

Appendix A

Stakeholder Engagement



Department of Community Development and Economic Development Community Engagement Strategy

Prepared for:

Department of Community Development and Economic Development

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January 9, 2022

BFJ Planning

1. Introduction

Public Act No. 22-118, Section 426, mandates the CT Department of Economic and Community Development (DECD) on behalf of the state to assess the benefits and opportunity costs to the City of Hartford and the State of Connecticut of the current and alternative uses of the Hartford-Brainard Airport property. The state must do so in a way that is consistent with and supports the bill's stated goals of promoting the health, welfare, and safety of people in Connecticut; increasing their quality of life; boosting tourism; stimulating the economy, and enhancing people's ability to enjoy the Connecticut river.

I. PURPOSE AND PRINCIPLES OF THE COMMUNITY ENGAGEMENT STRATEGY

The purpose of this Community Engagement Strategy (CES) is to detail how the BFJ Planning consultant team will inform and seek input from all stakeholders in the community.

This includes, but is not limited to, State government, key employers and institutions, residents, business owners, the city of Hartford, the town of East Hartford, the town of Wethersfield and regional economic development groups, stakeholder groups and organizations, and the general public. The objective will be to ensure that all stakeholders have ample opportunity to know and understand the Hartford-Brainard Airport Redevelopment process and its intended outcomes; to comment on the process and plan as it moves along; to feel their concerns and ideas have been heard; and to contribute to building a consensus about the vision for the Airport and potential redevelopment scenarios that will provide the highest and best use for the site.

BFJ Planning team is working with Wilson Camelo from Camelo Communications (MBE) to implement a CES that addresses the needs of all stakeholders near or impacted by airport operations. The Strategy is built on the following four principles:

- *The public shall have adequate access to information:* A record of all public outreach events and other interim deliverables will be kept and placed in available locations, including the BFJ Planning project website.
- *The public shall have clarity in the information presented:* Technical information and planning concepts will be presented in terms that are understandable to the public, and technical jargon and industry lingo will be avoided.
- *The public shall be able to engage and comment on the plan development as it progresses with a responsive and timely Project Team:* The public will receive sufficient notice of all public meetings to be held at a time and place that is convenient and comfortable. Ample time to review project-related materials will also be provided. All general questions and inquiries will be answered promptly in a manner approved by DECD.

- *The public shall be able to participate in a well-coordinated process:* Good coordination, communication, and collaboration among all concerned entities are critical to providing the public with the most current and correct information and the overall success of the study.

The BFJ Planning Team is committed to a planning process based on meaningful citizen input guided collaboratively by professional planners. Our experience has shown that early and consistent involvement of the community—concerned residents and business owners, civic leaders, elected and appointed officials, and municipal staff—inevitably enriches the final plan’s study process and content. BFJ Planning Team will conduct targeted focus group meetings, public meetings, and/or community meetings held by local organizations, organize public surveys, and design charrettes to gather information and discuss specific topics of concern with residents, business owners, and community groups. This includes creating strong links to the following: groups covered under Title 6/Environmental Justice Law (i.e., African-American, Hispanic-American, and low-income population); those with Limited English Proficiency; and other groups who rarely participate.

With well-designed, interactive outreach and coordination with State government, key employers and institutions, residents, business owners, the city of Hartford, the town of East Hartford, the town of Wethersfield and regional economic development groups, stakeholder groups and organizations, and the general public, we will gain a clear understanding of the varying and sometimes differing perspectives about Hartford-Brainard Airports’ future. Meaningful public participation doesn’t simply happen; it must be carefully considered and planned to be most effective and efficient. With this in mind, the following outlines a plan for fully involving the community in updating the Hartford-Brainard Airport Redevelopment Study. The Community Engagement Strategy will be implemented by the BFJ Planning team and through the cooperation of all stakeholders.

II. PUBLIC WORKSHOPS

The Hartford-Brainard Airport Redevelopment Study will involve five public meetings/workshops to provide ample opportunity for members of the public to be informed of the process and provide meaningful input. The BFJ Planning team plans to host joint public meetings/workshops to meet the FAA requirements and work through the four development scenarios required as part of Public Act No. 22-118, Section 426. We have tentatively planned for the public meetings to be in February, April, May, July, and August. We are working with Camelo Communications to secure the meeting sites used for their visioning process.

Public Workshop #1: This opening public workshop will be held in February. This meeting will introduce the project and begin the participatory process, which will build a foundation of community engagement that will carry through the project’s duration. For this introductory meeting, a Town Hall format will be used. The meeting will begin with a formal presentation where the consultants explain the study’s purpose, background, timeline, and goals. The team will also present a summary of the prior studies, plans, and initial observations of existing conditions. The presentation will also explain the project’s public participation process and further involvement opportunities. After the formal presentation, the

consultants will facilitate an informal question-and-answer session in which participants can discuss issues of concern regarding current operations and future development of the airport.

Public Workshops #2-4: The workshops will be the same format, each beginning with a formal presentation, during which we will review the study's progress and work completed to date. We will also discuss initial findings on existing conditions, issues, and opportunities for the Study Area. Following the presentation and a short refreshment break, participants will engage in small roundtable discussion sessions related to specific topics. A representative from each table will then report their findings to the group. This format is effective in helping people feel comfortable in sharing their thoughts and ideas while also allowing everyone in the room to hear what is discussed in the smaller groups. After the roundtable discussion report-backs, we will open the discussion to a traditional City hall format, where participants can ask questions or comment about any topic.

The BFJ Planning Team will hold the five workshops/meetings at the Metzner Early Childcare Center. BFJ will facilitate each workshop and provide the tools necessary for a successful engagement (large-scale maps, notepads, markers, etc.). We will also provide a summary report for each workshop, documenting the presentation and all comments received from attendees. The reports will include photographs of the meeting and any graphic materials that were presented and can be posted on the Hartford Brainard Airport Redevelopment Study website as appropriate. The three workshops will follow the schedule below:

Public Workshop #2: South End – Metzner Early Childcare Center
April 13, 2023
Focus: Visioning of the site and surrounding area.

Public Workshop #3: South End – Metzner Early Childcare Center
May 18, 2023
Focus: Analysis considerations from the market scan and environmental reports and development of options with the public.

Public Workshop #4: South End – Metzner Early Childcare Center
July 13, 2023
Focus: Presentation and comment on development options and exploration of the regulatory framework.

Public Workshop #5: This workshop, held on August 10, 2023, will present the initial findings of the Hartford-Brainard Airport Redevelopment Study to the public. As with the opening workshop, this session will be in a Town Hall format. We will present key elements of the Draft Plan and its findings and then facilitate an informal question-and-answer session. This will allow participants to comment or ask questions about specific Plan components in a relatively relaxed atmosphere and help the consultant team and DECD identifies any needed revisions.

BFJ will facilitate each workshop and provide the tools necessary for a successful engagement (large-scale maps, notepads, markers, etc.). We will also provide a summary report for each workshop, documenting the presentation and all comments received from attendees. The reports will include photographs of the meeting and any presented graphic materials and can be posted on the Study's website as appropriate.

III. Publicity

To adequately publicize these workshops and ensure a strong level of participation from the community, we will employ various strategies in addition to standard press releases, as detailed below.

1. Hartford-Brainard Airport Redevelopment Study Website

The BFJ Planning team will create a Hartford-Brainard Airport Redevelopment Study website, which will include information on meetings and public workshops and all draft documents as the DECD's Steering Committee approves them for release to the public. BFJ Planning team will provide all documents to the DECD before posting on this website. The website will work with the virtual engagement tool [Social Pinpoint](#) for Hartford-Brainard Airport Redevelopment Study. This tool provides a graphically engaging, user-friendly toolkit that allows participants to share ideas, express concerns, and respond to recommendations, enabling members of the public to contribute ideas and comments about an array of issues.

2. Press Releases Distributed to Local News Outlets

We will work with Wilson Camelo Communications to publicize all public workshops and other significant events in local English and Spanish newspapers.

3. E-blast Alerts

We will work with Wilson Camelo Communications and the city of Hartford, the town of East Hartford, and the town of Wethersfield to compile an email list of stakeholders and participants in the Hartford-Brainard Airport Redevelopment Study Update process. The email list will include residents, elected officials, community organizations, regional groups, relevant State agencies, business owners, property owners, developers, and realtors. This list will benefit the overall outreach effort as we reach out to individual stakeholders and work to publicize major public events. We suggest that emailing be used rather than bulk mailings, given the cost and time required for traditional bulk mailings. E-blasts can be managed using a web-based bulk mailing service (e.g., Mailchimp or Constant Contact) so that all mailings can be tracked.

4. Social Media

Suppose there are existing social media outlets in Hartford (e.g., Facebook groups). In that case, we can post updates and meeting notifications on these pages and other social media websites, as appropriate, that we discover through our public outreach effort.

5. Municipal Boards and Commission Announcements

We will work with City staff and the Steering Committee to include updates and meeting notifications in announcements at meetings of City boards and commissions (e.g., City Board, Planning Board, etc.)

6. Flyers

In preparation for public workshops and other key public events, we will prepare a series of flyers that can be posted at the public library, schools, and any other locations the Steering Committee determines are appropriate. Flyers will also be distributed as PDF files to members of the Steering Committee for distribution to their professional and social networks.

7. Environmental Justice

Environmental Justice communities feature high concentrations of low-income and/or minority populations. The following principles will be adopted to support the involvement of local environmental justice communities in Hartford:

- Key community leaders and groups will be contacted to increase public notification of events and participation of constituent communities.
- Documents, notices, and meetings will be concise, free of jargon, and readily available to the public.
- All public events will be scheduled at convenient and accessible locations and times.

BFJ will work with Wilson Camelo Communications to distribute flyers at key public events, such as neighborhood association meetings, Church and recreation events.

IV. Coordination with the State Legislature

BFJ understands the importance of involving the Connecticut State Legislature throughout the Hartford-Brainard Airport Redevelopment Study Update process, as the members of the Senate and House will ultimately decide the future of the Airport based on the final redevelopment report. The members will receive invitations to attend and participate in all public meetings. We also propose scheduling periodic briefings with these members to provide updates on the process.

V. Stakeholder Engagement

Stakeholder engagement will be undertaken through various strategies to reach as many residents, businesses, and community groups impacted by the Hartford-Brainard Airport Redevelopment Study Update as possible. BFJ will conduct our research and coordinate with City staff and the Steering Committee to develop an extensive list of stakeholder organizations, including contact information, to assist in outreach. Our objective is to involve all key stakeholders to ensure that the Hartford-Brainard Airport Redevelopment Study reflects broad input, consensus on recommendations, and local commitment. Attached to this Community Engagement Strategy is a preliminary list of community organizations and local businesses that will be included in the stakeholder engagement process.

VI. Stakeholder Interviews

In addition to the public meetings described above, the BFJ Project Team and subject matter experts will conduct stakeholder interviews to gather input from local stakeholders on community engagement, real estate market issues, and project ideas and details. Pre-engagement interviews will be scheduled early in the process (February – April) and are an opportunity to develop constructive stakeholder relationships and identify potential issues early in the process. Pre-engagement interviews will ask about the stakeholder's familiarity with Hartford Brainard Airport, their thoughts on issues and opportunities, and what they think are the best ways to reach members of the surrounding community. Additional stakeholder interviews will continue throughout the study process, and discussions focused on real estate issues, project ideas, and details will be scheduled in March–May.

II. STAKEHOLDER GROUPS

Given the location of Hartford Brainard Airport, there are many stakeholders, all of whom have a vested interest in its future. For this project, the range of project stakeholders has been organized relative to their role in decision-making during the project process. They will include the following:

1. Key Local Stakeholder Groups

Key local stakeholders may have the strongest vested interest in the plan's outcomes and may be most directly affected. They may include, but are not limited to, representatives of local and regional government and quasi-governmental organizations; business advocacy groups; major employers; community and culture organizations; neighborhood residents; local business owners; and special interest groups. These stakeholders will be contacted to gain additional insight into potential project feasibility. Their input to the planning process will be solicited to help ensure and improve outreach to the balance of the community, foster broad support for project ideas, and facilitate ease of project implementation. The BFJ project team may meet with key stakeholders in small interviews or via conference calls as the project progresses. These targeted stakeholder meetings will inform the study process on specific focus topics.

2. General Public

The general public is also a stakeholder in this process. Virtual and in-person meetings will be recorded, and the recordings will be available online for members of the public to watch later. When meetings are held in person, members of the public will be invited to attend, but all in-person meetings will include a virtual component. The general public will also be encouraged to participate through public engagement events and virtual engagement tools. We will also engage with the general public through emails on the project mailing list, social media, and through the project website. The project website will include meeting materials and summaries, public outreach event flyers, and other project-related materials and information.

3. Meeting Circumstances Due to COVID-19

The project team will monitor COVID-19 conditions in Hartford and hold meetings virtually or in person as appropriate. Virtual meetings will allow stakeholders to participate in real time. Additionally, some materials will be available on-demand, so stakeholders can view materials and respond to questions or provide comments at their convenience. All public events that take place in person will be planned using current COVID-19 safety guidance and will include a virtual component for members of the public who cannot attend the meeting.

III. PROCESS TO IMPLEMENT AND MONITOR THE COMMUNITY OUTREACH STRATEGY

A Public Engagement Task Leader (Wilson Camelo, Camelo Communications, and Taylor Young of BFJ Planning) will be the lead point person for the management and implementation of the COS activities, working in coordination with the BFJ Project Team. The public outreach approach will be comprehensive, reaching out to a broad range of stakeholder groups and audiences. Although this Plan outlines a program of work tasks and outreach tools, the public involvement approach will also be flexible to adjust as the project advances to meet needs identified “on the ground.” After each meeting and set of public outreach efforts, the results of the outreach will be evaluated (who attended, whom we didn’t reach, and any comments received) to identify ways of improving the outreach (finding other methods to reach more people; especially those that are not participating).

Meetings will be documented in the form of meeting summaries that will be reviewed by the Project Team and saved for the record. Public comments will be reviewed, responded to, and kept in a comment log that the Project Team will regularly check to incorporate public input into the planning process as it moves forward.

APPENDIX A: KEY LOCAL STAKEHOLDERS

Other Key Local Stakeholders

- Federal, State, and Local Elected Officials including, but not limited to:
 - Senator Murphy and Blumenthal's Office
 - Congressman John B. Larson (East Hartford)
 - State Revenue, Finance, and Bonding committee
 - Connecticut Senate District 1,2,3,4 and 9
 - Connecticut Legislative District 1,3,4,5,6,7,10,11,28, 29, 31

- City of Hartford Agencies including, but not limited to:
 - Hartford City Manager's Office
 - Hart City Council
 - Hartford Street Department
 - Hartford Department of Engineering
 - Hartford Department of Parks and Recreation
 - Hartford Police Department
 - Hartford Fire Department
 - Hartford Department of Municipal Light
 - Hartford Department of Water

- Quasi-governmental, Nonprofit Agencies and Organizations, including but not limited to:
 - Arts, Cultural, and Tourism Organizations
 - School District
 - NAACP

APPENDIX B: PUBLIC OUTREACH SCHEDULE

A preliminary schedule of public outreach meetings is located below. Meeting dates and times will be finalized based on input from LPC.

Study Meetings:

- Meeting #1 – February 13, 2023, 6:30 to 8:00 PM
- Meeting #2 – April 13, 2023, 6:30 to 8:00 PM
- Meeting #3 – May 18, 2023, 6:30 to 8:00 PM
- Meeting #4 – July 13, 2023, 6:30 to 8:00 PM
- Meeting #5 – August 10, 2023, 6:30 to 8:00 PM

HARTFORD- BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

STATE OF CONNECTICUT

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

February 16, 2023



BEJ Planning

INTRODUCTIONS – STUDY TEAM



Frank Fish
FAICP
Principal-in-Charge



Thomas Madden
AICP
Project Manager



Taylor Young
AICP
Project
Coordinator



JAMES OLSEN
PG, LEP
Tighe & Bond

RON PRICE
QED AVIATION AND
AIRPORTS

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY OBJECTIVE

The state shall, consistent with and supportive of the goals of promoting the health, welfare and safety of the people of the state and increasing their quality of life, boosting tourism, stimulating the economy and enhancing the ability of people to enjoy the Connecticut River, assess the benefits and opportunity costs to the city of Hartford and to the state of the current use and alternative uses of the Hartford Brainard Airport property.

