last modified January 22, 2016, accessed March 2, 2022, <https://connecticutmills.org/find/details/singer-mfg.-co>.

<sup>5</sup> Cohen, Elizabeth. *Saving America's Cities: Ed Logue and the Struggle to Renew Urban America in the Suburban Age*. New York: Farrar, Straus and Giroux, 2019.

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The Bridgeport Housing Authority, which originally served as Bridgeport's Redevelopment authority under law, was responsible for Bridgeport's first urban renewal project.<sup>6</sup> The project initially sought federal funds but was later paid for by the City. It included the clearance of a two-block area south of John Street, between Middle and Water Streets, and north of Gilbert Street to improve traffic patterns and provide off-street parking. These efforts resulted in the construction of the Municipal Parking and Bus Terminal (Bridgeport Transit Center) at 35 John Street in 1950/1951. This building represents the City's first attempt at relieving automobile congestions in the central business district by providing transportation facilities.<sup>7</sup> (The adjacent Brutalist-style train station was not constructed until 1975 and is outside the district boundary.)

On April 20<sup>th</sup>, 1951, a Bridgeport Post (Post) article references a preliminary report for the city that lays out long-term plans for demolition of buildings to make way for new construction, traffic circulation and parking, and discusses the preliminary plans for the area between Main and Water streets.<sup>8</sup> There is a six-year reporting gap on Bridgeport's redevelopment in the Post between 1951 and 1957. It is not until 1957 and thereafter, when the number of articles in the Post becomes more abundant and regular. This timing coincides with the election of Samuel J. Tedesco (1915-2003), successor of Jasper McLevy, as Bridgeport's mayor in 1957.<sup>9</sup>

Samuel J. Tedesco (Democrat) had a long tenure in Connecticut as a lawyer and public servant. He represented Bridgeport in the Connecticut House of Representatives from 1940-1942, served in World War II, and was elected to the Connecticut Senate from 1949-1953 before defeating Mayor Jasper McLevy who had served as Mayor for 24 years. During his term as Mayor of Bridgeport, he served under John Dempsey as Lieutenant Governor from 1962-1965. Samuel J. Tedesco played an important role in Bridgeport's redevelopment plan. During the 1957 election year, Tedesco campaigned on the promise that it wouldn't be long before there was a progressive program.<sup>10</sup> He served as a primary proponent of the redevelopment plan and shepherded the city throughout the process by obtaining federal aid for initial planning surveys, designating a redevelopment agency, advocating for Bridgeport's renewal in letters to the federal government and continued political support throughout the entire process.

On July 28, 1957, an article in the Bridgeport Herald reported that it had been six years since Bridgeport's preliminary redevelopment report was drafted and presented to the public for comment. At the time, residents spoke in opposition of the plan resulting in the City taking no

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<sup>6</sup> Mayor Will Name Group to Aid Redevelopment." *Bridgeport Telegram*. Bridgeport, November 16, 1957.

<sup>7</sup> Loether, Paul, Dorothea Penar, and Audrey Long. "Bridgeport Central Business District -Intensive Level Survey (215 Properties)." *UConn Library: Archives & Special Collections - Connecticut Digital Archive*. Connecticut Historical Society, 1986. Last modified 1986. Accessed October 2, 2022.  
<https://archives.lib.uconn.edu/islandora/object/20002%3A860106890#page/340/mode/2up>.

<sup>8</sup> "Redevelopment Report Cites Need for Off-Street Parking Facilities." *Connecticut Post*. Bridgeport, April 20, 1951.

<sup>9</sup> Jasper McLevy (1978-1962) serves as mayor of Bridgeport from 1933 until 1957.

<sup>10</sup> "Bridgeport's Redevelopment Picture." *Bridgeport Post*, September 22, 1957.

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action and filing the report away.<sup>11</sup> The article in the Bridgeport Herald described the City's challenges with deteriorating buildings, congestion, and hinted at the causes (lack of parking, business loss as a result of suburban shopping plazas, and residential loss due to new homeownership in the suburbs) and explained that conditions had worsened since the report was drafted necessitating continued redevelopment planning. Later in 1957, Mayor Tedesco announced that the City would seek federal funds for a preliminary survey on redevelopment and that he'd name citizens to an advisory committee tasked with recommended areas for redevelopment.<sup>12</sup>

In December of 1957, Mayor Tedesco began relaying his intentions publicly for urban renewal. He announced his initial conversations with Charles J. Horan, regional director of the Federal Urban Renewal Program, to obtain Federal funds for a preliminary survey on Bridgeport's redevelopment.<sup>13</sup> Tedesco's conversations with Mr. Horan helped guide the City's actions to move redevelopment planning forward. One of the first actions taken was the dissolution of the Bridgeport Housing Authority on January 1, 1958, which had acted as the city's redevelopment council since 1950.<sup>14</sup> In January of 1958, he also submitted a formal statement to the U.S. Housing and Home Finance Agency (HHFA), precursor of the Department of Housing and Urban Development, outlining Bridgeport's intention to a formal redevelopment plan.<sup>15</sup> The HHFA was a federal Agency in Washington with Regional Office No. I in New York, which was the office Bridgeport reported to.

At the Redevelopment Agency's first official meeting on March 7, 1958, five members were sworn in and appointed to oversee the city's urban renewal program. Under state law, only residents could serve on the Redevelopment Agency.<sup>16</sup> The original appointments were: Messrs, Aruthur Clifford; Rufus P. Cushman; Leo J. Dunn; Judge John P. Flanagan; and Peter A. Laporta.<sup>17</sup> Mr. Clifford served as Acting Executive Director until the official appointment of Mr. Dearborn to the position of "Coordinator" on February 13, 1959. At the same meeting, the newly established Agency authorized the mayor to sign a contract with the firm Candeb and Fleissig & Associates, consultants in community development and environmental planning. Victor Galgan was Candueb and Fleissig's representative that worked with the City of Bridgeport. Isadore Candeb (1922-1986) with Morris B. Fleissig (1915-2008), a lawyer, founded the firm in Newark, New Jersey in

<sup>11</sup> "Bridgeport's Redevelopment Plan Is Six Years Old." *Bridgeport Herald*, July 28, 1957.

<sup>12</sup> "Mayor to Ask Federal Aid to Redevelop." *Connecticut Post*. Bridgeport, December 3, 1957.

"Mayor to Name Renewal Board: Tedesco to Announce Redevelopment Group Within Two Weeks." *Connecticut Post*. Bridgeport, January 18, 1958.

<sup>13</sup> "Tedesco Opens Talks on U.S. Renewal Aid." *Bridgeport Telegram*, December 3, 1957.

<sup>14</sup> "Tedesco to Name Agency for Task." *Connecticut Post*. Bridgeport, December 19, 1957.

<sup>15</sup> "Redevelopment Fund Plea Filed." *Connecticut Post*. Bridgeport, January 1958.

<sup>16</sup> Rep. *Annual Report Redevelopment Agency of the City of Bridgeport, Connecticut*. Bridgeport, CT, 1959.

<sup>17</sup> "Tedesco Appoints 5 for Redevelopment." *Connecticut Post*. Bridgeport, February 27, 1958.

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1953.<sup>18</sup> Prior to 1953, Candeub spent time in the Federal Government as chief planner for the Northeastern region of the HHFA.<sup>19</sup>

Initially organized as the *Development and Redevelopment Agency of the City of Bridgeport*, the name was later changed to *Redevelopment Agency of the City of Bridgeport, Connecticut* (Agency).<sup>20</sup> The Agency was organized to operate under the Three-Fourths (three quarters-one quarter) Capital Grant Formula. The Federal Government, operating through the HHFA, provided three quarters of the financing, referred to as a Capital Grant Reservation, for Bridgeport's Urban Redevelopment program. Combined funding from the State of Connecticut and the City of Bridgeport accounted for the remaining one-quarter.<sup>21</sup>

Although Bridgeport began talks of Urban Renewal in 1950, the Agency wasn't established until 1959, which was 9 years after the establishment of the New Haven and Hartford, Connecticut Redevelopment Agencies in 1950. Land was cleared for Constitution Plaza in Hartford in 1959 and by 1964 the Plaza and its buildings were complete. The project included, 1, 5 and 100 Constitution Plaza, which are all extant. The Lafayette Plaza buildings at 333 State Street and 855 Main Street in Bridgeport are similar in style to those constructed in Hartford. New Haven became a national model for urban renewal planning in 1958, several years before Bridgeport's program got fully underway in 1962.<sup>22</sup>

For a period of eight years, 1958 to 1966, the Agency identified and surveyed eight major areas in Bridgeport for tentative urban renewal; however, only three areas were developed: State Street Urban Renewal Area, West Side No. 1 and West Side No. 2. The Agency's ability to survey areas, generate reports and undertake projects was made possible by the Housing Act of 1949 and 1954 and the Federal-Aid Highway Act of 1956.<sup>23</sup> These programs made federal dollars available to cities to incentivize programs intended to improve housing and economic conditions.

The First Annual Report by the Redevelopment Agency of the City of Bridgeport was issued March 1959. The report reflects on the progress made during 1958 which is the year urban renewal planning gets underway in Bridgeport. At an Agency meeting on May 9, 1958, the redevelopment area designations referred to as "Area A" and "Area B" were formally named and defined as: Area A: Railroad Avenue Urban Renewal Area; and Area B: State Street Urban Renewal Area. Candeub, Fleissig & Associates were given permission to proceed with an application to the Federal Government for Capital Grant Reservations (survey and planning grants) for the two

<sup>18</sup> "Paid Notice: Deaths Fleissig, Morris B." *The New York Times*. New York, October 11, 2008.

<sup>19</sup> Cambridge, n.d. Accessed January 18, 2022.  
<https://archivesspace.mit.edu/repositories/2/resources/1128>.

<sup>20</sup> Name changed by action of the Common Council on April 21, 1958.  
*Rep. Annual Report Redevelopment Agency of the City of Bridgeport, Connecticut*.  
Bridgeport, CT, 1959.

<sup>21</sup> *Rep. Second Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut*. Bridgeport, CT, 1960.

<sup>22</sup> Cohen, Elizabeth. *Saving America's Cities: Ed Logue and the Struggle to Renew Urban America in the Suburban Age*. New York: Farrar, Straus and Giroux, 2019.

<sup>23</sup> *Ibid.*

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designated urban renewal areas. Area A contained four blocks between Lafayette Street, Railroad Avenue, Park Avenue, and the new Interstate 95. Area B was located to the northeast of Area A and was bounded by Cannon Street, Broad Street, State Street, Main Street, I-95, and Warren and Courtland streets. Area A was eventually abandoned because of the unknown termination of CT Routes 8 and 25. Refer to Figure 5 which shows Area A, the State Street Urban Renewal Area boundary as originally defined.

A month later, the "Workable Program for Urban Renewal", as required by the provisions of the Housing Act of 1954, was submitted to the New York Regional Administration of the HHFA and was ultimately approved.<sup>24</sup> On June 13, 1958, the Agency was advised that the Capital Grant Applications for the two project areas were ready to submit to the HHFA. Applications for Capital Grant Reservations under CT Public Act No. 24, "An Act Providing State Funds for Redevelopment Assistance" were also completed in 1958.

The State Street Urban Renewal Area was initially put on hold when word was received that the Federal government only had enough funds for the Railroad Avenue Urban Renewal Area because appropriations had run out. Although put on hold, the agency pushed for continued planning to be ready when funds were available. Mayor Tedesco appealed the decision and sent letters to President Eisenhower, Senators and Congressman, urging them to support the Housing Act of 1959, which would provide funds for urban redevelopment. He explained that Bridgeport was "adversely affected economically and socially by slums and blighted areas, bad housing and poor neighborhood conditions, along with overcrowding and traffic congestion" and that passage of the bill would allow Bridgeport to undertake the State Street project immediately, which would improve the city.<sup>25</sup> And just as quickly as the project was paused it was restarted with the passage

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<sup>24</sup> Rep. *Annual Report Redevelopment Agency of the City of Bridgeport, Connecticut*. Bridgeport, CT, 1959.

"The Housing Act of 1954 broadened the slum-clearance and redevelopment program into the Urban Renewal program by including Federal assistance for rehabilitation and conservation of blighted and deteriorating areas. Requires that a community must have a workable program for the prevention and elimination of slums and blight as a prerequisite for Federal assistance for public housing and urban renewal." [https://www.hud.gov/sites/documents/LEGS\\_CHRON\\_JUNE2014.PDF](https://www.hud.gov/sites/documents/LEGS_CHRON_JUNE2014.PDF)

A Workable Program for Urban Renewal consisted of "statical data regarding the geographic location, history and background of the City and area from the year 1639 to the present, and data about our City, including its government, population, transportation and traffic circulation, public utilities, community facilities, regional factors affecting redevelopment, codes and ordinances, a comprehensive community plan, neighborhood analysis, and administrative organization. Also the administration and coordination of Urban Renewal activities, future plans for improvement, financing, housing for displaced persons and other relation needs, citizen participation and other pertinent and highly interesting and informative data." Rep. *Annual Report Redevelopment Agency of the City of Bridgeport, Connecticut*. Bridgeport, CT, 1959.

<sup>25</sup> "Tedesco Urges Renewal Funds." *Connecticut Post*. Bridgeport, January 15, 1958. July 10. 1959 President's Veto of Federal housing Bill delayed State Street Project. Rep. *Second Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut*. Bridgeport, CT, 1960.

"Tedesco Pleads to Ike for Redevelopment Aid." *Bridgeport Herald*, August 23, 1959.



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of the Housing Act of 1959. The Railroad Avenue project was also delayed because of the unknown location CT Route 25 and was ultimately canceled in 1960.<sup>26</sup>

In the report submitted to HHFA, the Agency stated the reason for undertaking the redevelopment of the State Street area:

... Renewal of the State Street Area is being undertaken as part of an overall renewal project for Bridgeport. The objectives of this program are to improve living and working conditions in the City and provide for sound patterns of land use and traffic circulation. The proposed treatment for the State Street Area is planned therefore, in terms of the most rational land use patterns for the City as a whole, as well as for this area in itself. It is considered that the State Street Area is a residential section that is no longer suited to residential uses but can feasibly provide for an extension of the central business district. In order to meet the above-mentioned objectives, therefore, the proposed reuse in the area is commercial uses.<sup>27</sup>

As a result of the passage of the Housing Act of 1959, Candeub, Fleissig and Associates were authorized to proceed with the preparation of Final Report Part 1, Application of Loan and Grant and the State Street Project Area was able to continue.

In June of 1960, detailed planning for State Street was temporarily delayed pending a decision on the location of CT Routes 8 and 25, which were approved by the State Highway Department in December of 1960. The approval of the path of Routes 8 and 25 (which share the roadbed through this area) allowed the State Street area to expand by approximately 8-acres. The entire project area is bounded generally on the south by the Connecticut Turnpike, on the west by CT Routes 8/25, on the north in part by Fairfield Avenue, Cannon Street and John Street, on the east by Broad and Main streets. The newly constructed Connecticut Turnpike opened in 1958 and became part of the Interstate 95 alignment through Bridgeport when this section of the highway was designated in the early 1960s.

Edwards and Kelcey prepared a traffic and engineering study of the State Street project area. The Final Project Report, Part I, Application for Loan and Capital Grant Fund for the State Street Urban Renewal Area was approved by the HHFA in November of 1961. A public hearing was held on December 19, 1961 for the State Street urban renewal project and was attended by the Commissioners, Redevelopment Coordinator and staff, Mayor, City officials, and 105 community members. Notice of public hearings were published in the Bridgeport Post on December 4<sup>th</sup> and 11<sup>th</sup>, 1961, and the Bridgeport Telegram on December 5<sup>th</sup> and 12<sup>th</sup>, 1961. The Final Project Report, Part II, Application for loan and grant was submitted in early 1962. The first property was purchased on August 31, 1962, and demolition began on October 5, 1962 on Warren Street and

<sup>26</sup> Area (8.56 acres) was abandoned because of the termination of RT 25. Officially terminated December 11/15, 1959. Federal funds canceled 2/3/1960  
State funds cancelled 1/20/1960.

<sup>27</sup> Rep. *Annual Report Redevelopment Agency of the City of Bridgeport, Connecticut*.  
Bridgeport, CT, 1959.

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was referred to as “D-Day” for demolition day. Mayor Tedesco was present and swung the sledgehammer that started the multi-million-dollar urban renewal project.<sup>28</sup>

The State Street project, formally referred to as the State Street Urban Renewal Area Conn R-37, included a 52.4-acre area that contained 163 sites or parcels that were demolished and combined into 17 parcels, 14 of which were available for purchase by developers. When the State Street was first considered and surveyed there were 345 families of two or more persons to be displaced, of which 202 were whites and 143 were non-whites. Of the 202 white families, 65 were owners; there were 375 “roomers” in the project area. There were 32 individual householders, 30 of whom were whites.