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

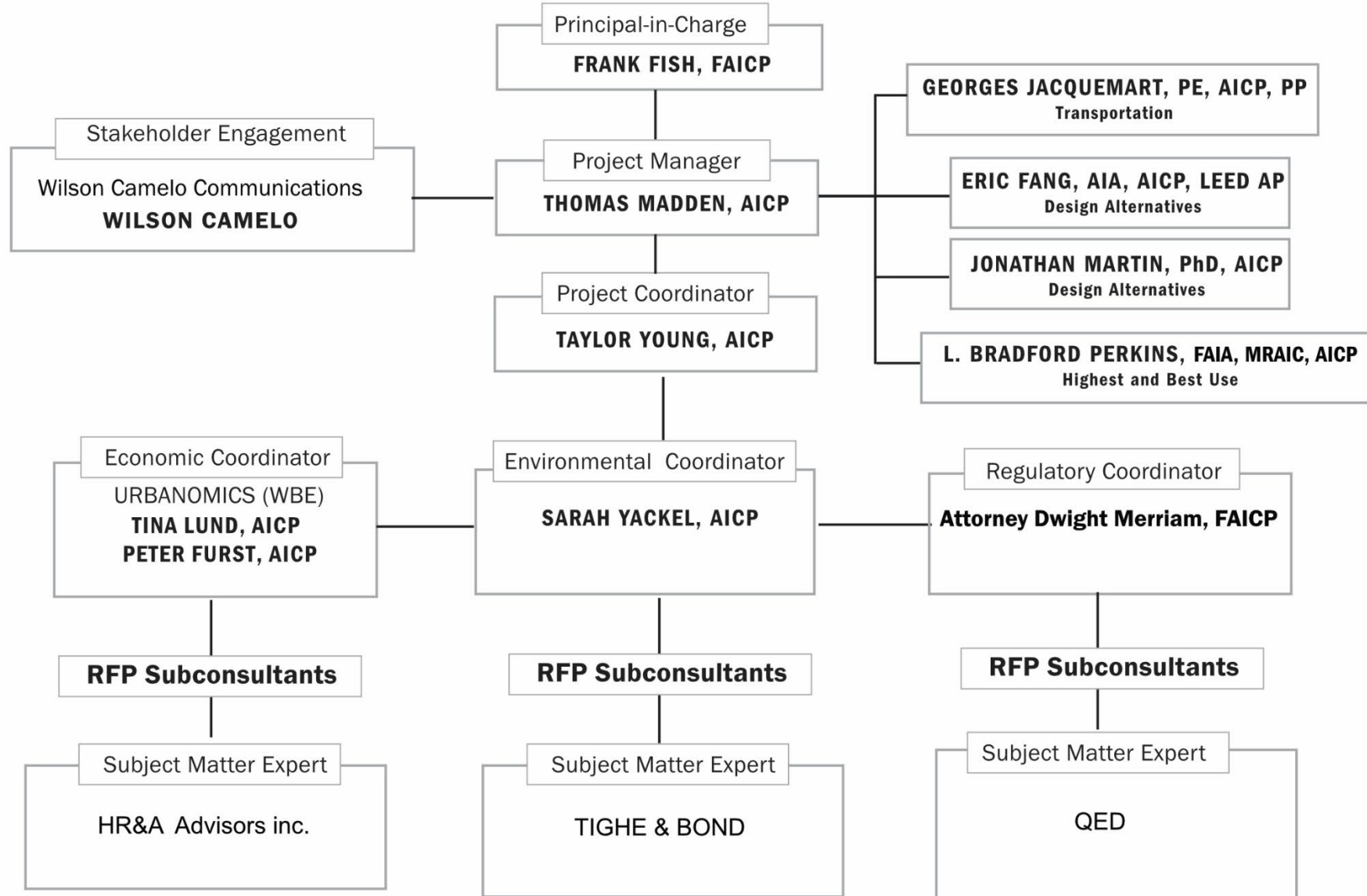
STUDY COMPONENTS

The study shall assess the following:

- 1) The economic impact, direct, indirect, quantitative, and qualitative, of the current use of the property to the state and to the region surrounding the property;
- 2) The economic impact, direct, indirect, quantitative, and qualitative, of alternative uses of the property, including commercial, residential, and recreational opportunities, to the state and to the region surrounding the property;
- 3) Identification of any environmental or flood control obstacles to the development of alternative uses of the property, including the conducting of any required testing of the site and the possible avenues and associated costs to render the property environmentally developable;
- 4) Identification of any federal, state or local governmental obstacles, including existing contractual obligations, to the development of alternative uses of the property, the possible avenues to remove each such obstacle and the associated costs of pursuing each avenue; and
- 5) The highest and best use of the property, if not its current use, taking into consideration the findings of subdivisions (2) to (4), inclusive of this subsection and the goals set forth in subsection (a) of this section.

ORGANIZATION CHART

STATE OF CONNECTICUT STEERING COMMITTEE



COMMUNITY OUTREACH

- Hosting five public meetings
 - Meeting #1 – February 16, 2023, 6:30 to 8:00 PM
 - Meeting #2 – April 13, 2023, 6:30 to 8:00 PM
 - Meeting #3 – May 18, 2023, 6:30 to 8:00 PM
 - Meeting #4 – July 13, 2023, 6:30 to 8:00 PM
 - Meeting #5 – August 10, 2023, 6:30 to 8:00 PM
- Public Engagement Events:
 - Public Engagement Event #1 – April 2023 – Format, location, and time TBD
 - Public Engagement Event #2 – June 2023 – Format, location, and time TBD
- Public Survey:
 - The public survey will be online between April and June 2023.
- Social PinPoint – Online mapping tool
- Website - <https://hartfordbrainardairportstudy2023.com>

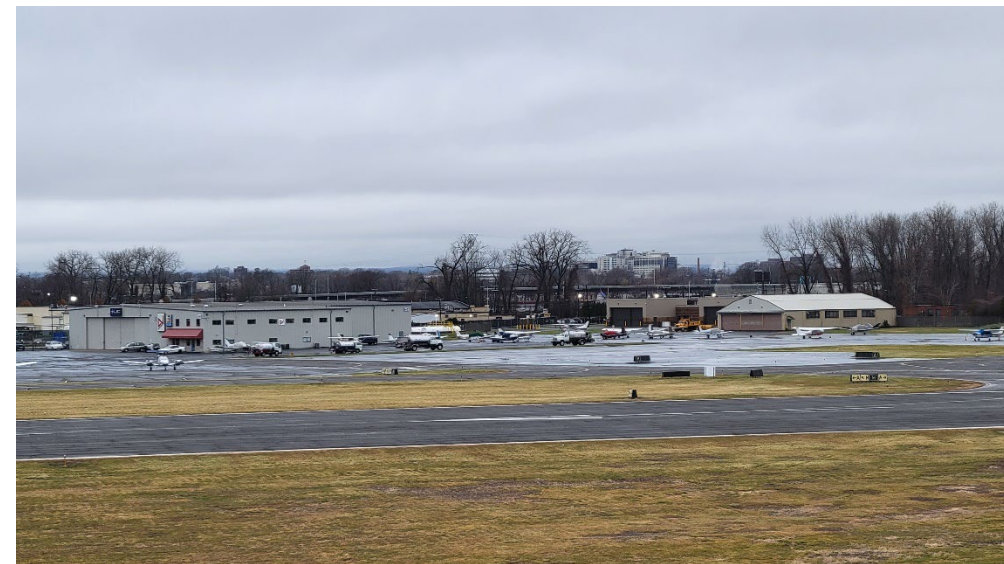


BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

ANALYSIS OF CURRENT AIRPORT OPERATIONS

Economic Impacts of Current Airport Use (QED)

- Case 1 - Brainard Airport Operational Assessment
 - Task 1 -- Aviation Demand
 - Airport Activity Survey and Registered Aircraft Owner Survey
 - Task 2 -- Existing Facilities Overview
 - Task 3 -- Airport Development Analysis
 - Task 4 -- Airport Economic Impact
 - Fiscal impact of current operations vs. closure



BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

ANALYSIS OF CURRENT AIRPORT OPERATIONS

Economic Impacts of Current Airport Use

(QED & Tighe & Bond)

- Case 2 - Brainard Airport Regulatory

Pathway(Continuation or Closure)

- Task 1 -- Capital Improvements and Cost at Region Airports
- Task 2 - Review grant agreements
- Task 3 - Fair market value appraisal
- Task 4 -- Reallocation of Aviation Demand in the Event of Airport Closure
- Task 5 - Assessment of the compatibility of the Airport closure with the needs of civil aviation
- Task 6 - Environmental impacts associated with the redistribution of aircraft activity



BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

ANALYSIS OF CURRENT AIRPORT OPERATIONS & ENVIRONMENTAL DUE DILIGENCE

Environmental Due Diligence Assessment (Notification at Federal and State levels) (Tighe & Bond)

- Phase I Environmental records review
 - 51 identified areas of concern on the property
 - Records Review, Site Reconnaissance, Interviews
- Phase 2 - Soil testing and suggested mitigation
 - Development of the work plan,
 - Subsurface investigation, and
 - Preparation of report.
- Remedial Action Plan and Opinion of Probable Remediation Cost
- Land Survey and Flood Plain delineation
- CTDEEP PREPARED Municipal Workbook Analysis



BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

HIGHEST AND BEST USE DEVELOPMENT SCENARIOS

Alternative Use Development Scenarios (BFJ

Planning & PE Strategies)

- Commercial, Residential, Recreational, Mixed-use
- Market Scan of Existing Uses
- Phasing of Development (in relation to development in Hartford)
- Economic Impacts of Alternative Development Scenarios (Cost-benefit)
- Environmental Considerations of Alternative Development Scenarios
- Regulatory Analysis of Alternative Development Scenarios (Federal, State, and Local)
- Obstacles for Alternative Development Scenarios Report



BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

RECOMMENDATIONS ON CURRENT AND ALTERNATIVE DEVELOPMENT SCENARIOS

Airport Use Recommendations

- Decision pathway for continued use or redevelopment (Federal and State)
- Preferred Development Alternative and Phasing
- Regulatory pathway for redevelopment (Federal, State and Local laws)
- Environmental Remediation Phasing

Draft Report

- August 31, 2023 to DECD



Electric Plane at Brainard Airport



AOPA Expo at Brainard Airport

BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

FINAL REPORT AND PRESENTATION

- Revisions, presentation to DECD, and final plan
- Final presentation to the Finance, Revenue, and Bonding Committee by October 15, 2023.

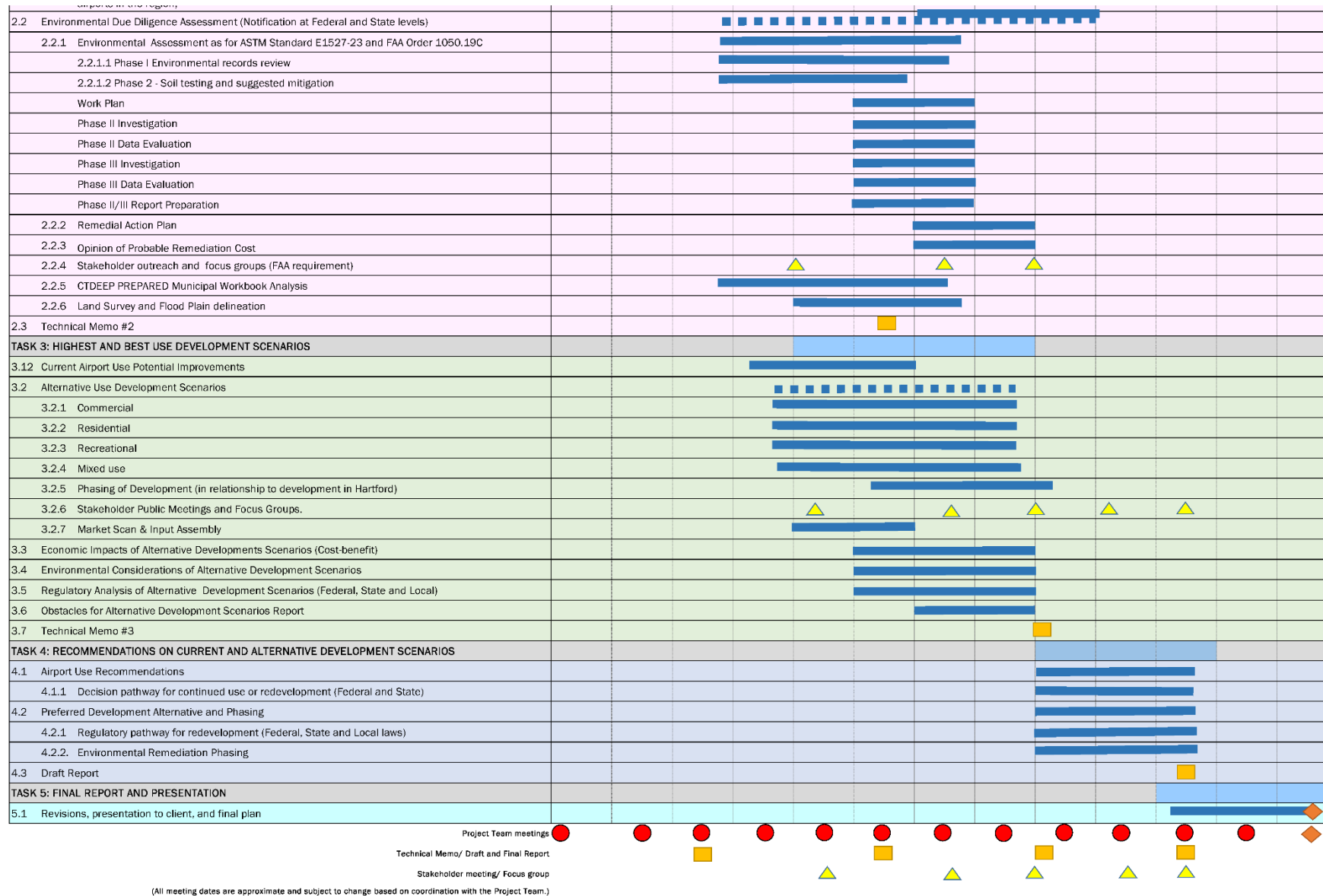
BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

PROPOSED TIMELINE

BRAINARD AIRPORT PROPERTY STUDY 2022	2022-2023												
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
TASK 1: PROJECT ADMINISTRATION													
1.1 Administration and management	-----												
1.2 Project coordination	-----												
1.3 Kick off meeting and revised work plan		●											
1.4 Review existing studies & existing regulations													
1.5 Community Outreach Strategy													
1.6 Issue RFPS for Subconsultants													
1.7 Technical Memo #1													
TASK 2: ANALYSIS OF CURRENT AIRPORT OPERATIONS & ENVIRONMENTAL DUE DILIGENCE													
2.1 Economic Impacts of Current Airport Use													
2.1.1 Case 1 - Brainard Airport Operational Assessment													
Task 1 -- Aviation Demand													
Task 2 -- Existing Facilities Overview													
Task 3 -- Airport Development Analysis													
Task 4 -- Reallocation of Aviation Demand in the Event of Airport Closure													
Task 5 -- Capital Improvements and Cost at Region Airports													
Task 6 -- Environmental Impacts													
Task 7 - Airport Economic Impact Economic & Fiscal Impact Analysis of HFD Airport Current Operations													
Survey Development and Administration													
2.1.2 Case 2 - Brainard Airport Regulatory Pathway													
Task 1 - Review of all applicable grant agreements													
Task 2 - Determination of the current unamortized grant values that constitute a return to the FAA													
Task 3 - Develop rationale and basis for requesting closure of the Airport and release from all current grant obligations.													
Task 4 - A fair market value appraisal of the Airport land resource													
Task 5 - Assessment of the compatibility of the Airport closure with the needs of civil aviation													
Task 6 - Environmental impacts associated with the redistribution of aircraft activity to other airports in the region,													

BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

PROPOSED TIMELINE



NEXT STEPS AND MEETINGS

- February- March Work Plan
 - Environmental
 - Phase 1 Environmental Report
 - Regulatory
 - Aviation Demand
 - Existing Facilities Overview
 - Airport Development Analysis
 - Economic
 - Review of Prior Studies and Reports
 - Airport Activity Survey and Registered Aircraft Owner Survey
 - Hartford Market Assessment Report
- Next Public Meeting – April 13, 2023



Hartford Riverfront

FOR FURTHER INFORMATION:

<https://hartfordbrainardairportstudy2023.com>



Public Workshop #1 Event Summary

February 16th, 2023, 6:30-8:30 PM
Metzner Early Learning Center, 680 Franklin Avenue, Hartford, CT

Introduction

The first Public Workshop for the Hartford-Brainard Airport Property Study was held on February 16th, 2023, at the Metzner Early Learning Center at 680 Franklin Avenue in Hartford, CT. Approximately 90 people attended the workshop. It consisted of a presentation from Frank Fish, Thomas Madden, and Taylor Young of BFJ Planning, Jamison Dague of HR&A Advisors, James Olsen of Tighe & Bond, and Ron Price of QED Aviation and Airports. The presentation covered the study's scope, process, timeline, and public outreach strategy. Members of the public were invited to share strengths, weaknesses, opportunities, and threats of the site area and ask questions following the presentation.