The goal for the redevelopment area was to create a commercial and retail destination that would expand the central business district. As proposed, the plan included a major department store, hotel, retail shops, office space, restaurant, research center, high-rise apartment building, and a Federal court building. The project was marketed to developers as being conveniently located, adjacent to the Connecticut Turnpike, I-95, and CT Routes 8 and 25. The development plans for the State Street Urban Renewal Area were coordinated with plans for Interstates 95, which was authorized as part of the 1956 National Interstate and Defense Highways Act, and CT Routes 8 and 25.<sup>29</sup>

The final State Street Urban Renewal area boundary was slightly modified from the original proposal. The final version included an extension to the north to incorporate the area between Fairfield Avenue and Cannon Streets and west of Courtland Street to include an area between John and State Streets. An area on the eastern side was retracted to exclude an area between Main, Gilbert, Broad and State streets (Figure 6).

Bridgeport’s urban renewal projects included new buildings and certain properties not to be taken for demolition. All the buildings in the table below that are extant are located within the district boundary expansion. Several buildings that were part of the original plan but have been demolished are also mentioned below for reference purposes.

<sup>28</sup> Rep. *Fifth Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut*. Bridgeport, CT, 1963.

<sup>29</sup> *Hartford Architecture Conservancy Survey Volume 1: Downtown Hartford*: Hartford Architecture Conservancy, Inc., 1978.

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**Table 1. State Street Urban Renewal Area Projects:  
 New Buildings and Existing Buildings Not to Be Taken for Demolition\*<sup>30</sup>**

Building	Address	Acres (per GIS)	Date	Notes
Lafayette Plaza	Various	15.3		Demolished except for 333 State Street
Coclin Tobacco Company	430 State Street	1.07	1924; altered ca. 1960s	Renovation/refacing of existing building
Coclin Tobacco Company	500 State Street	0.88	1966	
Algonquin Club	1000 Lafayette	1.49	1966	Demolished
Firestone Tire and Rubber Company	300 John Street	1.02	1965	Opened 8/9/65
United Illuminated Company	1115-1119 Broad Street	0.27	1910	
Post Publishing Company	404-410 State Street	0.64	1928 ca. 1960s addition	0.03 acres for a garage
Southern New England Telephone Company	380 John Street	0.42 acres	1927	0.63 acres for parking
Kallgren (Lindquist Building)	265 Cannon Street			Demolished
Bridgeport peerless Company (Furniture Store)	357/377 Fairfield Avenue	0.46	N/A	Original building demolished. 0.57 acres for parking. Remodeled into an executive office building at Fairfield Avenue and Lafayette Circle
O.R.C. Realty (Olschan Electric)	795 Main Street			Demolished
Lindquist Hardware Store	383 Fairfield Avenue		N/A	Demolished
Bridgeport Gas Company	811 Main Street	N/A	N/A	Demolished
General Services Administration (McMahon federal courthouse)	915 Lafayette Boulevard	3.28	1968	Extant
The Lafayette Professional Building	811 Lafayette Street		1929	Extant
Bridgeport Public Library	925 Broad Street	1.09	1925/1926	Extant

<sup>30</sup> Properties noted as demolished were removed in the decades after completion of the State Street Urban Renewal era.

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The State Street Urban Renewal plan was designed with Lafayette Plaza at the center. The Plaza originally included two stores, a motel, parking garage, theater, and office buildings. Lafayette Plaza was demolished except for the building at 333 State Street. The plan also involved the widening of Broad and State streets and two major street redesign projects, Lafayette Circle and Lafayette Boulevard, which were completed in 1964-66.

People's Savings Bank was financed in in-part with appropriations from the \$340 million granted to Connecticut by the federal government for urban renewal. According to the Congressional Record - Proceedings and Debates of the 88<sup>th</sup> Congress, Second Session, May 1964, "Contiguous to Lafayette Plaza is the new 11-story Bridgeport People's Savings Bank Building, already in progress.

Lafayette Circle, Lafayette Boulevard, and Lafayette Plaza were designed to expand the commercial center or business district with the specific intent to draw people from the suburbs back to the downtown. The most efficient way to do that was to accommodate the car, which became more accessible to families after World War II. The boundaries of the State Street Urban Renewal Area were dependent on the location of CT Routes 8 and 25, and I-95. Lafayette Circle and Boulevard were designed to move traffic as efficiently as possible from the southbound exits from CT Routes 8 and 25, and direct flow south along Lafayette Boulevard toward Lafayette Plaza. At the end of Lafayette Boulevard, a right turn on Prospect Street provides quick access to a northbound onramp to CT Routes 8 and 25. Similarly, there is an I-95 southbound exit that expels out onto the northbound lane of Lafayette Boulevard. These connections were intended to make travel to the downtown convenient.

The urban renewal plan resulted in the clearance of existing buildings and combination of lots to create larger redevelopment parcels that would allow for new buildings and associated parking. There are a few smaller lots where the building occupied the entire site, but most of the lots are oversized to accommodate adjacent parking (see Figures 12 and 13 for aerial images depicting the changes in the downtown development pattern). As a result of ease of access and parking convenience, there are large spaces between buildings creating a more open streetscape. The design intent of the State Street Urban Renewal Area is certainly understood, and so is the transition between the identified urban renewal boundaries and the historic business corridor along Main Street.

The development of the state-owned Fairfield County Courthouse at 1061 Main Street and adjacent Baldwin Plaza at 1130 Broad Street is another urban renewal project within the updated district, completed immediately after the State Street project. This city block is located diagonally northeast from the edge of the State Street project. Planning for the State Courthouse began in 1968 and included a plaza financed by the city government.<sup>31</sup> There is a 140-car garage below the plaza. Baldwin Plaza, designed by Victor Gruen Associates and M. Paul Friedberg was originally intended to support cultural exhibitions and outdoor meeting space. The project was completed in 1971.

<sup>31</sup> "Officials May Seek Courthouse Bids Soon." *Bridgeport Post*, August 10, 1969.

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The Park City Plaza Redevelopment project was planned simultaneous to the courthouse and Baldwin Plaza project but is outside the district boundary due to alterations. It involved the development of several parcels between Middle and Water streets, the widening of Water Street from Fairfield Avenue to I-95, and the construction of the Park City Plaza building at 10 Middle Street and the railroad station.<sup>32</sup> The Park City Plaza project is an area bounded by Fairfield Avenue, Water Street, John Street and Middle Street. Planning for the Park City Plaza began in 1969 and was completed in 1972. The plan originally called for three towers, however, only one was constructed and was originally occupied by the State National Bank. This building, designed by the accomplished modernist architect Victor Bisharat is extant, but the curtain wall was substantially altered during renovations in 2016. Plans for the existing tower originally showed a connection to the 1950/1951 parking garage at 35 John Street that is now part of the Bridgeport Transportation Center. Planning for the railroad station at the Bridgeport Transportation Center began in 1969, with plans unveiled in 1971 but construction was not completed until 1975. This Brutalist style building could be evaluated once it reaches 50 years old.

### Criterion C: Architecture

The combined Bridgeport Downtown Historic District continues to meet Criterion C for Architecture for its intact collection of popular design styles as applied to commercial, mixed-use, and institutional buildings. The following narrative expands upon the existing architectural documentation for mid- to late- twentieth-century design, consistent with the expansion of the period of significance to 1972. As amended, the district encompasses contributing buildings completed in the International, Mid-Twentieth Century Modern, Brutalist, and New Formalist styles. These architectural styles represent a shift in the economy of Bridgeport, and a significant change in the process of architectural design, engineering, and manufacturing industries.

Many of the contributing buildings from the mid- to late-twentieth century reflect Modern design ideologies and are free of traditional ornamentation. These buildings were constructed with minimal building materials to achieve cost effectiveness and incorporated new technologies and materials like aluminum that became readily available after World War II. The mass production of goods that began during the war effort to support the war effort resulted in the development of new materials and advancement in manufacturing techniques that influenced architectural design. In his 1955 book, *Scope of Total Architecture*, Walter Gropius brings to light that modern architecture represents a shift from the manual or hand-built process to machine or ready-made products, and is representative of the intellectual, social, and technical conditions of the time. Gropius also pointed out that Manufacture Catalogs, available to every architect, featured newly developed and readily available industrialized building components and mechanical systems.