Hartford-Brainard Airport Property Study

State of Connecticut

Department of Economic and Community Development



Presentation Summary

Legislative Mandate (Public Act No. 22-118, Section 426): Study Objective and Components

The State shall be consistent with and supportive of the goals of promoting the health, welfare, and safety of the people of the State and increasing their quality of life, boosting tourism, stimulating the economy, and enhancing the ability of people to enjoy the Connecticut River, assess the benefits and opportunity costs to the city of Hartford and the State of the current use and alternative uses of the Hartford Brainard Airport property.

BFJ Planning will submit to the Finance, Revenue, and Bonding Committee a Final Report which will synthesize; 1) a decision pathway for continued use or redevelopment of the Airport following Federal and State regulations; 2) a preferred development scenario with a clear regulatory pathway for redevelopment following Federal, State, and Local laws; and, 3) a Final Report summarizing the community engagement program, identify impacts and an environmental remediation phasing plan. The report will highlight development constraints and provide other recommendations to assist the final decision-making by members of the State Legislature.

Community Outreach

Public Meetings:

- Meeting #1 – February 16th, 2023, 6:30 to 8:00 PM
- Meeting #2 – April 13th, 2023, 6:30 to 8:00 PM
- Meeting #3 – May 18th, 2023, 6:30 to 8:00 PM
- Meeting #4 – July 13th, 2023, 6:30 to 8:00 PM
- Meeting #5 – August 10th, 2023, 6:30 to 8:00 PM

Public Engagement Events:

- Public Engagement Event #1 – April 2023 – Format, location, and time TBD
- Public Engagement Event #2 – June 2023 – Format, location, and time TBD

Public Survey:

- The public survey will be online between April and June 2023.
- Social PinPoint: Online mapping tool
- Website: <https://hartfordbrainardairportstudy2023.com>

Analysis of Current Airport Operations

Economic Impacts of Current Airport Use (QED)

Case 1 - Brainard Airport Operational Assessment

- Task 1 – Aviation Demand
 - Airport Activity Survey and Registered Aircraft Owner Survey
- Task 2 – Existing Facilities Overview
- Task 3 – Airport Development Analysis
- Task 4 – Airport Economic Impact
 - Fiscal impact of current operations vs. closure

Economic Impacts of Current Airport Use (QED & Tighe & Bond)

Case 2 - Brainard Airport Regulatory Pathway (Continuation or Closure)

- Task 1 – Capital Improvements and Cost at Region Airports
- Task 2 - Review grant agreements
- Task 3 - Fair market value appraisal
- Task 4 -- Reallocation of Aviation Demand in the Event of Airport Closure
- Task 5 - Assessment of the compatibility of the Airport closure with the needs of civil aviation
- Task 6 - Environmental impacts associated with the redistribution of aircraft activity

Analysis of Current Airport Operations and Environmental Due Diligence

Environmental Due Diligence Assessment (Notification at Federal and State levels) (Tighe & Bond)

- Phase I Environmental records review
 - 51 identified areas of concern on the property
 - Records Review, Site Reconnaissance, Interviews
- Phase 2 - Soil testing and suggested mitigation
 - Development of the work plan,
 - Subsurface investigation, and
 - Preparation of report.
- Remedial Action Plan and Opinion of Probable Remediation Cost
- Land Survey and Flood Plain delineation
- CTDEEP PREPARED Municipal Workbook Analysis

Highest and Best Use Development Strategies

Alternative Use Development Scenarios (BFJ Planning & PE Strategies)

- Commercial, Residential, Recreational, Mixed-use
- Market Scan of Existing Uses
- Phasing of Development (in relation to development in Hartford)
- Economic Impacts of Alternative Developments Scenarios (Cost-benefit)
- Environmental Considerations of Alternative Development Scenarios
- Regulatory Analysis of Alternative Development Scenarios (Federal, State, and Local)
- Obstacles for Alternative Development Scenarios Report

Highest and Best Use Development Strategies

Airport Use Recommendations

- Decision pathway for continued use or redevelopment (Federal and State)
- Preferred Development Alternative and Phasing
- Regulatory pathway for redevelopment (Federal, State and Local laws)
- Environmental Remediation Phasing

Final Report and Presentation

- Draft Report: August 31st, 2023 to DECD
- Revisions, presentation to DECD, and final plan

- Final presentation to the Finance, Revenue, and Bonding Committee by October 15th, 2023.

Next Steps and Meetings

February-March Work Plan:

- Environmental
 - Phase 1 Environmental Report
- Regulatory
 - Aviation Demand
 - Existing Facilities Overview
 - Airport Development Analysis
- Economic
 - Review of Prior Studies and Reports
 - Airport Activity Survey and Registered Aircraft Owner Survey
 - Hartford Market Assessment Report



SWOT Analysis

Strengths

- Central location
 - Within a 300-mile radius of major cities
 - Highway access
 - Close to healthcare facilities
 - View of the CT River
- Historical significance
- Strong aviation industry and job training
 - Strong aviation industry and aviation-oriented population in the region
 - Inspiring youth to get into the field of aviation

Hartford-Brainard Airport Property Study

State of Connecticut

Department of Economic and Community Development



- EAA providing free flights to youth and training future pilots
- Youth employment
- Helping expose students to various STEM disciplines
- Over 50 people enrolled in aviation school
- Only A&P school accessible to students in this area
- Jobs, flight training, aviation tours, little children to watch the planes
- Flight school partnered with Utah Valley University for aviation-related degree

Weaknesses

- Underutilized for aviation
 - Too few hangars
 - Underused and underdeveloped
 - Failure to pursue potential development complementary to the airport
 - Federal programs that bring Enterprise Zones to Airport Areas
 - Not encouraging and attracting corporate business aviation jobs
 - It needs more exposure and visibility to the aviation community
 - Lack of infrastructure (hangars, maintenance facilities, etc.) and runway length too short
- Political and financial barriers
 - Unnecessary political corrosion/control/influence
 - Property taxes which can be ameliorated through a PILOT program
- Environmental issues
 - Cost of remediation
 - Flood danger
 - The site is ill-suited as an airport. It's too close to schools, homes, wetlands, and precious natural resources
 - Blocks access to the river and opportunities
 - The site is a brownfield, very polluted, and will take many years to remediate and build on. Will become an endless over-budget project city of Hartford will have to support with tax money from surrounding communities. Pointless venture when other areas of Hartford in great disrepair. Parkville has so much potential; maybe fix the roads in the North End. Just as silly as Dunkin Park, it will bring nothing to Hartford.
 - Nice polluted, dirty air river walk

Opportunities

- Increased aviation presence
 - Aviation training, flying licenses, education, discovery programs
 - Vibrant aviation community
 - High-tech workforce with the aviation school
 - Emerging electric aircraft, shuttles to Boston, and direct flights to smaller Northeast cities
 - Small airshows, Banner Towing, tourist flights, seaplanes
 - More marketing regarding the fact that this was the first stop for Charles Lindberg after his trip across the Atlantic

Hartford-Brainard Airport Property Study

State of Connecticut

Department of Economic and Community Development



- Future Advanced Air Mobility (AAM) hub
 - Electric aircraft being phased into the State at this airport
- A logistical and industrial center
 - Cargo and transportation hub for the Northeast
 - As part of the Hydrogen Hub, the airport can produce H₂ for air/road transport
 - Field of solar panels
- Business and workforce development
 - Youth programs
 - Bring businesses to Hartford via easy airport access
 - Business and economic development, i.e., healthcare
 - The city needs to support the airport for more businesses and opportunities
- Recreational and environmental uses
 - Add bike and pedestrian paths from Wethersfield into the dikes and CT River

Threats

- Political and financial barriers
 - Short-sighted visions
 - Politics, political greed, unnecessary political control/influence
 - Lack of investment
 - Policies have been anti-business and anti-corporate aviation, losing jobs
 - That a well-organized, funded, and represented pilot group will prevent a fair look at the property
 - People who do nothing but complain and refuse to educate themselves about aviation
 - Uneducated people buying homes near airports without checking proximity before buying
- The odor from the trash facility is bad during the warm weather

Questions & Answer Session

Following the presentation, the project team opened the floor for attendees to make comments and ask questions. Below are summaries of the comments and questions received and answers provided. Comments are not copied verbatim.

- Concern over environmental issues on the property, including the stability of the dike and the overall cost of remediation
- Opportunities for attracting corporations and large businesses to the airport
- Interest in expanding the aviation industry onsite and investing in the airport as an economic asset
- Priority to improve the site for Hartford residents and its role in the region
- Concerns over an influx in residential and mixed-use development in downtown Hartford over the past years

HARTFORD - BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

STATE OF CONNECTICUT

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

APRIL 13, 2023



BEJ Planning

AGENDA

PUBLIC WORKSHOP 2 - APRIL 13, 2023



- Introduction and Schedule Overview
- Economic Conditions *(Questions from the last meeting)*
- Environmental Conditions *(Initial Results)*
- Current Airport Operations Overview
- Public Outreach and Next Steps

INTRODUCTIONS

BFJ PLANNING



Frank Fish
FAICP
Principal-in-Charge



Thomas Madden
AICP
Project Manager



Suzanne Goldberg
BFJ Planning
Project Coordinator



Taylor Young
AICP

SUBJECT MATTER EXPERTS



James Olsen, PG, LEP
TIGHE & BOND
Environmental



Ron Price
QED AVIATION AND
AIRPORTS
Airport Operations



Jamison Dague
HR&A
Economics

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY OBJECTIVE

The state shall, consistent with and supportive of the goals of promoting the health, welfare and safety of the people of the state and increasing their quality of life, boosting tourism, stimulating the economy and enhancing the ability of people to enjoy the Connecticut River, assess the benefits and opportunity costs to the city of Hartford and to the state of the current use and alternative uses of the Hartford Brainard Airport property.

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY COMPONENTS

The study shall assess the following:

- 1) The economic impact of the current use of the property to the state and to the region surrounding the property;
- 2) The economic impact of alternative uses of the property, including commercial, residential, and recreational opportunities, to the state and to the region surrounding the property;
- 3) Identification of any environmental or flood control obstacles to the development of alternative uses of the property, including the conducting of any required testing of the site and the possible avenues and associated costs to render the property environmentally developable;
- 4) Identification of any federal, state or local governmental obstacles, including existing contractual obligations, to the development of alternative uses of the property, the possible avenues to remove each such obstacle and the associated costs of pursuing each avenue; and
- 5) The highest and best use of the property, if not its current use, taking into consideration the findings of subdivisions (2) to (4), inclusive of this subsection and the goals set forth in subsection (a) of this section.

PROJECT SCHEDULE

2023

NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Airport Operations and Environmental Due Diligence

Highest and Best Use Scenarios

Recommendations on Current and Alternative Development Scenarios

Final Report and Presentation

Workshops

BFJ PLANNING



ECONOMIC

CONDITIONS



HR&A INTRODUCTION

HR&A IS CURRENTLY ASSESSING THE ECONOMIC AND FISCAL IMPACTS OF HFD.

As a part of this study, HR&A will assess:

- The economic impacts of HFD on the City of Hartford, the region, and the State of Connecticut for both continued operations and alternative scenarios.
- The fiscal impacts of HFD on the City of Hartford and the State of Connecticut for both continued operations and alternative development scenarios. This includes:
 - PILOT (questions from the last meeting)
 - Tax revenues (TBD)
 - Other fees and revenues (TBD)

CURRENT ECONOMIC IMPACT ANALYSIS OF HFD

SUBJECT MATTER EXPERT REVIEW

1. Review of Prior Studies and Reports
2. Airport Activity Survey and Registered Aircraft Owner Survey
 - Quantitative data to inform economic impact model inputs
 - Qualitative data, including richer context to activity at the airport
 - Surveys developed and in the field as of April 10th
3. Hartford Market Assessment Report
 - Site/neighborhood visit
 - Scan of regional demographic, employment, and real estate trends
 - Stakeholder outreach to inform and/or validate market data

SURVEYS

AIRCRAFT OWNERS AND EMPLOYERS

Two surveys are in circulation to help assess the economic impact

Audience Research & Analysis

Hartford-Brainard Business Operator Survey 2023

1. Please check each type of **business you operate** at Hartford-Brainard airport. *
Check each that applies.

<input type="checkbox"/> Aircraft parts	<input type="checkbox"/> Fuel sales
<input type="checkbox"/> Aviation education/ Instructors, Management	<input type="checkbox"/> General aviation maintenance including runways
<input type="checkbox"/> Community Services Based at Airport	<input type="checkbox"/> Hangar/Tie-down rentals
<input type="checkbox"/> Emergency Medical Transport	<input type="checkbox"/> Service and repair of avionics
<input type="checkbox"/> FBO management (flight planning, pilot room, baggage, parking, etc.)	<input type="checkbox"/> Other - Write In <input type="text"/>
<input type="checkbox"/> Federal Agency (e.g., DEA, FBI, National Guard, Homeland Security)	

2. In a few sentences, please describe your business.
OPTIONAL

[Back](#) [Next](#)

10%

Hartford-Brainard Aircraft Owners Survey 2023

Please enter the approximate **percentage** of the total amount reported above for each category below. *
Please enter a "0" for any category that is not applicable.

Fuel	<input type="text"/>
Supplies (other than fuel)	<input type="text"/>
Hangar or Tie-down rent at Brainard	<input type="text"/>
Maintenance at Brainard	<input type="text"/>
Insurance	<input type="text"/>

0 out of 100 Total

CURRENT ECONOMIC IMPACT ANALYSIS OF HFD

SUBJECT MATTER EXPERT REVIEW

1. Review of Prior Studies and Reports
2. Airport Activity Survey and Registered Aircraft Owner Survey
 - Quantitative data to inform economic impact model inputs
 - Qualitative data, including richer context to activity at the airport
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 - Stakeholder outreach to inform and/or validate market data

CURRENT FISCAL IMPACTS OF HFD

SUBJECT MATTER EXPERT REVIEW

- State-owned property
- Tax exempt
- State makes a consolidated PILOT for all State-owned property in municipalities across Connecticut.
- Airport's assessed value is included in the State's calculation of the consolidated PILOT it makes to the City of Hartford.