Three buildings within the district exhibit the International Style. Characteristics of the style commonly include asymmetrical buildings with simple rectilinear forms and unornamented surfaces lacking decorative detail. Traditionally topped with flat roofs without copings,

<sup>32</sup> "Appraisals to Start Soon in Park City Plaza Area." *Bridgeport Post*, August 23, 1969.

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horizontalities usually defines the style with minimal exterior reveals at windows (curtain wall systems or ribbon windows), unified wall cladding, and windows that turn building corners. People's Savings Bank at 855 Main Street was designed in the International Style by the local firm of Fletcher Thompson and is significant because of the role the building played as a unique, yet central component of Bridgeport's State Street Urban Renewal Project. The Lafayette Plaza Office Building is also another example of the style. The Bridgeport Transit Center parking garage building designed 1950 exhibits characteristics that represent the transition from the International style into Modern. It has a simple rectangular form with horizontal ribbon bands made of grids of stacked awning windows and solid, horizontally emphasized panels that wrap the building's corners. The façade (north elevation) features three multi-story vertical panels.

Brutalist architecture is represented in the district through the Post Publishing Company parking garage at 404-410 State Street. (A second example of the style is the 1975 railroad station located just outside the district at 525 Water Street. The building extends over the street.) Brutalist design is more commonly used in civic architecture rather than in residences and is often in opposition to the glass curtain wall, favoring bulky and angular forms with fewer glass surfaces. Waffle slabs are often employed and can be featured on the interior or exterior. The style has a heaviness to it that can feel grounding or imposing. The use of concrete is typically left in its original state or textured or roughened by shaping or tooling; a focus on the visibility of the raw materials like concrete is employed to achieve a more dynamic design than the early Modern flat box. This is evident than on the Post Publishing Company building, which has exterior walls, which have rough paneled exterior concrete walls and hard squared/rectangular lines.

The building also illustrates the modernist characteristic of integration of the arts into design. The upper portion of the east elevation, which parallels Lafayette Boulevard, has precast wall panels with reliefs that feature abstract sculptures depicting the news and reporting process: editorial, weather, family, education, liquor industry, stock exchange, real estate, children, sports, health, music, American flag, three stars representing the three-star edition of the Bridgeport Post, space research and tools of the industry and advertising among other societal depictions. The sculpture was designed by Constantine Nivola (1911-1988) who was known for his large-scale architectural reliefs in concrete made by his own casting and carving process. In Hartford, Connecticut, Nivola designed 132 panels with Sherwood, Mills and Smith Architects in 1957 for the former Covenant Hartford Insurance Company now occupied by St. Francis Hospital – Trinity Health of New England located at 95 Woodland Street. Constantine Nivola was an Italian-born artist who settled in New York. He was trained in the art of Sgraffito that he learned from his family trade as a mason and was proud to develop techniques that were affordable and each to integrate into construction. He was a friend of Le Corbusier and collaborated with 20th century architects like Marcel Breuer, Paul Rudolph, Eero Saarinen, and Shepley, Bulfinch Richardson and Abbott.<sup>33</sup> One of Nivola's most notable works are the murals (1969) in the lobby of the Charles F. Huley Building/Boston

<sup>33</sup> Atlea, Giuliana. "Constantino Nivola: Murals in the Lobby of the Charles F. Hurley Building (1969)." *Paul Rudolph Heritage Foundation*. Paul Rudolph Heritage Foundation, February 11, 2020. Last modified February 11, 2020. Accessed March 2, 2022. <https://static1.squarespace.com/static/5a75ee0949fc2bc37b3ffb97/t/5e42b933b76b4906610965f7/1581431092479/Nivola+Museum+Statement.pdf>.

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Government Service Center in Boston. Nivola's believed "a work in a public place is a civic act...an ethical [act], it has to do with how we live together, how we affect each other.... the work itself should create an atmosphere, a quality that goes above the ego of the individual artist".<sup>34</sup> Nivola's work on the Post Publishing Company Parking Garage which depicts the news, inherently a public service, but also portrays people and how we live and how we affect each other, precisely what he intended, that public art should represent the public.

Two buildings in the district exhibit a Late Modern architecture that traditionally employs inconsistent and exaggerated rectangular forms with glass curtainwalls, including 1061 Main Street and 1 Lafayette Circle. Horizontally oriented lines with ribbon windows are common with industrial materials like concrete, yet generally lack ornamentation. 1 Lafayette Circle's large rectangular massing has exterior elevations that are dominated by segmented glass panel curtainwalls that add detail without imposing ornamentation.

A concentration of buildings completed with New Formalism design are located in the State Street Urban Renewal area, which is now encompassed in the district. The style is typified by freestanding blocks with symmetrical elevations, smooth windowless or floor-to-ceiling glass curtain wall surfaces, and are often defined by a top heavy, projecting flat roof slab. New Formalism incorporates Classical references into monumental forms with slender or delicate Classical ornamental features. Massiveness is achieved through concrete block-like structures. Columnar supports can be employed in the façade which divide structural bays or can support the roof projections. Architectural elements tend to be repetitive such as the use of cast stone elements like panels or projecting fins like those found at 880 Broad Street. This large, rectangular building has nearly full height glass curtain wall windows spaced across the elevations helping create simplistic individual symmetrical bays. Wall surfaces are commonly smooth and made of stone, brick, and marble, which presents itself at 500 State Street. The federal courthouse at 915 Lafayette Boulevard features a colonnade (although not particularly delicate) and was sited on a plaza later developed with a permanent art installation. In contrast, the 880 Broad Street building incorporates a stylized arcade within the building envelope on each elevation.

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<sup>34</sup> "Family Statement: The Nivola Murals at the Hurley Building." *Paul Rudolph Heritage Foundation*. Paul Rudolph Heritage Foundation, February 11, 2020. Last modified February 11, 2020. Accessed March 2, 2022.  
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Bridgeport Downtown North & South Historic  
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Fairfield County, CT  
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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** 71 (total as amended)

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                       |
|------------------------|-----------------------|
| A. Latitude: 41.811290 | Longitude: -73.192029 |
| B. Latitude: 41.181734 | Longitude: -73.189330 |
| C. Latitude: 41.178305 | Longitude: -73.187806 |
| D. Latitude: 41.178305 | Longitude: -73.188475 |

Bridgeport Downtown North & South Historic  
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E. Latitude: 41.177272	Longitude: -73.187382
F. Latitude: 41.174895	Longitude: -73.188270
G. Latitude: 41.173843	Longitude: -73.189384
H. Latitude: 41.175526	Longitude: -73.190005
I. Latitude: 41.175472	Longitude: -73.192126
J. Latitude: 41.174188	Longitude: -73.193903
K. Latitude: 41.176402	Longitude: -73.195174
L. Latitude: 41.177902	Longitude: -73.193635
M. Latitude: 41.179496	Longitude: -73.192462

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

**Verbal Boundary Description** (Describe the boundaries of the property.)

The updated and combined Bridgeport Downtown Historic District Boundary encompasses the historic civic and commercial core of the city. It is roughly bounded by Elm and Chapel streets to the north; Water Street, the Amtrak/Metro-North railroad, and the Pequonnock River to the east; the Connecticut Turnpike/Interstate 95 to the south; and State Routes 8/25 to the west. The highways and railroad nearly encircle the area creating a physical and visual barrier.

Bridgeport Downtown North & South Historic  
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Primary north-south roads in the district include Main Street, Broad Street, and Lafayette Boulevard.

The original district boundary was reduced at the northeast corner of the Bridgeport Downtown North district. The district was expanded into the connecting space between the original two district (Baldwin Plaza), a block to the east at 35 John Street, and to the west of the original Bridgeport Downtown South district.

The boundary increase keys into the east side of the Bridgeport Downtown South district at a point of southern Wall Street and Middle Street and continues around the property at 35 John Street.

The boundary increase ties into the southern side of the district at an intersection point of the property at 799 Main Street. This extension stretches southerly to North Frontage Road. The extension returns northerly along the east line of 880 Broad Street, connecting to a point of the Bridgeport Public Library. The Housatonic Community College is excluded due to its recent construction.

The boundary increase ties into the western side of the district at an intersection point of the Bridgeport Public Library and south line of State Street. The proposed boundary continues westward through 915 Lafayette Blvd., terminating before the Route 8 corridor. The increase pushes back north through 430 John Street, which parallels Route 130 before returning east around Lafayette Street/Circle.