Source: Municipal Grants State of Connecticut, 2022 Use of Hartford Brainard Airport's Site, 2016.



CURRENT FISCAL IMPACTS OF HFD

PAYMENT IN LIEU OF TAXES (PILOT)

Airport does not make PILOT to the City of Hartford; instead, State makes a PILOT for all State-owned property in Hartford, *a share of which can be attributed to the airport.*

- PILOT attributed to State-owned airport equals 45% of property tax.
- State has underfunded statutorily required PILOT for decades.
- Beginning in FY 2022, State established new allocation of limited PILOT funding to cities with higher needs. As a result, and as a result, Hartford receives 50% of the total PILOT formula as a Tier 1 city
- This results in an effective PILOT calculation that is 22.5% of the property tax in the case of the PILOT attributed to the airport

CURRENT FISCAL IMPACTS OF HFD

WHAT IS THE VALUE OF THE PILOT AT THE AIRPORT?

FY 2023 Estimated PILOT	All State-Owned Property in the City of Hartford	Hartford-Brainard Airport
Assessed Value	\$1.1B	\$40M (3.6%)
Real Property Tax Rate	7.43%	7.43%
State-mandated PILOT Rate	*53%	45%
Tier 1 PILOT Share	50%	50%
Value of PILOT	\$21M	Est. \$668K

Source: 2022 Building Inventory State of Connecticut; Municipal Grants State of Connecticut, 2022 Use of Hartford Brainard Airport's Site, 2016; State of Connecticut, *State-Owned Property - Payment in Lieu of Taxes (State Owned PILOT), 2022.*

* - Represents blended PILOT rate based on shares of different exemption codes including, general government, corrections, education, hospitals, etc.

CURRENT FISCAL IMPACTS OF HFD

FISCAL BENEFITS TO CITY OF HARTFORD & STATE FROM HFD

HFD provides fiscal benefits to the City through multiple channels, including;

1. Local Benefits

- Other Fees and Revenues (e.g., Aircraft Registration Fees)
- Payment in Lieu of Taxes (PILOT)

2. State Benefits *(5.2% Share of revenues returned to Hartford through municipalities revenue sharing grant)*

- Sales Taxes
 - Repair or replacement parts exclusively for use in aircraft and aircraft repair services are exempt
- Personal and business income taxes
- Motor fuels taxes
- Other taxes (e.g., Gross Earnings Tax, etc.)

Source: CT State Department of Revenue Services; Municipal Revenue Sharing Account, 2019;

NEXT STEPS

- Survey follow up and analysis of responses
- Quantify fiscal impacts
 - Taxes and fees
 - Affirm PILOT structure under new Tiered system
- Economic impacts modeling using inputs developed from survey responses
- Advance real estate market assessment

Source: CT State Department of Revenue Services; Municipal Revenue Sharing Account, 2019;

ENVIRONMENTAL

CONDITIONS



ENVIRONMENTAL CONDITIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

- **Purpose of a Phase I ESA**
 - **Identify Areas of Concern (AOCs)** as defined in the Connecticut Department of Energy and Environmental Protection (CTDEEP) Connecticut Site Characterization Guidance Document (SCGD) and **Recognized Environmental Conditions (RECs)** as defined in ASTM E1527-21 Standard Practice for Environmental Site Assessments (the ASTM Phase I Standard).
 - **Review of past and current subject property activities.**
 - **Determine if surrounding properties have the potential to impact soil, groundwater, or soil vapor on the subject property.**



Brainard Field 1936

Photograph Credit: Connecticut Historical Society Museum & Library

ENVIRONMENTAL CONDITIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Property History

- The site has operated as an airport for over a century (opened in 1921).
- The Connecticut National Guard was historically present from 1923 until post-World War II.
- The Site had been prone to severe flooding due to the proximity of the Connecticut River. Following significant flooding in 1936 and 1938, the US Army Corps of Engineers constructed the Clark Dike that abuts the eastern property boundary.
- The site is currently leased by the State of Connecticut to several tenants, predominately for aircraft use.
- As of July 1, 2013, all airport-related activity formerly administered by the Connecticut Department of Transportation (ConnDOT), is under the purview of the Connecticut Airport Authority (CAA).



Brainard Field 1936



Brainard Field Flooding 1936

Photograph Credit: Connecticut Historical Society Museum & Library

ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

Phase I ESA Findings

23 AOC/ 5 RECs

- Typical Aircraft Maintenance and Repair Activities
- Historical Airport Activities and Aircraft Accidents
- Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs)
- Other Associated AOCs:
 - Transformers, Diesel Generators, Oil/Water Separators



ENVIRONMENTAL CONDITIONS

RESULTS OF PHASE I ENVIRONMENTAL SITE ASSESSMENT

Phase I ESA Findings

Off-site AOCs

- Clark Dike
- Connecticut River
- MIRA = Northern Trash to Energy Facility,
- MDC - Southern Wastewater Treatment Plant



ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

Phase II:

- Provide an initial evaluation of soil and groundwater for evidence of prior releases on the Site at or downgradient of each AOC/REC.

Phase III:

- Evaluate the extent of identified constituents of concern (COCs) from Phase II.

Next Steps:

- Soil Boring Program
- Groundwater Monitoring Program
- Concrete/Sub-Slab Soil Program



ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

Conceptual Remedial Action Plan

- Evaluate remediation strategies for the site to address potentially identified impacted soil and localized zones of impacted groundwater.
 - Excavation, capping, environmental use restrictions (EURs), etc.

Conceptual Opinion of Probable Remediation Cost (OPC)

- Based on the site's proposed remediation strategies, an OPC will be provided, assigning a potential cost range for each strategy.

Flood Plain Survey and Impacts

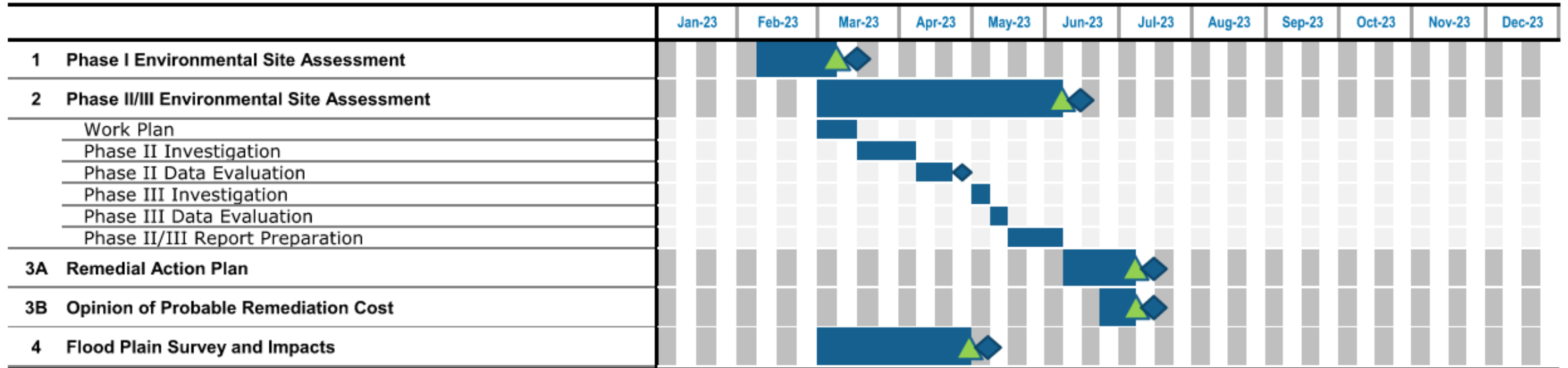
- Provide a summary of the project flood plain, permitting requirements, and possible solutions.

ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT TIMELINE

Schedule for Completion

Hartford-Brainard Airport - Environmental Site Assessments
and Remedial Planning
December 30, 2022



Legend

- ▲ Deliverable
- ◆ Meeting with BFJ Planning

AIRPORT OPERATIONS



AIRPORT OPERATIONS

AVIATION DEMAND FORECASTS

- Activity levels returning to pre-COVID levels
- Population growth, employment levels, and household income suggest HFD activity growth on par with state and national projections
- 138 based aircraft to 153 over 20 years (2043)
- Single-engine piston aircraft are the vast majority now and in the future
- Design of critical aircraft
 - Runway 2-20: ARC B-II (light general aviation and light jets)
 - Runway 11-29: ARC A/B-I - Small (lightest GA aircraft category)
 - Turf Runway: ARC A/B-1 - Small (lightest GA aircraft category)

AIRPORT OPERATIONS

AIRPORT FACILITY REQUIREMENTS

Runway 2-20 (Length - 4417')

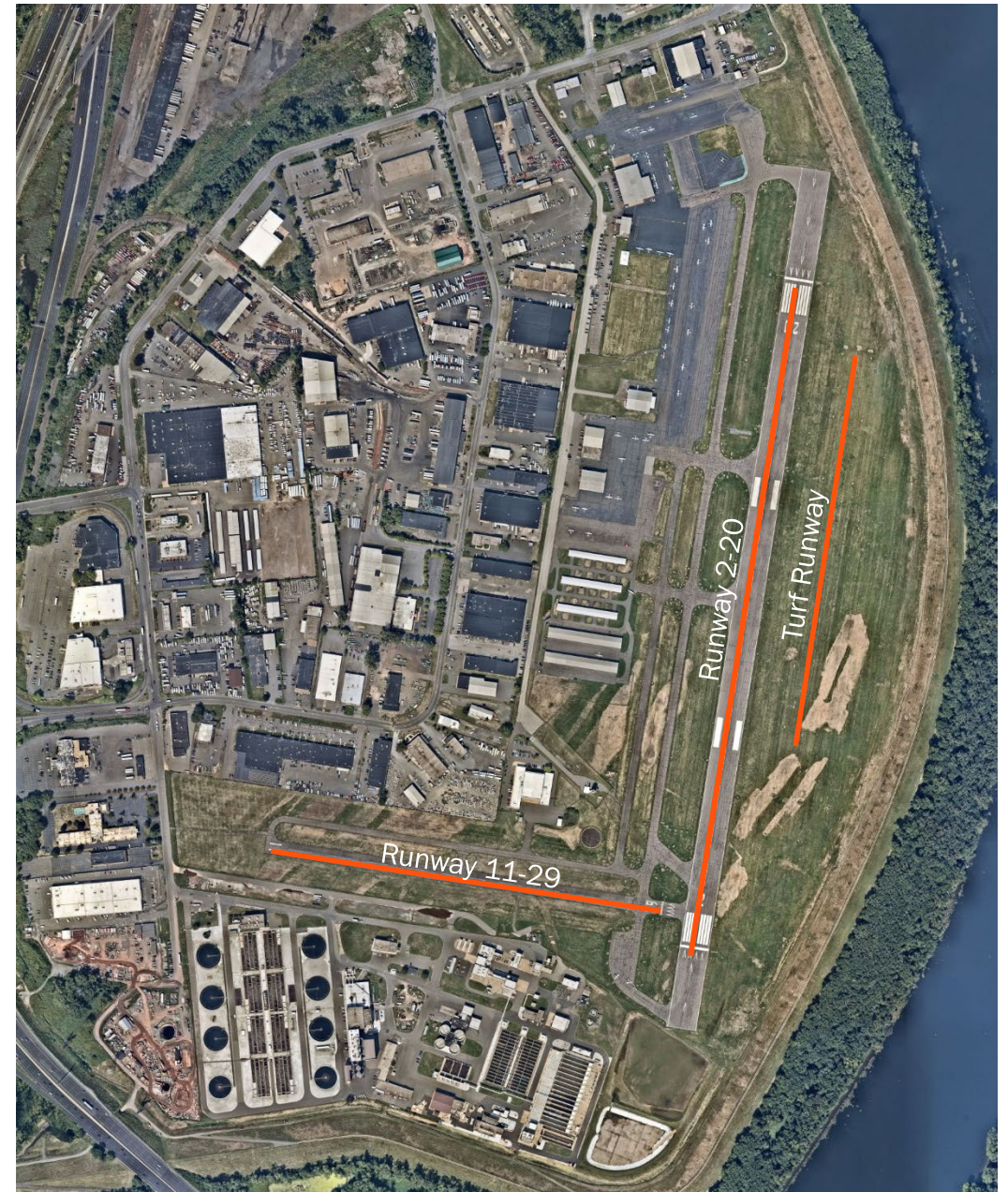
- Provides 95% of weather wind coverage
- Serves most of the GA aircraft well
- Business jets may experience weight restrictions
- Potential for expanding into one lagoon

Runway 11-29 (Length - 2314')

- Offers support during gusty wind conditions
- Training for student pilots
- Extension is not practical
- Not likely to remain eligible for FAA grant funding, life/cycle benefit-cost ratio of 0.52

Turf Runway (Length - 2309')

- Operational support during peak activity
- Active April thru October



AIRPORT OPERATIONS

AIRPORT FACILITY REQUIREMENTS

Instrument Approach Procedures

- Limited to Runway 2
- Potential for upgrades

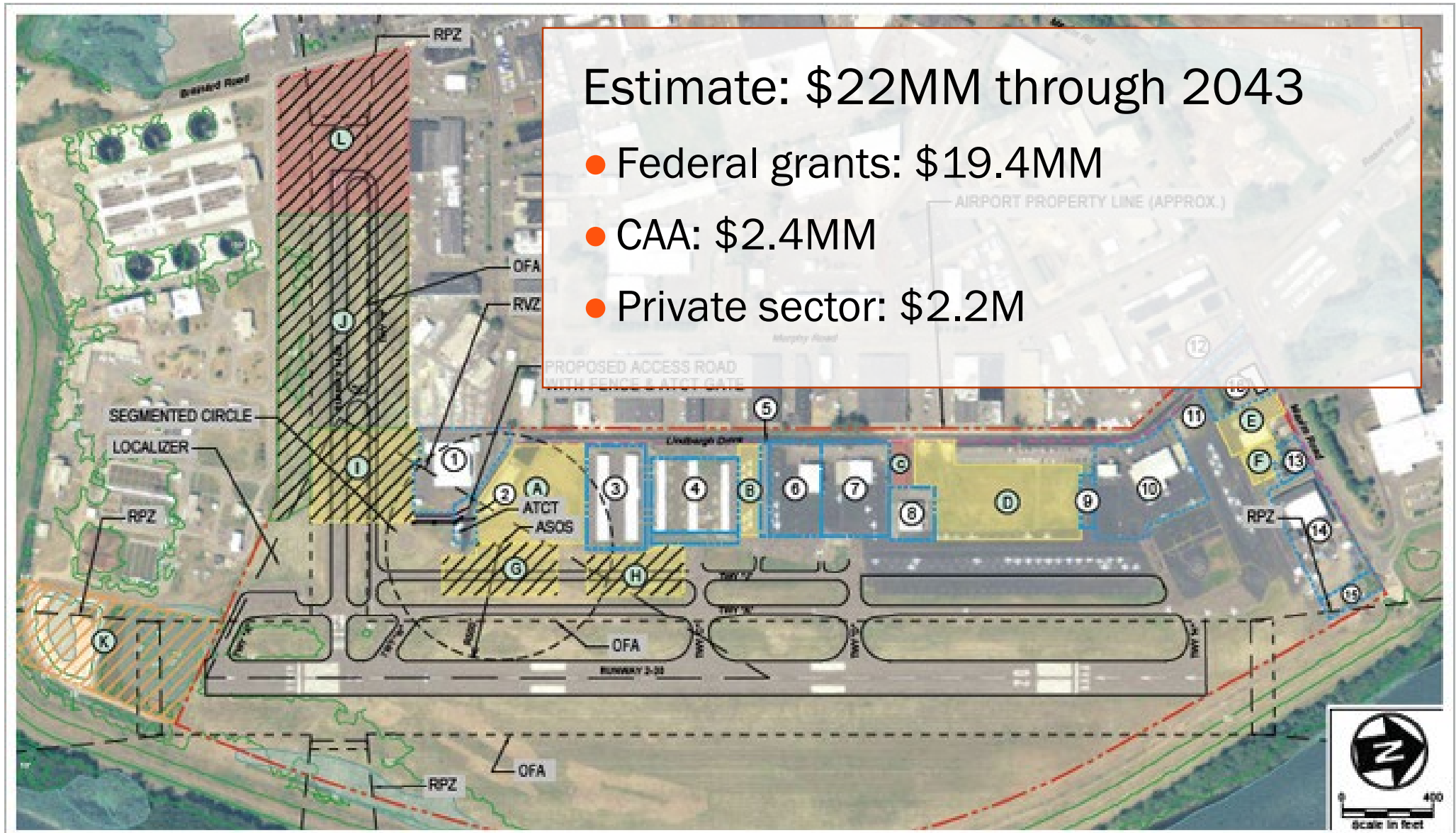
Landside

- Land area available to meet terminal area facilities demand – long term improvements