The boundary increase ties into the north side of the district at a west line of Main Street and south line of Cannon Street. The boundary expands outwardly to the south at 1126 Main Street, pushing to the far eastern boundary point along the west line at 95 Chapel Street and 172 Golden Street. 213 Golden Hill connects from a southwesterly direction continuing in a southerly direction towards 180 Fairfield Avenue. The boundary concludes along the north line of property at 1130 Broad Street, terminating at an intersection of the south side of Fairfield Avenue and west side of Broad Street.

**Boundary Justification** (Explain why the boundaries were selected.)

The district boundary encompassed the historic commercial center of Bridgeport, including areas of urban renewal development and Modern architectural styles. Vacant lots and adjacent blocks or parcels with non-contributing resources at the periphery of the district were excluded.

Bridgeport Downtown North & South Historic  
Districts Amendment  
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## 11. Form Prepared By

name/title: Nina Caruso, Director of Historic Preservation; edited by Jenny Scofield, AICP, National Register & Architectural Survey Coordinator and Garrett Coady, Historic Preservation Specialist

organization: Crosskey Architects LLC

street & number: 750 Main Street, Suite 150

city or town: Hartford state: CT zip code: 06489

e-mail: nina.l.caruso@gmail.com

telephone: (860) 558-9390

date: October 2022

---

## Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Bridgeport Downtown North & South Historic  
Districts Amendment  
Name of Property

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## Photo Log

Name of Property: Bridgeport Downtown North & South Historic Districts Amendment

City or Vicinity: Bridgeport

County: Fairfield

State: Connecticut

Photographer: Nina Caruso

Date Photographed: April 12, 2022

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 93. 880 Broad Street. Exterior from corner of Board Street and Cesar Batalla Way. Camera facing southeast.

Photo 2 of 93. 350 Fairfield Avenue. Exterior from across the street at the intersection of Fairfield Avenue and Lafayette Circle. Camera facing southeast.

Photo 3 of 93. 35 John Street. Exterior from across the street, camera facing south.

Photo 4 of 93. 300 John Street. Exterior from across the street at the intersection of Lafayette Circle and Cannon Street. Camera facing east.

Photo 5 of 93. 300 John Street. Exterior from Lafayette Circle, camera facing northeast.

Photo 6 of 93. 383 John Street. Exterior from across John Street, camera facing south.

Photo 7 of 93. 430 John Street. Exterior from across the 430 State Street parking lot facing north.

Photo 8 of 93. 430 State Street. Exterior from across the street on State Street, camera facing northwest.

Photo 9 of 93. 881 Lafayette Boulevard. Exterior from the center median of Lafayette Circle, camera facing southwest.

Photo 10 of 93. 915 Lafayette Boulevard. Exterior from the intersection of State Street and Lafayette Boulevard, camera facing southeast.



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Photo 11 of 93. 915 Lafayette Boulevard. Exterior looking from the sidewalk adjacent to Lafayette Boulevard, camera facing west.

Photo 12 of 93. 915 Lafayette Boulevard. Exterior looking from across the street at State Street, camera facing southwest.

Photo 13 of 93. 1 Lafayette Boulevard. Exterior looking from the intersection of Lafayette Square and Fairfield Avenue, camera facing south.

Photo 14 of 93. 1 Lafayette Circle. Exterior looking from across the parking lot from Lafayette Circle, camera facing southwest.

Photo 15 of 93. 777 Main Street. Exterior looking from across Main Street, camera facing southwest.

Photo 16 of 93. 1061 Main Street. Exterior looking from Broad Street, camera facing east.

Photo 17 of 93. 1061 Main Street. Exterior from looking from the intersection of Fairfield Avenue and Main Street, camera facing southwest.

Photo 18 of 93. 10 Middle Street. Exterior looking from the intersection of Middle Street and John Street, camera facing up and north.

Photo 19 of 93. 333 State Street. Exterior looking from the intersection of State Street and Lafayette Boulevard, camera facing east.

Photo 20 of 93. 404 – 410 State Street. Exterior looking from Lafayette Boulevard, camera looking west.

Photo 21 of 93. 404 – 410 State Street. Exterior looking from Lafayette Boulevard towards State Street, camera facing northwest.

Photo 22 of 93. 404 – 401 State Street. Exterior looking from State Street, camera facing north.

Photo 23 of 93. 430 State Street. Exterior looking from across the street on State Street, camera facing northwest.

Photo 24 of 93. 500 State Street. Exterior looking from across the street on State Street, camera facing northeast.

Photo 25 of 93. 525 Water Street. Exterior looking from John Street, camera facing south.

Bridgeport Downtown North & South Historic  
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Photo 26 of 93. 925 Broad Street. Exterior looking from the intersection of Broad Street and Cesar Batalla Way, camera facing northeast.

Photo 27 of 93. 1042 – 1062 Broad Street. Exterior looking from the intersection of Broad Street and John Street, camera facing northwest.

Photo 28 of 93. 1055 – 1057 Broad Street. Exterior looking from the intersection of Broad Street and Cannon Street, camera facing southeast.

Photo 29 of 93. 1082 Broad Street. Exterior looking from Cannon Street, camera facing southwest.

Photo 30 of 93. 1115 – 1127 Broad Street. Exterior looking from across the street from Broad Street, camera facing south.

Photo 31 of 93. 1187 Broad Street. Exterior looking from the intersection of Broad Street and Elm Street, camera facing west.

Photo 32 of 93. 1021 – 1025 Broad Street. Exterior looking from across Main Street, camera facing southeast.

Photo 33 of 93. 49 Cannon Street. Exterior looking from across Cannon Street, camera facing southeast.

Photo 34 of 93. 95 Chapel Street. Exterior looking from across Chapel Street, camera facing southeast.

Photo 35 of 93. 160 and 170 – 178 Elm Street. Exterior looking from across Elm Street, camera facing west.

Photo 36 of 93. 150 Fairfield Avenue. Exterior looking from across Fairfield Avenue, camera facing northwest

Photo 37 of 93. 232 – 252 Fairfield Avenue. Exterior looking from the intersection of Fairfield Avenue and Broad Street, camera facing west.

Photo 38 of 93. 239 – 243 Fairfield Avenue. Exterior looking from across the street of Fairfield Avenue, camera facing southwest.

Photo 39 of 93. 247 Fairfield Avenue. Exterior looking from across Fairfield Avenue, camera facing west.

Photo 40 of 93. 269 – 281 Fairfield Avenue. Exterior looking from across Fairfield Avenue, camera facing west.

Bridgeport Downtown North & South Historic  
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Photo 41 of 93. 144 Golden Hill Street. Exterior looking down from Golden Hill Street, camera facing southwest.

Photo 42 of 93. 172 Golden Hill Street. Exterior looking from across Golden Hill Street, camera facing north.

Photo 43 of 93. 213 – 231 Golden Hill Street. Exterior looking up towards Golden Hill Street, camera facing southeast.

Photo 44 of 93. 60 John Street, 111 & 115 Wall Street. Exterior looking from the intersection of John Street and Middle Street, camera facing west.

Photo 45 of 93. 140 John Street. Exterior looking from across John Street, camera facing northeast.

Photo 46 of 93. 804 – 820 Main Street. Exterior looking from across Main Street, camera facing northwest.

Photo 47 of 93. 799 – 815 Main Street. Exterior looking from across Main Street, camera facing south.

Photo 48 of 93. 829 – 837 Main Street. Exterior looking from across Main Street, camera facing southwest.

Photo 49 of 93. 855 Main Street. Exterior looking from across Main Street, camera facing southwest.

Photo 50 of 93. 930 Main Street. Exterior looking from across Main Street, camera facing east.

Photo 51 of 93. 955 – 957 Main Street. Exterior looking from across Main Street, camera facing north.

Photo 52 of 93. 955 – 957 Main Street. Exterior looking from the intersection of Main Street and John Street, camera facing south.

Photo 53 of 93. 955 – 957 Main Street. Exterior looking from John Street, camera facing east.

Photo 54 of 93. 955 – 957 Main Street. Exterior looking from the intersection of Broad Street and John Street, camera facing east.

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Photo 55 of 93. 955 – 957 Main Street. Exterior looking from across John Street, camera facing southeast.

Photo 56 of 93. 955 – 957 Main Street. Exterior looking from across Bank Street, camera facing north.

Photo 57 of 93. 955 – 957 Main Street. Exterior looking from the intersection of Main Street and Bank Street, camera facing southeast.

Photo 58 of 93. 956 Main Street. Exterior looking from the intersection of Main Street and Bank Street, camera facing northwest.

Photo 59 of 93. 960 – 962 Main Street. Exterior looking from across Main Street, camera facing east.

Photo 60 of 93. 966 and 960 and 956 Main Street. Exterior looking from the intersection of Main Street and John Street, camera facing southeast.

Photo 61 of 93. 966 Main Street. Exterior looking from across John Street, camera facing east.

Photo 62 of 93. 979 – 987 Main Street. Exterior looking from John Street, camera facing north.

Photo 63 of 93. 979 – 987 Main Street. Exterior looking from the intersection of Main Street and John Street, camera facing east.

Photo 64 of 93. 980 and 986 – 988 Main Street. Exterior looking from across Main Street, camera facing east.

Photo 65 of 93. 986 – 988 Main Street. Exterior looking from across Main Street, camera facing east.

Photo 66 of 93. 986 – 988 Main Street. Exterior looking from the intersection Main Street and John Street, camera facing northwest.

Photo 67 of 93. 991 – 1019 Main Street. Exterior looking from across Main Street, camera facing northeast.

Photo 68 of 93. 996 – 1000 Main Street. Exterior looking from the intersection of Main Street and Wall Street, camera facing southeast.

Photo 69 of 93. 1021 Main Street and 41 Cannon Street. Exterior looking from across Cannon Street, camera facing east.

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Photo 70 of 93. 1085 – 1095 Main Street. Exterior looking from the intersection of Main Street and Fairfield Avenue, camera facing northeast.

Photo 71 of 93. 1103 and 1115 – 1127 Main Street. Exterior looking from the intersection of Main Street, and Fairfield Avenue, camera facing northeast.

Photo 72 of 93. 1115 – 1127 Main Street. Exterior looking from across Main Street, camera facing south.

Photo 73 of 93. 1115 – 1127 Main Street. Exterior looking from the open lot adjacent to Main Street, camera facing south.

Photo 74 of 93. 1115 – 1127 Main Street. Exterior looking from the open lot adjacent to Main Street, camera facing south.

Photo 75 of 93. 1163 Main Street. Exterior looking from the intersection of Main Street and Golden Hill Street, camera facing southeast.

Photo 76 of 93. 1184 – 1186 Main Street. Exterior looking from across Main Street, camera facing southwest.

Photo 77 of 93. 1184 – 1186 Main Street. Exterior looking from the intersection of Main Street and Golden Hill Street, camera facing northwest.

Photo 78 of 93. 1184 – 1186 Main Street. Exterior looking from Golden Hill Street, camera facing west.

Photo 79 of 93. 1194 – 1198 Main Street. Exterior looking from across Main Street, camera facing west.

Photo 80 of 93. 120 Middle Street. Exterior looking from the intersection of Middle Street and Golden Hill Street, camera facing southwest.

Photo 81 of 93. 179 – 205 Middle Street. Exterior looking from across Middle Street, camera facing east.

Photo 82 of 93. 227 – 237 Middle Street. Exterior looking from the intersection of Middle Street and Golden Hill Street, camera facing northeast.

Photo 83 of 93. 155 State Street. Exterior looking from the intersection of State Street and Main Street, camera facing southeast.

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Photo 84 of 93. 167 State Street and 155 State Street. Exterior looking from across State Street, camera facing southwest.

Photo 85 of 93. 177 State Street. Exterior looking from across State Street, camera facing east.

Photo 86 of 93. 207 – 215 State Street. Exterior looking from State Street, camera facing east.

Photo 87 of 93. 180 – 216 State Street. Exterior looking from Broad Street, camera facing northwest.

Photo 88 of 93. 207 – 215 State Street. Exterior looking from the intersection of State Street and Broad Street, camera facing east.

Photo 89 of 93. 207 – 215 State Street. Exterior looking from across Broad Street, camera facing northwest.

Photo 90 of 93. 207 – 215 State Street. Exterior looking from across State Street, camera facing south.

Photo 91 of 93. 177 State Street and 189 State Street. Exterior looking from across State Street, camera facing southeast.

Photo 92 of 93. 60 John Street and 111 State Street and 115 Wall Street. Exterior looking from across Middle Street, camera facing southeast.

Photo 93 of 93. 239 Fairfield Avenue and 243 Fairfield Avenue. Exterior looking from across Fairfield Avenue, camera facing southwest.

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

**Bridgeport Downtown North & South Historic Districts Amendment**

Name of Property

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**GRAPHICS**

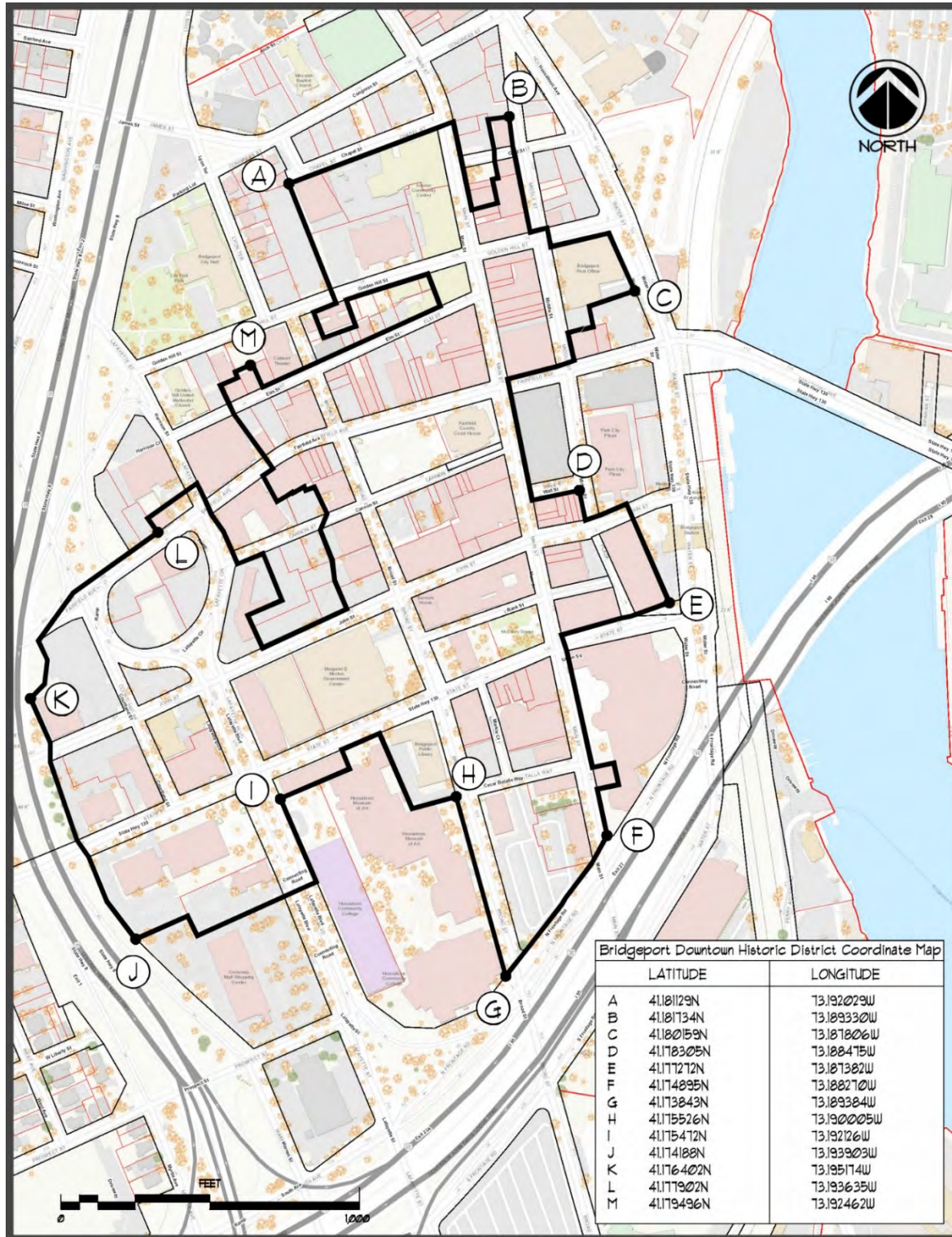


Figure 1. Location Map.