AIRPORT CAPITAL IMPROVEMENT PROGRAM

AIRPORT FACILITY REQUIREMENTS



AIRPORT FINANCES

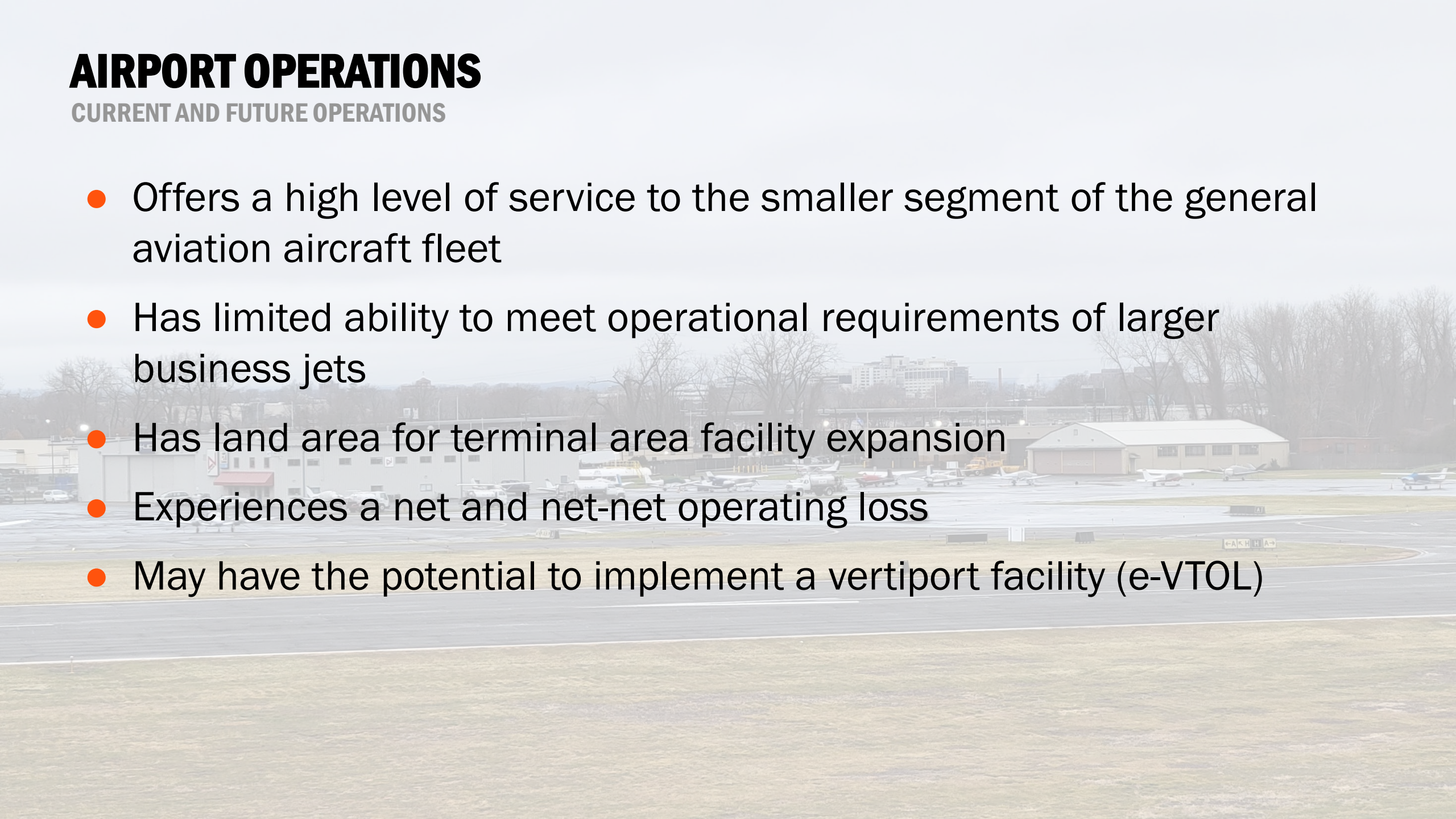
FY 2021-2023 (BUDGET)

Operating Revenue

- Operating revenue \$938,000 (avg)
 - Primary operating revenue source: land and facility rents
- Operating expenses \$1,183,000 (avg)
- Net operating loss averages \$558,000
 - Net-Net operating loss after State Employee Retirement System exclusion averages \$282,000
 - Primary operating expense is staffing
- Expectations are for a continued imbalance in operating revenue and expenses

AIRPORT OPERATIONS

CURRENT AND FUTURE OPERATIONS

- Offers a high level of service to the smaller segment of the general aviation aircraft fleet
 - Has limited ability to meet operational requirements of larger business jets
 - Has land area for terminal area facility expansion
 - Experiences a net and net-net operating loss
 - May have the potential to implement a vertiport facility (e-VTOL)
- 
- A background image of an airport tarmac. In the foreground, there is a large, flat, paved area. In the middle ground, several small aircraft are parked on the tarmac. Behind them, there are several hangars and other airport buildings. In the far background, there are trees and some city buildings under a hazy sky.

IF THE AIRPORT WERE TO CLOSE

- Development costs at receiving airports -- \$7.3 million

TERMINAL AREA DEVELOPMENT REQUIREMENTS AND COSTS TO ACCOMMODATE REPOSITIONED AIRCRAFT			
Receiving Airport	Required Additional Spaces		Total Development Cost (\$)
	Tiedown	Hangars	
Robertson Field (4B8)	0	40	3,450,000
Westfield Barnes (BAF)	0	6	520,000
Bridgeport Sikorsky (BDR)	0	1	90,000
Tweed New Haven (HVN)	0	1	90,000
Windham (IJD)	15	12	1,860,000
Meriden Markham (MMK)	0	11	950,000
Waterbury Oxford (OXC)	0	4	350,000
Total	15	75	7,310,000

- Incremental aircraft noise at receiving airports is assessed as minimal using FAA screening model
- Incremental air and water quality impacts at receiving airports is de minimis

NEXT STEPS

- **Airport Development Analysis**
- **Environmental Impacts**

NEXT STEPS



COMMUNITY OUTREACH

- Five public meetings
 - Meeting #1 – February 16, 2023 – *Introduction*
 - SWOT Results posted to Social Pinpoint – link on website
 - Meeting #2 – April 13, 2023 - *Airport Operations*
 - Meeting #3 – May 18, 2023 - *Environmental Conditions*
 - Meeting #4 – July 13, 2023 – *Economic Conditions*
 - Meeting #5 – August 10, 2023 - *Highest and Best Use*
- Economic Engagement Events
 - Interview with Developers and Commercial RE
- Economic Impact Survey of Airport:
 - Sent through email to pilots and business owners
- Website - <https://hartfordbrainardairportstudy2023.com>



NEXT STEPS AND MEETINGS

- April-May Work Plan
 - Environmental
 - Phase 2 Environmental Report
 - Regulatory
 - Regulatory Pathway for Improvements to Airport
 - Regulatory Pathway for Closure of Airport
 - Economic
 - Economic Impacts Airport Operations
 - Hartford Market Assessment Report
- Next Public Meeting – May 18, 2023

FOR FURTHER INFORMATION:



<https://hartfordbrainardairportstudy2023.com>

Public Workshop #2 Event Summary

April 13th, 2023, 6:30-8:30 PM
Metzner Early Learning Center, 680 Franklin Avenue, Hartford, CT

Introduction

The second Public Workshop for the Hartford-Brainard Airport Property Study was held on April 13th, 2023, at the Metzner Early Learning Center at 680 Franklin Avenue in Hartford, CT. Approximately 50 people were in attendance. The workshop consisted of a presentation from Frank Fish and Thomas Madden of BFJ Planning, Jamison Dague of HR&A Advisors, James Olsen of Tighe & Bond, and Ron Price of QED Aviation and Airports. The presentation covered initial economic, environmental, and current airport operations findings. Attendees were encouraged to ask questions following the presentation and write responses on sticky notes regarding opportunities for improvement of the current airport site and suggestions for alternative uses.



Presentation Summary

Economic Conditions

As part of this study, HR&A will assess the economic impacts of HFD on the City of Hartford, the region, and the State of Connecticut for both continued operations and alternative scenarios. They will also analyze the fiscal impacts of HFD on the City of Hartford and the State of Connecticut for both continued operations and alternative development scenarios, including PILOT and tax revenues. Jamison Dague of HR&A Advisors explained that the State makes a PILOT for all State-owned property in Hartford.

Environmental Conditions

James Olsen of Tighe & Bond presented the initial results of the Phase I Environmental Site Assessment, including Areas of Concern (AOCs), Recognized Environmental Conditions (RECs), and a review of past and current subject property activities. According to Phase I, 23 AOCs and 5 RECs were identified onsite. As the ESA progresses, Phase II will provide an initial evaluation of soil and groundwater for evidence of prior releases on the Site at or downgradient of each AOC/REC. Phase III will evaluate the extent of identified constituents of concern (COCs) from Phase II. The next steps include beginning the soil boring, groundwater monitoring, and concrete/sub-slab soil program.

Airport Operations

Ron Price of QED Aviation and Airports presented preliminary aviation demand forecasts, current airport finances, estimates for improvements, and analyses of current and future operations.

Questions & Answer Session

Following the presentation, the project team opened the floor for attendees to make comments and ask questions. Below are summaries of the comments and questions received and answers provided. Comments are not copied verbatim.

- Concerns were voiced over the ability to quantify the economic benefits of the airport, specifically the value of business aviation, workforce development, and student involvement.
- Attendees were interested in opportunities to expand aviation innovations, such as eVTOL.
- The airport's role as a regional destination in central Connecticut was discussed.
- Concerns were voiced over the impact on local businesses if the airport were to close.





Ideas on Two Scenarios:

If the airport were to remain open:

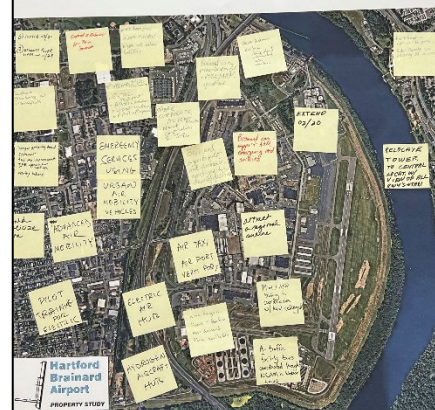
1. *What improvements can be made to improve the Site and operations?*
 - Aviation innovation
 - Air taxi
 - Vertiport
 - Advanced air mobility
 - eVTOL
 - Electric air hub
 - Hydrogen aircraft hub
 - Expanding operations
 - Extend Runway 2/20
 - Attract regional airlines and corporate aviation
 - More hangars and bigger runways
 - Pilot/ANP training in coordination with local colleges
 - Solar panels on existing structures
 - Emergency services

If the airport were to close:

1. *What would you like to see here?*
2. *What do you think is economically feasible?*
 - A large memorial to commemorate the airport and history
 - A structure that reflects the heritage
 - Nothing else is feasible besides an airport
 - The ability for Hartford residents to access the river
 - Economic development

If the airport were to remain open:

- 1) *What enhancements can be made to improve the airport site and operations?*



If the airport were to close:

- 1) *What would you like to see here?*
- 2) *What do you think is economically feasible?*





HARTFORD - BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

STATE OF CONNECTICUT

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

May 18, 2023



BEJ Planning

AGENDA

PUBLIC WORKSHOP 3 – MAY 18, 2023



- Introduction and Schedule Overview
- Study Update
 - Economic Conditions
 - Environmental Conditions
 - Airport Operations
- Public Outreach and Next Steps
- Roundtable Discussion/ Exercise

INTRODUCTIONS

BFJ PLANNING



Frank Fish
FAICP
Principal-in-Charge



Thomas Madden
AICP
Project Manager



Suzanne Goldberg
BFJ Planning
Project Coordinator



Sarah Yackel
BFJ Planning
Environmental
Coordinator

SUBJECT MATTER EXPERTS



James Olsen, PG, LEP
TIGHE & BOND
Environmental

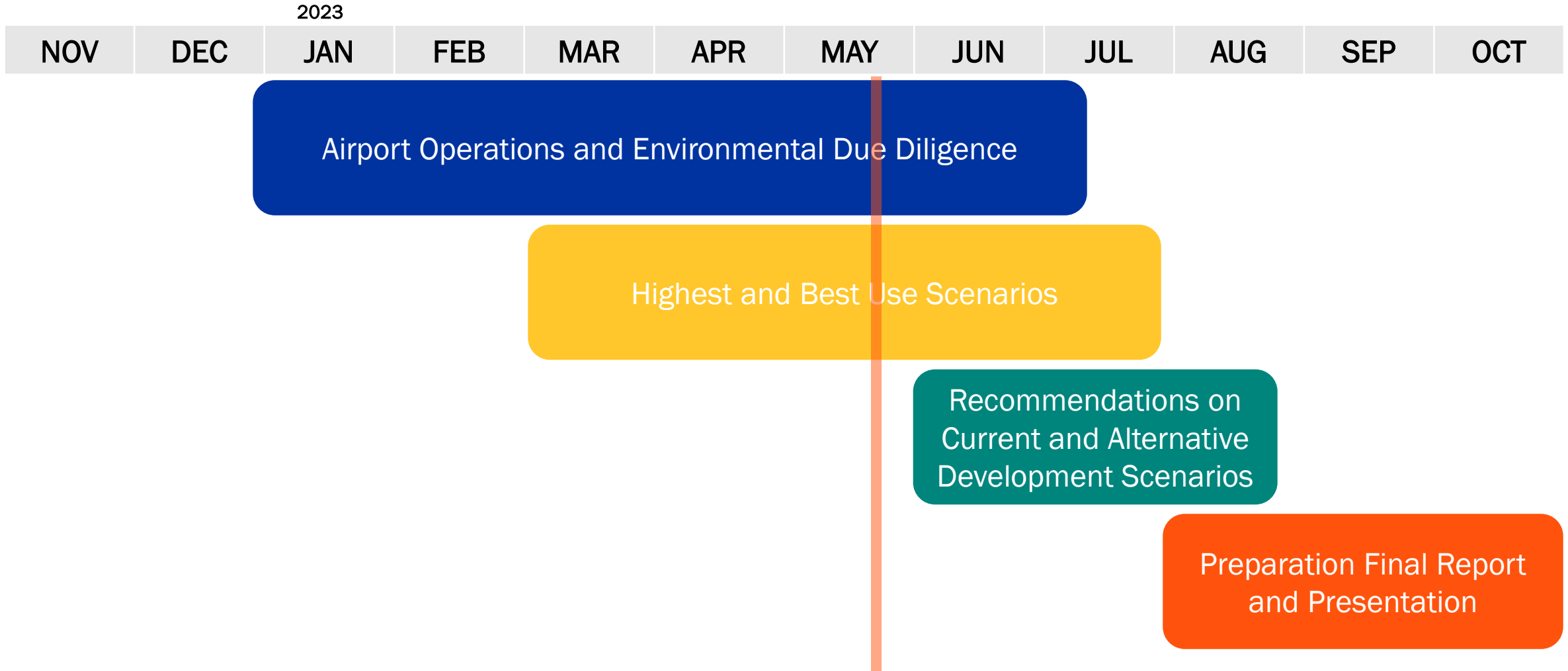


Ron Price
QED AVIATION AND
AIRPORTS
Airport Operations



Jamison Dague
HR&A
Economics

PROJECT SCHEDULE



Workshops

BFJ PLANNING



ECONOMIC

CONDITIONS





INITIAL SURVEY FINDINGS

PURPOSE OF THE SURVEY

115 aircraft owners were sent a survey about their airport usage and expenditures and 12 businesses were sent surveys about their business operations at HFD.