Bridgeport Downtown North & South Historic  
Districts Amendment

Fairfield County, CT  
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Name of Property

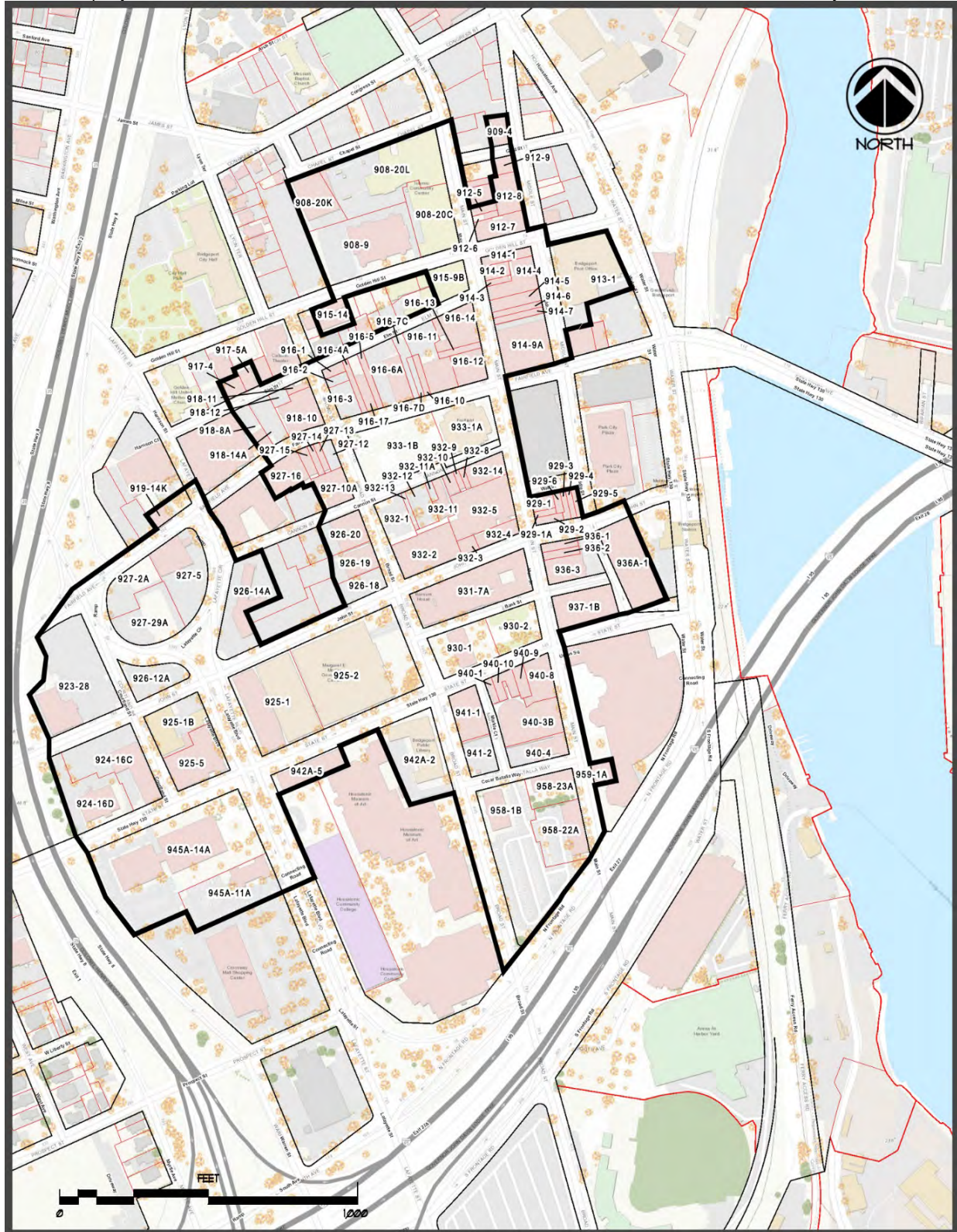


Figure 2. Bridgeport Downtown Historic District Resource Map.



Bridgeport Downtown North & South Historic  
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Name of Property

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Figure 3. Image of Lafayette Plaza Office Building and Lafayette Bank and Trust Company (Bridgeport Post 1969).



Figure 4: Lindquist Supply Company (Loether and Penar, 1986).

Bridgeport Downtown North & South Historic  
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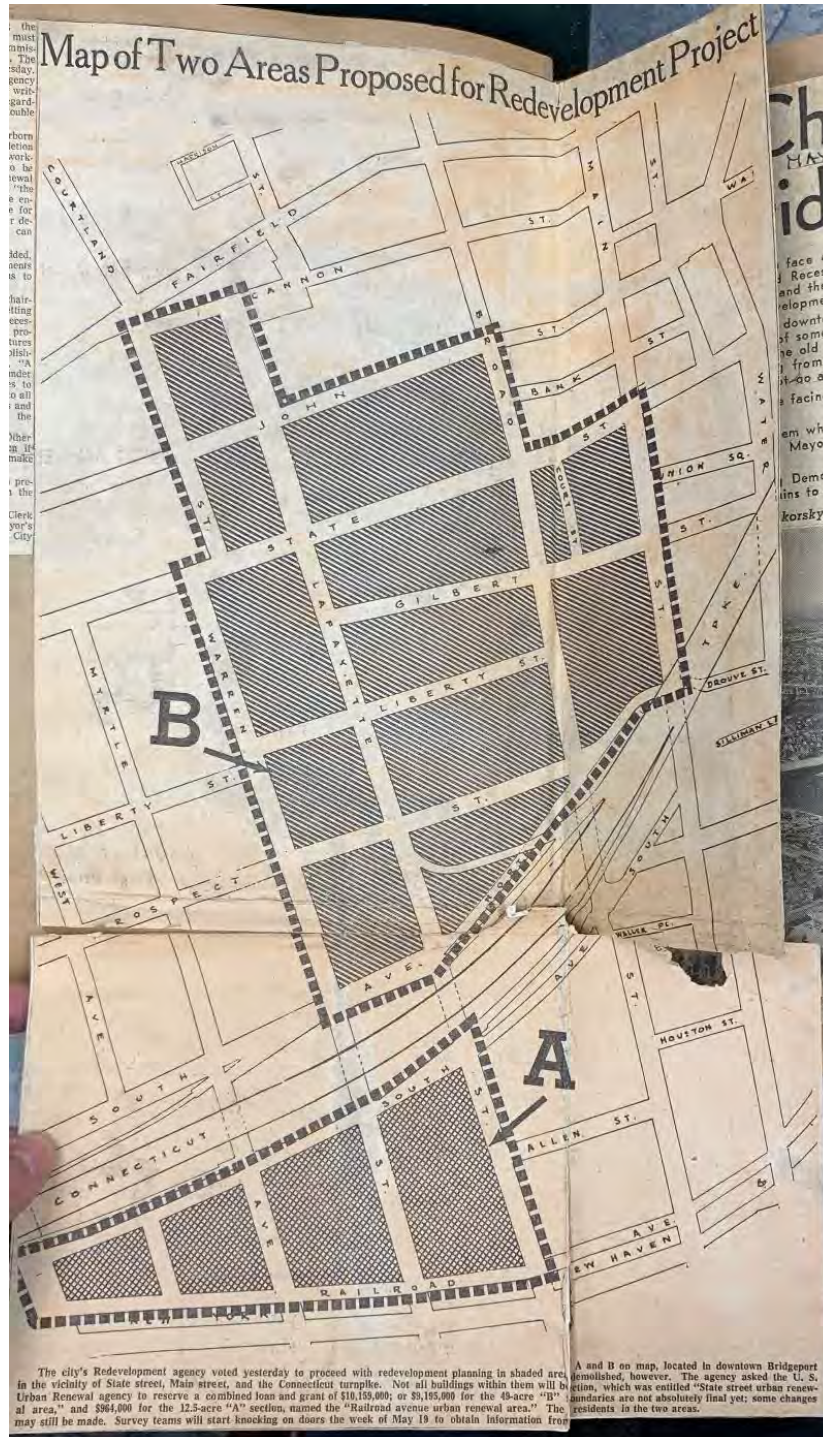


Figure 5. Areas A and B, "City Maps 62-Acre Area as Redevelopment Sites."  
*Connecticut Post*. Bridgeport, May 10. 1958.

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Figure 6. Project Boundary & Land Acquisition Map.  
Rep. *Eight Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut.*  
Bridgeport, CT, 1966.

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STATE STREET URBAN RENEWAL PROJECT LOOKING WEST. Dotted lines show project boundary line. Proposed Route 25 shown on western boundary of project with loop on left indicating the access and egress at the Connecticut Thoroughway. This is an architect's concept superimposed over an aerial photo. It is not intended to be a final project plan.

Figure 7. Conceptual Image of State Street Urban Renewal Project Looking West, 1966.  
Rep. *Eight Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut.*  
Bridgeport, CT, 1966.