Airport Activity Survey and Registered Aircraft Owner Survey

- Attempts were made to contact all businesses located on HFD
- Quantitative data to inform economic impact model inputs
- Surveys developed and in the field as of April 10th





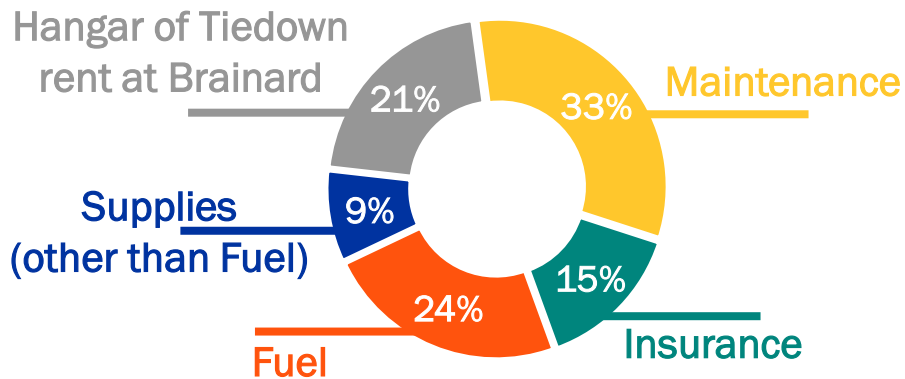
INITIAL SURVEY FINDINGS

AIRCRAFT OWNERS SURVEY

What type(s) of aircraft do you own?



Average Breakdown of Aircraft Owner Spending at Brainard



\$55K

Average spending at HFD

55%

Of owners spend between \$5,000 and \$25,000 at HFD

\$1.25M

Highest spending at HFD

HFD Aircraft owners spend an average of \$55,000 annually on fuel, supplies, hangar or tiedown rent, maintenance on-site, and insurance

INITIAL SURVEY FINDINGS

PLANE OWNERS SURVEY

Spending in the area surrounding the airport was limited, but many people cited their desire to re-open the restaurant onsite.



Image Credit: LASCHPHOTO, 2019

- Almost 15% of aircraft owners mentioned that they spent more when the restaurant was open
- Many people expressed that their spending in the area was limited due to the industrial nature of the surroundings

\$4.7K

Average annual spending
on food, convenience
retail and others around
HFD

\$480

Median annual spending
on food, convenience
retail and others around
HFD



INITIAL SURVEY FINDINGS

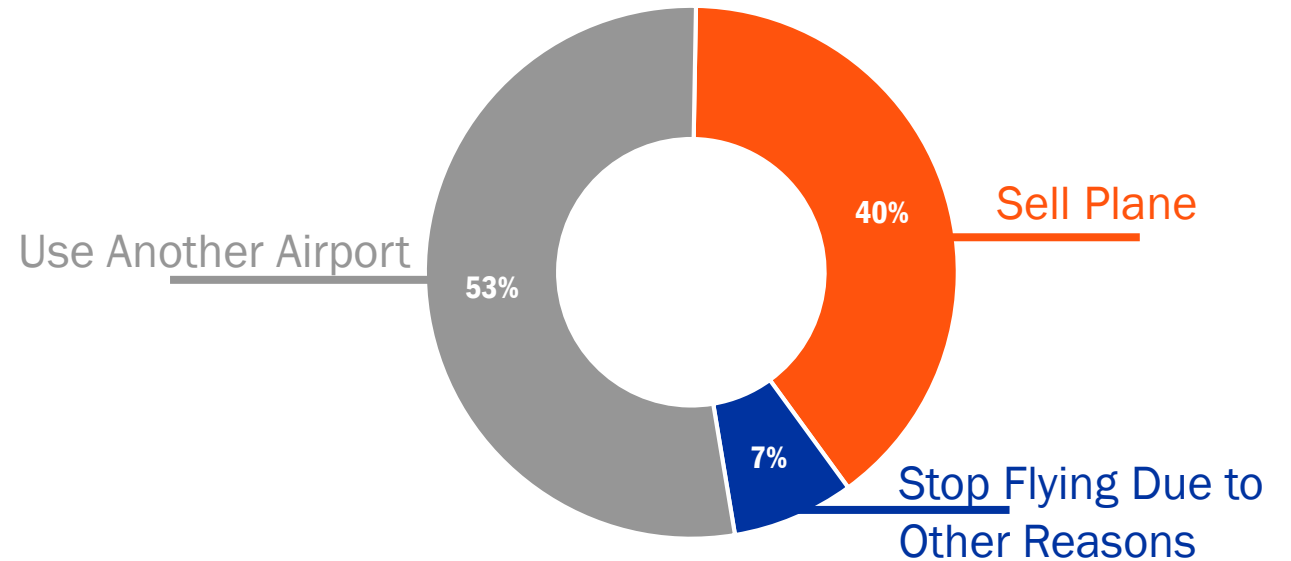
PLANE OWNERS SURVEY

The closure of HFD would prompt 47% of aircraft owners to sell their aircraft or to stop flying.

Top Five Alternative Airports

1. Meriden Markham Municipal Airport
2. Robertson Field
3. Windham Airport
4. Simsbury Airport
5. Waterbury-Oxford Airport

If you were unable to use the Hartford-Brainard Airport, which of the following actions are you most likely to take?





INITIAL SURVEY FINDINGS

BUSINESS OPERATORS SURVEY

The closure of HFD would force five of the eight business operator respondents to close their businesses, a loss of 54 jobs and \$4M of business spending

If HFD closed...

30

Full-time jobs would
be lost

24

Part-time jobs would
be lost

160

Students would not
be trained in
Hartford

5%

of business spending
would remain within
the region

NEXT STEPS

Our next steps are to take this data to inform a robust economic and fiscal model.

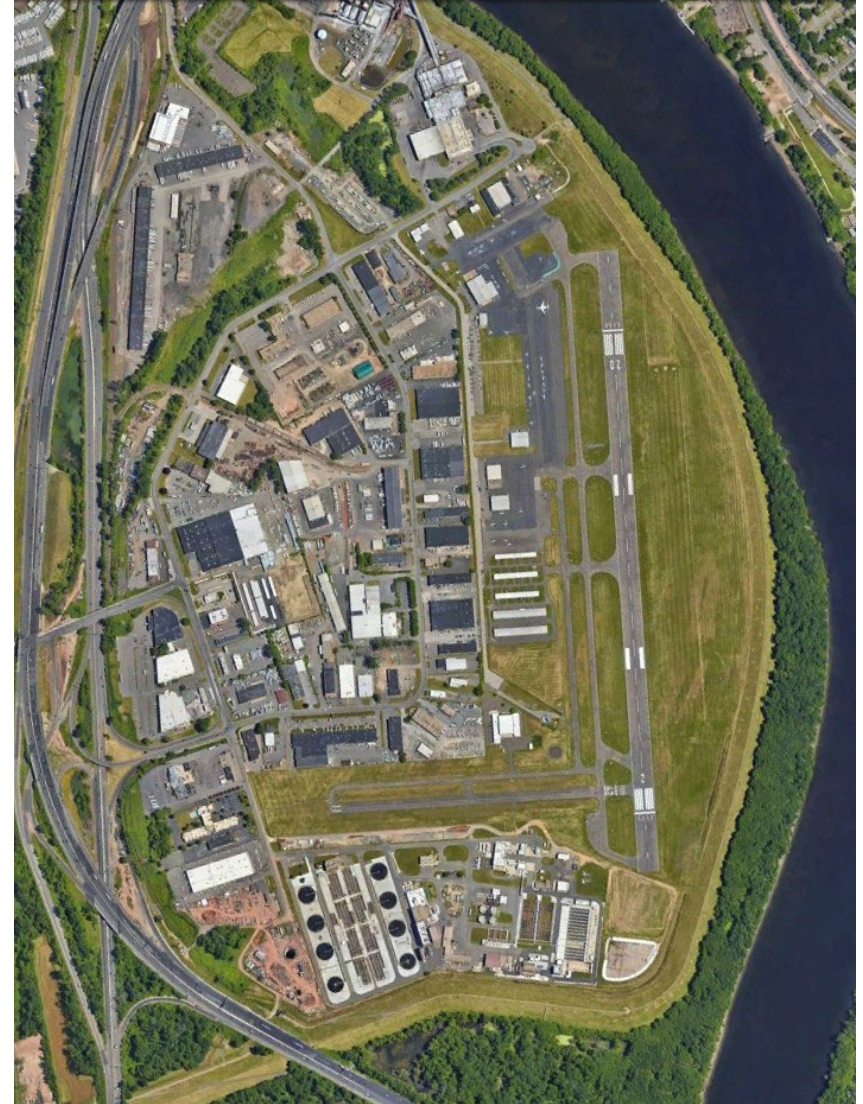
- Survey follow up and analysis of responses
- Quantify fiscal impacts
 - Taxes and fees
 - Affirm PILOT structure under the new Tiered system
- Economic impacts modeling using inputs developed from survey responses

MARKET SCAN - PRELIMINARY FINDINGS

HR&A ASSESSED THE POTENTIAL OF REAL ESTATE DEVELOPMENT AT HFD

Purpose and Approach:

- Inform HFD site alternatives
- Engaged with Local Real Estate Professionals
- Examined relevant data to understand market dynamics and opportunities by land use



CURRENT HFD SITE CONDITIONS

The 200-acre site is surrounded by an industrial park, and utility uses

- Water treatment plant
- Decommissioned waste-to-energy facility
- Industrial Park and Uses





DEMOGRAPHIC & ECONOMIC CONDITIONS

SUBJECT MATTER EXPERT REVIEW

- **Declining population in Hartford as the region's population grows**
From 2011 to 2021, Hartford's population fell 3% from 124,817 to 121,562, while the Capital Region grew by 1%
- **Softening of the job market in Hartford**
Hartford metro area employment grew 0.4% from 2011 to 2021, adding ~2,500 jobs, as the City of Hartford lost ~2,800 jobs or 3%
- **Strong regional growth in Transportation and Warehousing development**
This sector grew by 71% (+12,200 jobs)
- **Manufacturing is a priority sector for the State of Connecticut**
Region's goal is to increase manufacturing employment to 235,000 by 2033 (4% annual growth)

OFFICE

SUBJECT MATTER EXPERT REVIEW

Corporate relocations, loss in office employment, and remote working trends have left Hartford with high office vacancy

- Downsizing and relocations from Hartford have pushed the downtown submarket's vacancy above 20%
- Limited new office development in the broader region has primarily been medical office
- These figures may underrepresent the market in the next few years

Market Indicators	City of Hartford	CRCOG
Vacancy	24.6%*	11.0%*
Avg. Rent (\$/SF per year)	\$22.56	\$20.70
New Space Constructed (2018-2023 YTD)	0 SF	346,000 SF (1% of total)
Space Under Construction	0 SF	103,000 SF

Source: Costar

RETAIL

SUBJECT MATTER EXPERT REVIEW

The HFD site location makes traditional retail a difficult market use to develop but select big box retail may work

- Rents have grown modestly but retail vacancy rates remain low despite continued deliveries in the region
- Retail would likely need to be big box retail that could lure customers from a broader area with a distinctive offering
- The area's industrial character will limit new retail performance

Market Indicators	City of Hartford	CRCOG
Avg. Rent (\$/SF per year)	\$20.86	\$16.46
New Space Constructed (2018-2023 YTD)	399,400 SF (5% of total)	1,296,000 SF (2% of total)
Space Under Construction	8,000 SF	215,000 SF

Source: Costar

INDUSTRIAL

SUBJECT MATTER EXPERT REVIEW

The broader market could support industrial and distribution uses but the HFD site may have size limitations

- The Interstate Corridor market has healthy fundamentals and seen record-breaking growth in rents, deliveries, and absorption
- Rents have grown at an average annual rate of 5.5% over the past 10 years
- The 2.2M SF Rentschler Field project is a potential competitor

Market Indicators	I-91 Industrial Corridor	CRCOG
Vacancy	3.6%	4.0%
Avg. Rent (\$/SF per year)	\$6.65	\$6.70
New Space Constructed (2018-2023 YTD)	2.7 million SF (6% of total)	4.8 million SF (5% of total)
Space Under Construction	115,645 SF	957,000 SF

Source: Costar

MULTIFAMILY

- The current multifamily rents would not be able to support an amentized development.
- This location is a challenge for residential development because it is adjacent to a large sewage treatment plant to the south and decommissioning power plant to the north
- The site is isolated from existing neighborhoods and services by the Connecticut River, Railroad and I-91

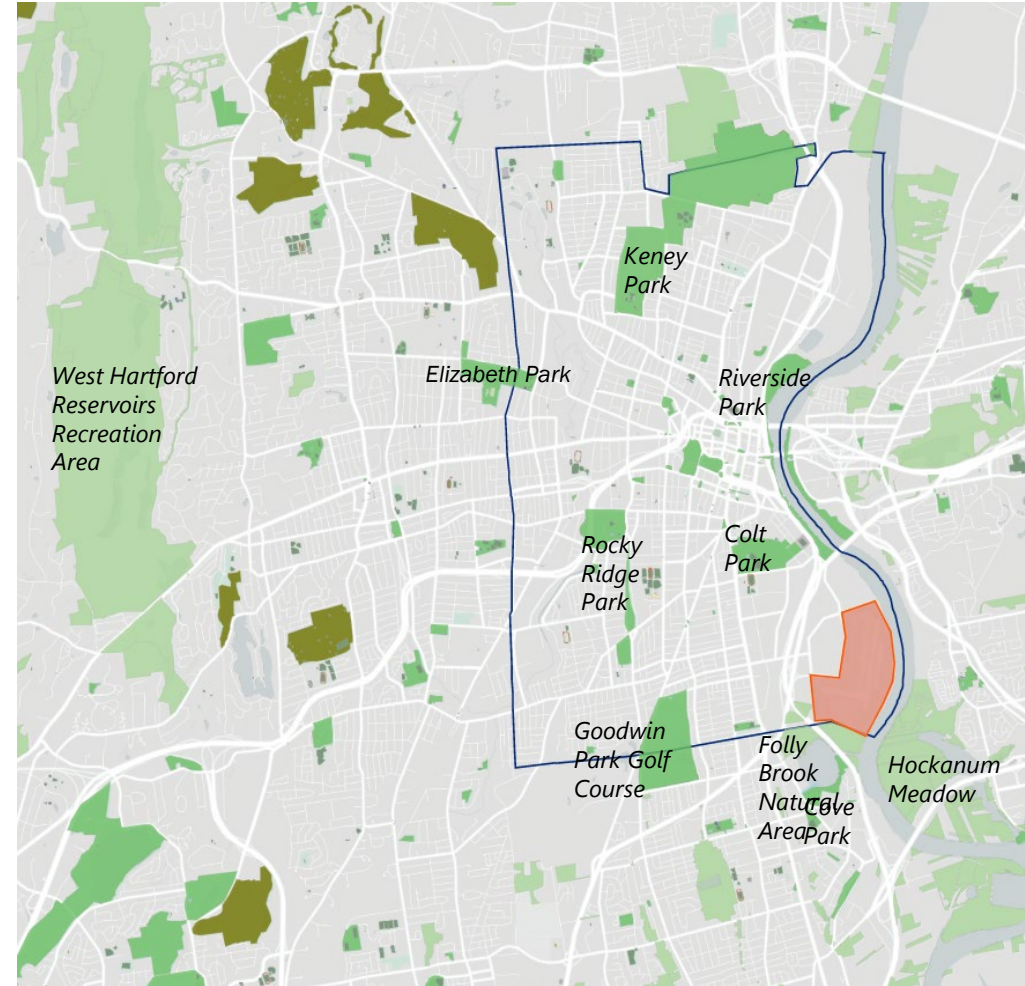
Market Indicators	Hartford	CRCOG
Vacancy	6.3%	5.0%
Avg. Rent (\$/SF per month)	\$1.57	\$1.70
New Units Constructed (2018-2023 YTD)	1,800 units (8% of total)	4,300 units (6% of total)

RECREATIONAL

SUBJECT MATTER EXPERT REVIEW

HFD's environmental conditions and location provide constraints to recreation use.

- There are some moderate environmental constraints that make putting park use here limited
- There is demand for indoor facilities such as fieldhouses for both local and out-of-town users
- The Riverfront Recapture trail could be routed between the Dyke and the Connecticut River
- The Southend area is currently served by Colt Park and Goodwin Park



Source: City of Hartford,
Connecticut Convention & Sports Bureau

ENVIRONMENTAL

CONDITIONS



ENVIRONMENTAL CONDITIONS

PHASE II ENVIRONMENTAL SITE ASSESSMENT SITE ACTIVITIES

- Development of a Final Scope of Work
 - Advancement of 142 Soil Borings
 - Installation of 25 Groundwater Monitoring Wells
 - Collection of 47 Shallow Hand Samples
- Health and Safety Plan
- Coordination with the Connecticut Airport Authority
- Notification and Scheduling
- Completion of Call Before You Dig (CBYD)
- Boring Location Clearance
 - Utility Locating
 - Ground Penetrating Radar



ENVIRONMENTAL CONDITIONS

PHASE II ENVIRONMENTAL SITE ASSESSMENT SITE ACTIVITIES

Drilling/Monitoring Well Installations

- Geoprobe Direct Push Drilling
 - Macro-Core Sampler with Dedicated Liners
 - Groundwater Monitoring Well Installation
- Soil Sampling Status (as of May 16, 2023)
 - 77 soil borings advanced (54% completion)
 - Soil characterized and evaluated in the field for evidence of potential impact
 - 87 soil samples collected from among soil borings
 - 35 hand samples collected (74% completion)
- Groundwater Monitoring Well Installation and Sampling (as of May 16, 2023)
 - 9 groundwater monitoring wells installed (36% completion)
 - Final development, survey, and sampling completed following installation



ENVIRONMENTAL CONDITIONS

PHASE II ENVIRONMENTAL SITE ASSESSMENT PRELIMINARY RESULTS

Regulatory Criteria

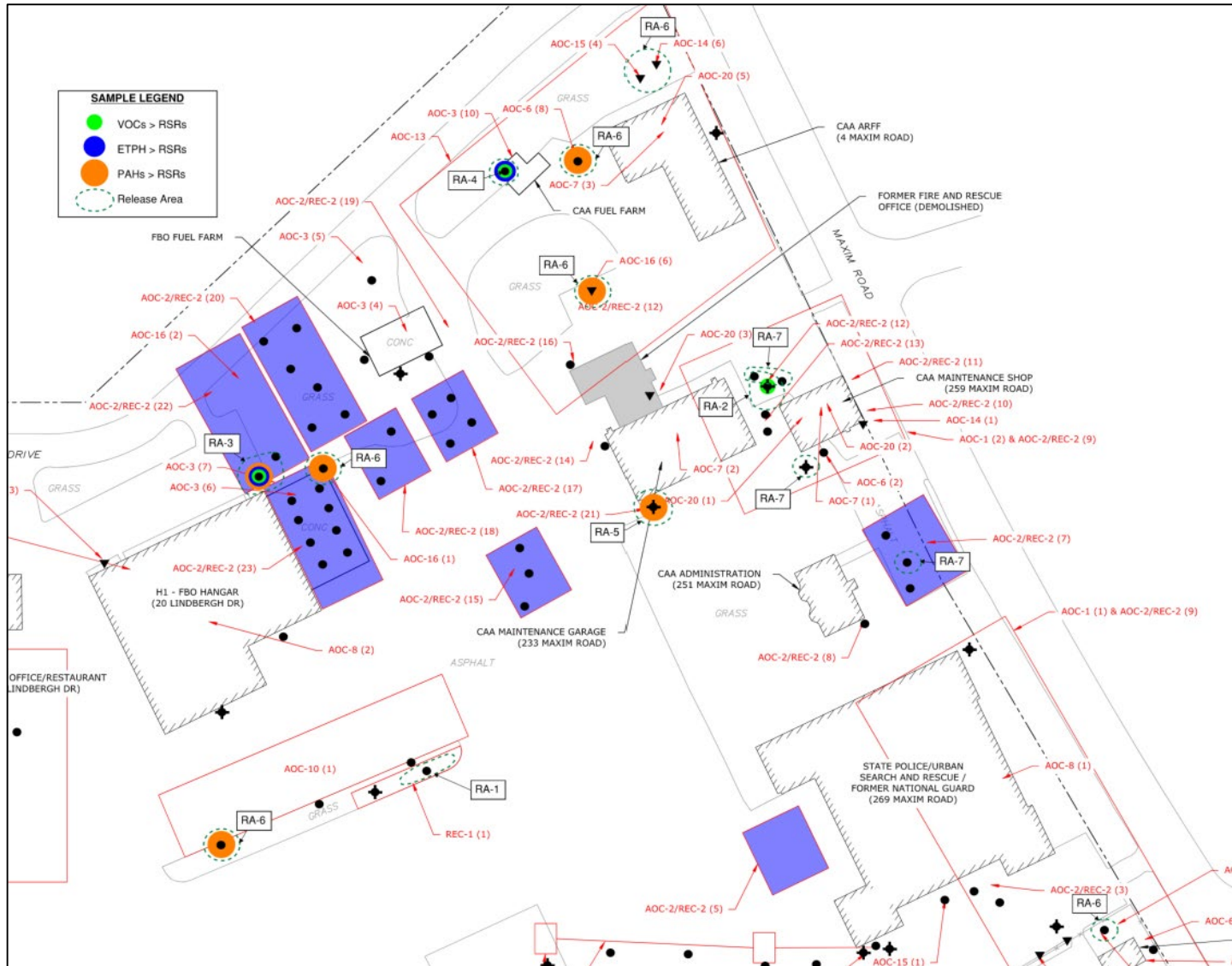
- Remediation Standard Regulations (RSRs)
 - Residential and Industrial/Commercial Direct Exposure Criteria (RES DEC and I/C DEC)
 - GB Groundwater Protection Criteria (GB PMC)

Soil Sample Results (as of May 16, 2023)

- 71 soil samples analyzed
- Data still being evaluated, 7 releases have been identified thus far
- Investigation activities are still in progress and results pending

ENVIRONMENTAL CONDITIONS

PHASE II ENVIRONMENTAL SITE ASSESSMENT PRELIMINARY RESULTS



● Preliminary Release Areas (RAs)

- RA-1: ETPH below RSRs at a historical release area – REC-1
 - Residual impact associated with April 2005 release of aviation gasoline
- RA-2: VOCs above GB PMC at former UST locations southwest of the CAA Maintenance Shop – AOC-2/REC-2 (12)
- RA-3: ETPH, VOCs, and PAHs above RSRs at former AST locations northwest of Hangar H1 – AOC-3 (6) and AOC-3 (7)
- RA-4: ETPH and VOCs above RSRs at CAA Fuel Farm – AOC-3 (10)
- RA-5: PAHs above RSRs southeast of CAA Maintenance Garage – AOC-7 (2)
- RA-6: PAHs and ETPH impact above and below RSRs attributed to potential shallow fill material at the Site – AOC-13/REC-4
- RA-7: PAHs below RSRs at depth attributed to backfill materials – AOC-2/REC-2 (7), AOC-2/REC-2 (12), and AOC-6 (2)

Acronyms

ETPH = Extractable Total Petroleum Hydrocarbons

VOCs = Volatile Organic Compounds

PAHs = Polycyclic Aromatic Hydrocarbons

ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

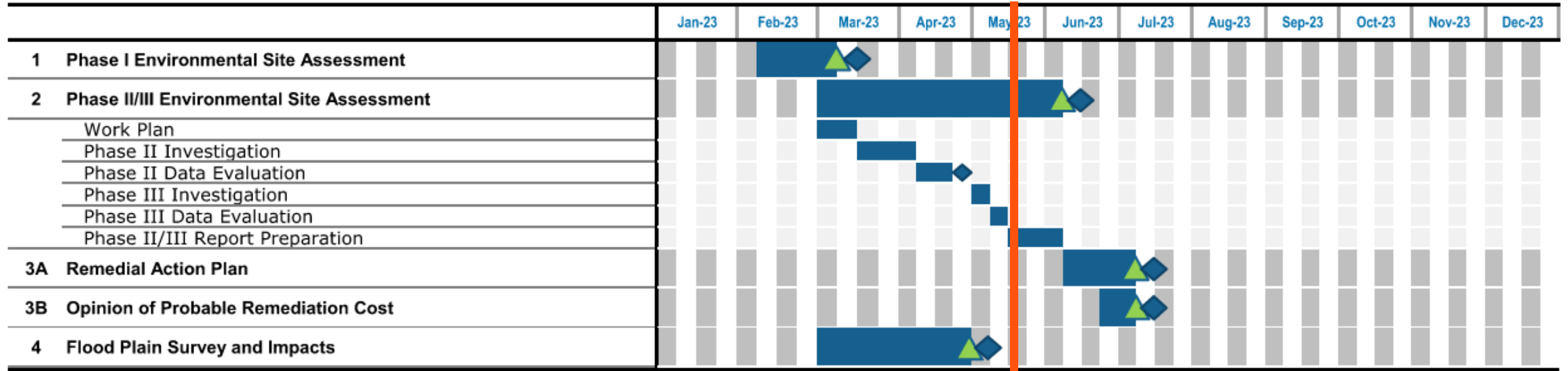
- Evaluation of Remedial Alternatives
 - Strategies for remediation based on the likely redevelopment scenario
 - General remedial cost ranges
- Flood Plain Survey and Impacts
 - Work progressing towards completion

ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT TIMELINE

Schedule for Completion

Hartford-Brainard Airport - Environmental Site Assessments
and Remedial Planning
December 30, 2022



- Legend
- Deliverable
 - Meeting with BFJ Planning

AIRPORT OPERATIONS



AIRPORT OPERATIONS

IF THE AIRPORT STAYS OPEN - NECESSARY SHORT-TERM IMPROVEMENTS (NEXT 5 YEARS):

- Crack and seal Runway 11-29
- Reconstruct Runway 2-20
- Maintain terminal area pavements
- Continue discussions with MCD to extend Runway 2 end
- Construct airfield electrical vault
- Estimated total costs ~ \$11MM (FAA ~90% and CAA ~10%)

AIRPORT OPERATIONS

IF THE AIRPORT STAYS OPEN - NECESSARY LONG-TERM IMPROVEMENTS (NEXT 5 YEARS):

- Rehabilitate Taxiway A South
- Rehabilitate airfield lighting systems
- Reconstruct Runway 11-29
- Maintain terminal area pavements
- Construct new hangar storage
- Estimated total costs ~ \$11MM (FAA~90% and CAA ~10%) + \$2MM private

AIRPORT OPERATIONS

OBSTACLES TO IMPLEMENTATION:

- Availability and timing of FAA AIP grants (up to 90% of project cost) and matching funds from CAA
- Availability and timing of private investment in hangar facilities
- Runway 2-20 may be closed during reconstruction
- Continued noise complaints from Wethersfield general public

NEXT STEPS



COMMUNITY OUTREACH

- Five public information meetings
 - Meeting #1 – February 16, 2023 – *Introduction*
 - SWOT Results posted to Social Pinpoint – link on website
 - Meeting #2 – April 13, 2023 - *Airport Operations*
 - Meeting #3 – May 18, 2023 - *Environmental Conditions*
 - **Meeting #4 – July 13, 2023 – *Economic Conditions***
 - Meeting #5 – August 10, 2023 - *Highest and Best Use*
- Website -
<https://hartfordbrainardairportstudy2023.com>



ROUND TABLE

EXERCISE



ROUND TABLE EXERCISE

AIRPORT DEVELOPMENT ANALYSIS – THIS WILL HELP US DETERMINE THE HIGHEST AND BEST USE.

Option 1: If the airport stays open:

- What necessary improvements should be made?
- What are the obstacles to implementation?

Option 2: If the airport were to close:

- How could this site be redeveloped based on current analyses and surrounding uses?
- What are the major considerations? (i.e. environmental, transportation, zoning)

Option 3: Based on the CAA Capital Plan, if the crosswind runway (Runway 11-29) were to close:

- What would be compatible land uses for this area?
- What are both aviation and non-aviation development opportunities?

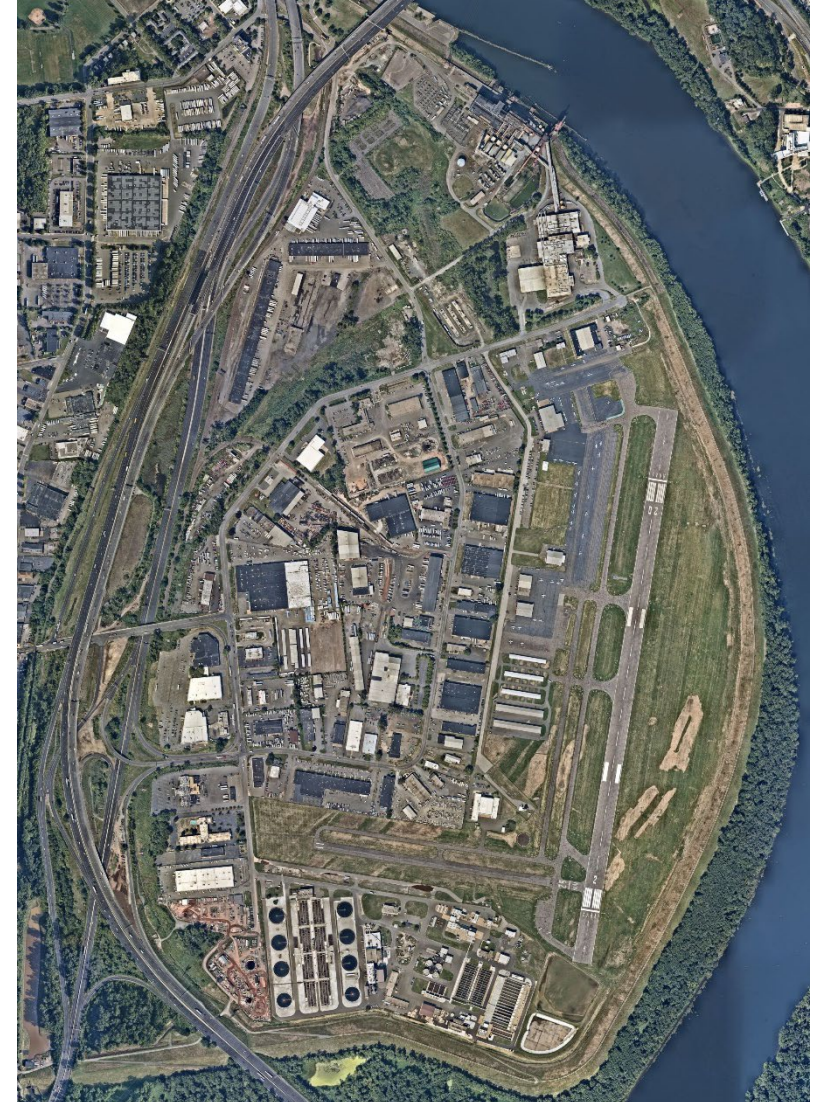


ROUND TABLE EXERCISE

AIRPORT DEVELOPMENT ANALYSIS – THIS WILL HELP US DETERMINE THE HIGHEST AND BEST USE.