Bridgeport Downtown North & South Historic  
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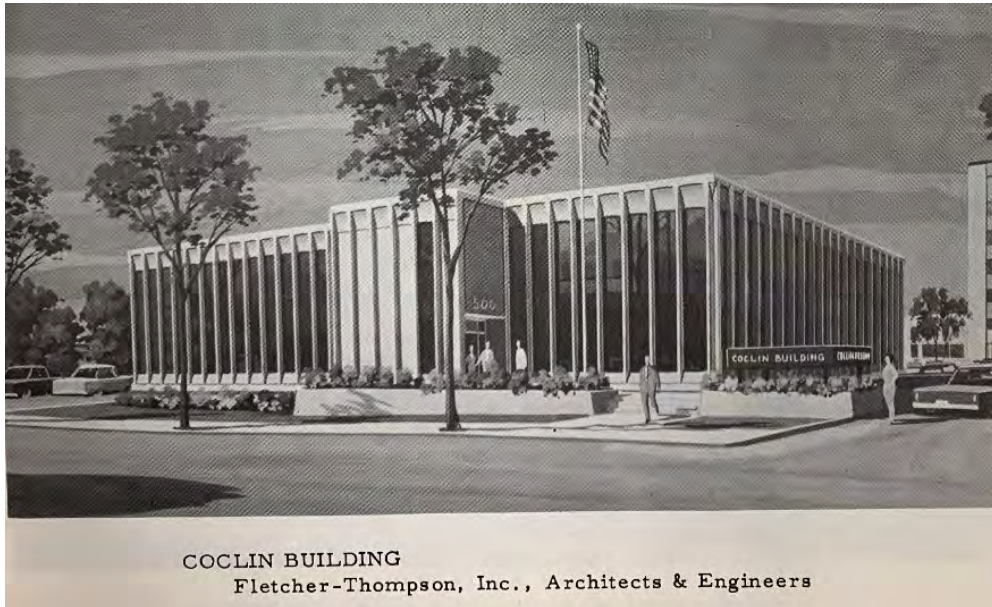


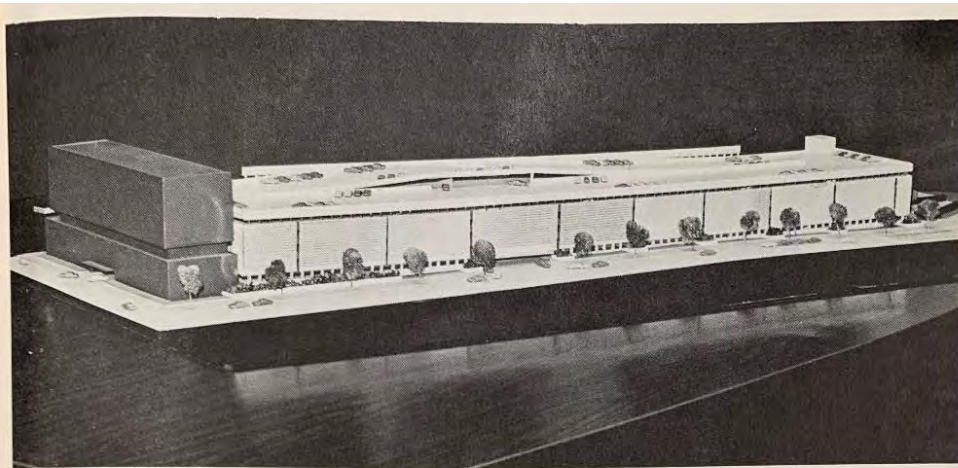
Figure 8. Coclin Building, 1966.  
*Rep. Eight Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut.*  
Bridgeport, CT, 1966.



Figure 9. Firestone and Auto Service Building, 1966.  
*Rep. Eight Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut.*  
Bridgeport, CT, 1966.

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MODEL OF THE 2000 CAR PARKING GARAGE FOR THE LAFAYETTE PLAZA TO BE  
CONSTRUCTED BY THE PARKING AUTHORITY OF THE CITY OF BRIDGEPORT  
Fletcher-Thompson, Inc. Architects & Engineers



BRIDGEPORT GAS COMPANY SALES AND OFFICE BUILDING  
Lyons and Mather, Architects

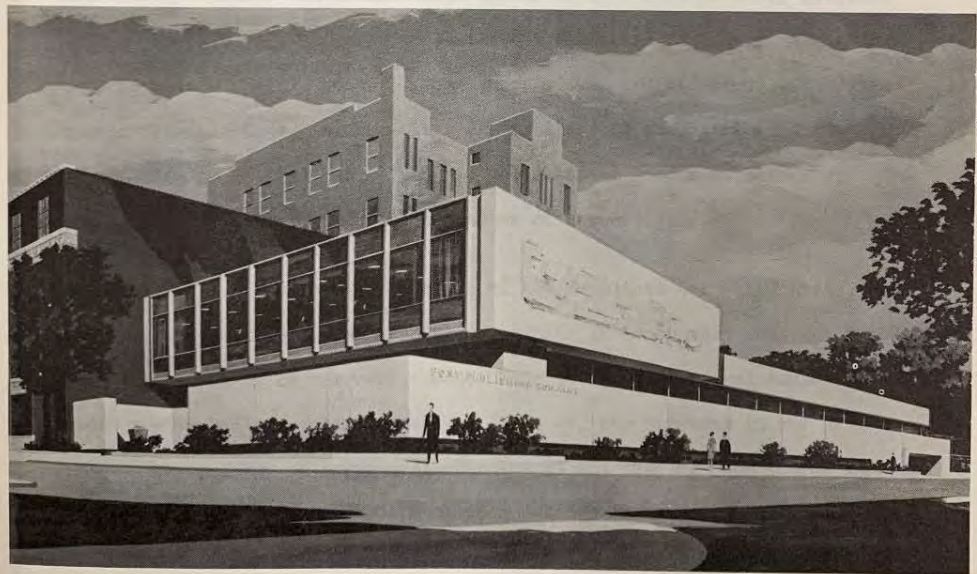
Figure 10. Lafayette Plaza Office Building, Parking Garage and Lafayette Plaza Model, and  
Bridgeport Gas Company Sales and office Building, 1966.  
Rep. *Eight Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut.*  
Bridgeport, CT, 1966.

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COURT HOUSE AND FEDERAL OFFICE BUILDING, General Services Administration,  
Public Buildings Service, Washington, D.C.  
Lyons and Mather, Architects



RENDERING OF THE GARAGE FOR THE POST PUBLISHING COMPANY  
Fletcher-Thompson, Inc., Architects & Engineers

Figure 11. Court House and Federal Office Building, and Post Publishing Parking Garage, 1966.  
Rep. *Eight Annual Report: Redevelopment Agency of the City of Bridgeport, Connecticut.*  
Bridgeport, CT, 1966.

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Figure 12. 1951 Aerial Map showing area of district. (UConn Air Photo Archive, <https://connecticut.maps.arcgis.com/>).



Bridgeport Downtown North & South Historic  
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Figure 13. 1970 Aerial Map showing area of district. (UCONN Air Photo Archive, <https://connecticut.maps.arcgis.com/>).





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0002















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UNITED STATES COURT HOUSE  
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915





















CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0020





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0022



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*Kendal's*

AA-39232











CT\_Fairfield County\_Bridgport Downtown North and South Historic District Amendment\_0033





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0035



CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0036





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MURPHY'S LAW  
DINING ROOM

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LIVE  
WORK  
CREATE  
SQUARE  
BIJOUSQUARE.COM

SPORT  
4x4



CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0039





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0040





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0042



CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0043





**mcca** Help and Hope  
Overcoming Addiction

mcca

140

Queen  
TAXI



CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0046



Ralph & Rick's

815

STREET  
PARKING  
NO STANDING

PARKING

PARKING

SOUTH

AVAILABLE  
8553







CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0049









CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0053











CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0057





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0059



Main Street

Downtown Corner

Downtown Corner

St. Joseph's

STREET SWEEPING AND PARKING













CT, Fairfield County, Bridgeport Downtown North and South Historic District Amendment, 0065











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CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0071





Golden Hill Street  
←







Golden Hill Street



CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0076

YIELD TO  
PEDESTRIANS

















CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0083



CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0084















CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0090





CT\_Fairfield County\_Bridgeport Downtown North and South Historic District Amendment\_0092



CT \_ Fairfield County \_ Bridgeport Downtown North and South Historic District Amendment\_0093