How does the exercise work?

- Go around the table and introduce yourself.
- You will need to appoint a note-taker and spokesperson at each table
- Discuss each option with this in mind:
 - What improvements are needed?
 - What obstacles are there in making these improvements? (zoning, economics, environmental, opposition)
 - Be respectful of all opinions
- 2-minute presentation on the main points discussed



FOR FURTHER INFORMATION:



<https://hartfordbrainardairportstudy2023.com>

Public Workshop #3 Event Summary

May 18th, 2023, 6:30-8:30 PM
Metzner Early Learning Center, 680 Franklin Avenue, Hartford, CT

Introduction

The third Public Workshop for the Hartford-Brainard Airport Property Study was held on May 18th, 2023, at the Metzner Early Learning Center at 680 Franklin Avenue in Hartford, CT. Approximately 50 people were in attendance. The workshop consisted of a presentation from Frank Fish and Thomas Madden of BFJ Planning and James Olsen of Tighe & Bond. The presentation summarized preliminary findings on economic and environmental conditions and airport operations. Following the presentation, attendees participated in roundtable discussions on improving the current airport site and suggestions for alternative uses and then shared key takeaways.



Presentation Summary

Economic Conditions

Frank Fish of BFJ Planning presented an overview of economic conditions based on initial findings from the Airport Activity Survey and Registered Aircraft Owner Survey. The next steps to use this data to inform a robust economic and fiscal model include a survey follow-up and analysis of responses, quantifying fiscal impacts, and economic impacts modeling using inputs developed from survey responses. Frank Fish also shared preliminary findings from the Market Scan conducted by HR&A to assess real estate development potential at HFD. This included a summary of the area's demographic, economic, and real estate conditions.

Environmental Conditions

James Olsen of Tighe & Bond presented an update on the Phase II Environmental Site Assessment (ESA), which is intended to provide a preliminary evaluation of most Areas of Concern (AOC) identified during the Phase I ESA. The presentation included status updates on soil sampling and groundwater monitoring well installation and sampling. James Olsen outlined the next steps for ESA progression, including evaluating remedial alternatives and flood plain survey and impacts.

Airport Operations

Thomas Madden of BFJ Planning presented a summary of necessary short-term and long-term improvements if the airport stays open and obstacles to implementation.



Roundtable Discussion Questions

1. If the airport stays open:
 - What necessary improvements should be made?
 - What are the obstacles to implementation?
2. If the airport were to close:
 - How could this site be redeveloped based on current analyses and surrounding uses?
 - What are the major considerations? (i.e., environmental, transportation, zoning)
3. Based on the CAA Capital Plan, if the cross-runway (Runway 11-29) were to close:
 - What would be compatible land uses for this area?
 - What are both aviation and non-aviation development opportunities?

ROUNDTABLE DISCUSSION INSTRUCTIONS



1. Go around the table and introduce yourselves.
2. Discussion (think about the following questions)

If the airport stays open:

- What necessary improvements should be made?
- What are obstacles to implementation?

If the airport were to close:

- How could this site be redeveloped based on current analyses and surrounding uses?
- What are major considerations? (i.e. environmental, transportation, zoning)

Based on the CAA Capital Plan, if the cross-runway (Runway 11-29) were to close:

- What would be compatible land uses for this area?
- What are both aviation and non-aviation development opportunities?

Please be respectful and give everyone the chance to speak.

hartfordbrainardairportstudy2023.com
Comments: BrainardAirportStudy2023@gmail.com

ADDITIONAL COMMENTS

If there are any other comments that you think should be considered, please list them below:

Name _____
Email _____

**THANK YOU
FOR YOUR TIME!**





Roundtable Discussion Key Takeaways

A summary of the key takeaways from the roundtable discussions is provided below. Comments which were repeated in multiple groups are not repeated.

If the airport stays open:

Education

- Improve workforce training opportunities
- Expand Aerotech school
- Provide more scholarships

Airport Operations

- FAA-funded improvements
- Locate training flights further from the neighborhood to decrease noise
- Improve Runway 2-20
- Build more hangars
- Add self-serve gas pumps and aircraft washing stations

Business and Marketing

- Open a restaurant
- Add a hotel in the surrounding area
- Create a gift shop
- Improve marketing and awareness of the airport
- Host a convention

Hartford-Brainard Airport Property Study

State of Connecticut

Department of Economic and Community Development



If the airport were to close:

Obstacles to Redevelopment

- Strong odor from wastewater treatment
- Vacancy in the surrounding area

Potential Alternative Uses

- Warehouse
- River access
- Expanded riverfront trail
- Indoor sports bubble

If the cross-runway (Runway 11-29) were to close:

Aviation Innovation

- Create a vertiport
- Introduce eVTOL

Education

- Create a state-funded technical school

Environmental

- Create a tow drain for rain collection

Site Connectivity

- Increase road connectivity to surrounding areas

HARTFORD - BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

STATE OF CONNECTICUT

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

July 13, 2023



BEJ Planning

AGENDA

PUBLIC WORKSHOP 4 – JULY 13, 2023



- Introduction and Schedule Overview
- Study Update
 - Economic Conditions
 - Environmental Conditions
- Stations

INTRODUCTIONS

BFJ PLANNING



Frank Fish
FAICP
Principal-in-Charge



Thomas Madden
AICP
Project Manager



Suzanne Goldberg
BFJ Planning
Project Coordinator



Tina Lund
Urbanomics
Economic Coordinator

SUBJECT MATTER EXPERTS



James Olsen, PG, LEP
TIGHE & BOND
Environmental



Jamison Dague
HR&A
Economics

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY COMPONENTS

The study shall assess the following:

- 1) The economic impact of the current use of the property to the state and to the region surrounding the property;
- 2) The economic impact of alternative uses of the property, including commercial, residential, and recreational opportunities, to the state and to the region surrounding the property;
- 3) Identification of any environmental or flood control obstacles to the development of alternative uses of the property, including the conducting of any required testing of the site and the possible avenues and associated costs to render the property environmentally developable;
- 4) Identification of any federal, state or local governmental obstacles, including existing contractual obligations, to the development of alternative uses of the property, the possible avenues to remove each such obstacle and the associated costs of pursuing each avenue; and
- 5) The highest and best use of the property, if not its current use, taking into consideration the findings of subdivisions (2) to (4), inclusive of this subsection and the goals set forth in subsection (a) of this section.

PROJECT SCHEDULE

2023

NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
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Airport Operations and Environmental Due Diligence

Highest and Best Use Scenarios

Developing Current and Alternative Development Scenarios

Draft and Final Report and Presentation

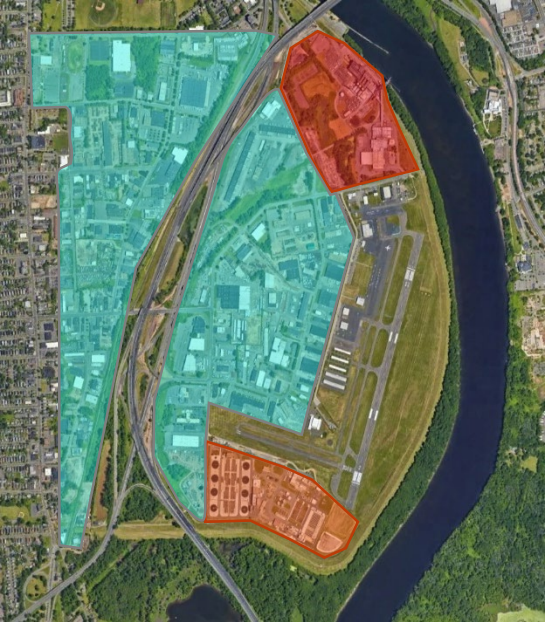
Workshops

BFJ PLANNING

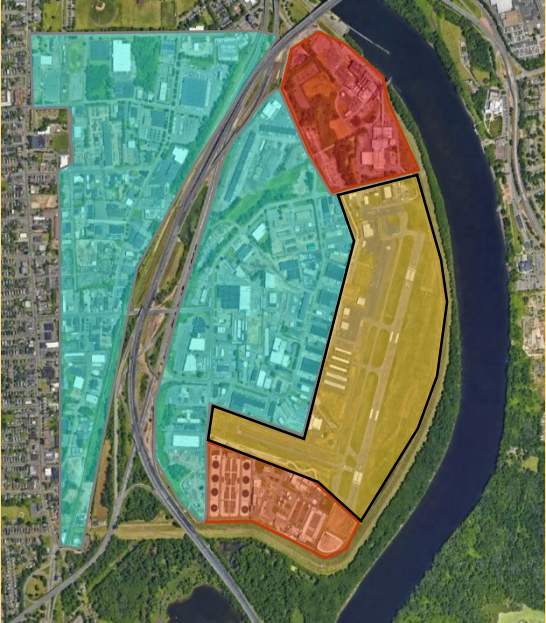


STUDY DECISIONS PATHWAYS

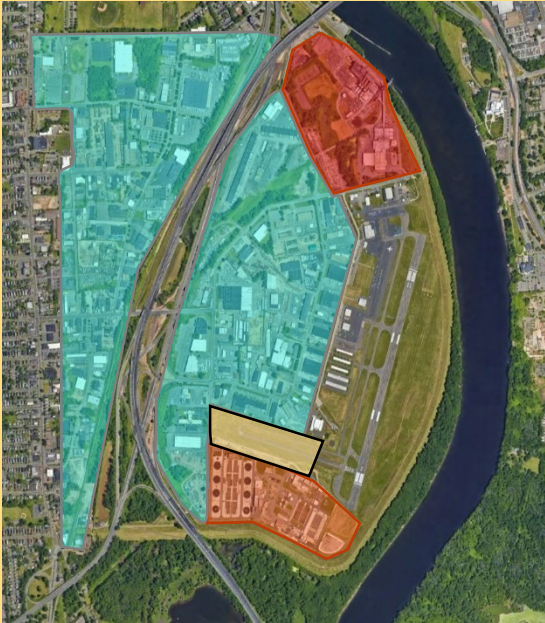
Option #1
Airport Remains
Open



Alternative Use
Option #2
Airport Closes



Alternative Use
Option #3
Airport Remains
Open but Closes
Runway 11-29



OPTION #1 - AIRPORT REMAINS OPEN

Improvements need to the Site and Neighborhood Issues to be addressed



Remediation and Development Plan for Improvements



Improvement Costs

- Continue discussions with MCD to extend Runway 2- 20
- Reconstruct Runway 2-20
- Crack and seal Runway 11-29
- Construct airfield electrical vault
- Rehabilitate Taxiway A South
- Maintain terminal area pavements
- Construct new hangar storage
- Estimated total costs ~ \$11MM (FAA~90% and CAA ~10%) + \$2MM private

Economic Impacts

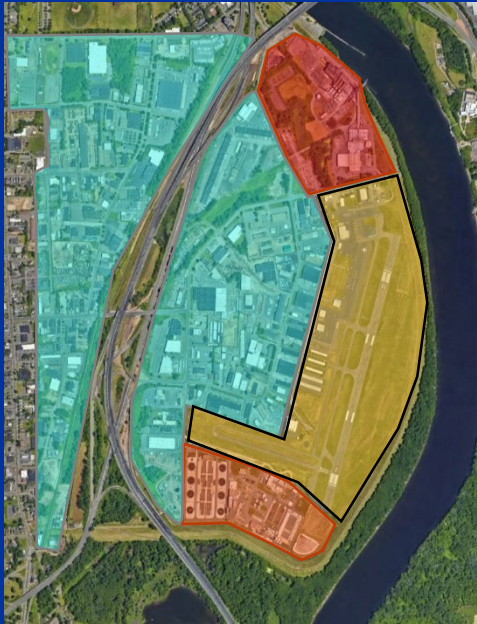
Planning Actions

- IMPLAN modeling for Impacts on the Region
- Permitting Actions
- Environmental Remedial Actions
- Capital Plans for Dyke
- Stormwater Plans and permits
- How to tie future operations into State plans for regional Aerospace Industries.

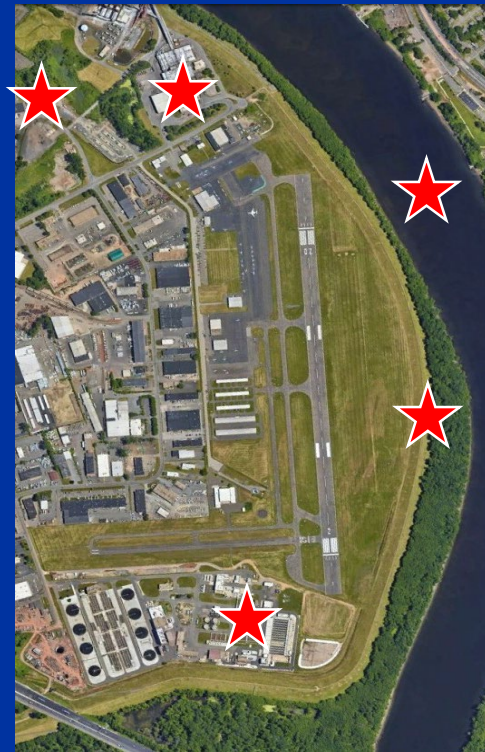
ALTERNATIVE USE OPTION #2 – AIRPORT CLOSES

Economic Market
Analysis and Scan

Environmental
Assessment



Remediation and
Development Plan for
Highest and Best Uses.
(commercial, residential, and
recreational opportunities)



Federal, State or Local
governmental
obstacles

- FAA Actions
- Local Zoning
- Local Boards for Permitting Approval
- Army Corp of Engineer
- DEEP Remediation Plans
- Sale of Airport for Market Value
- Remediation Costs of Property
- Relocation of Assets on the Site
 - Planes
 - Business
 - State Police facilities
 - CT Aero Tech School



Economic Impacts

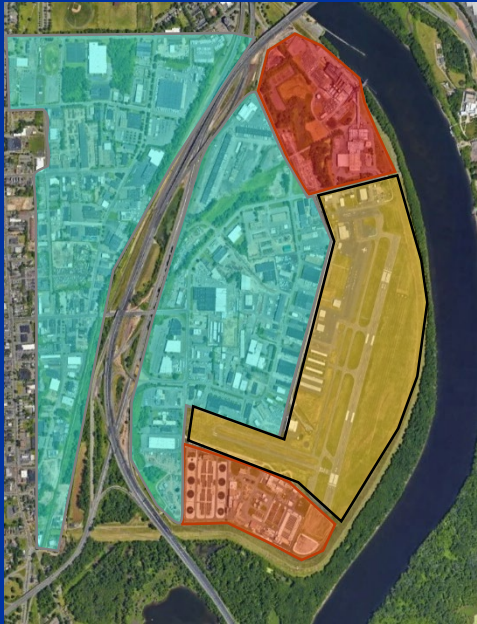
Planning Actions

- IMPLAN modeling for the Highest and Best Use
- Potential Tax Impact
- Development Costs of Alternatives
- Permitting Actions
- Environmental Remedial Actions
- Stormwater Plans and Permits

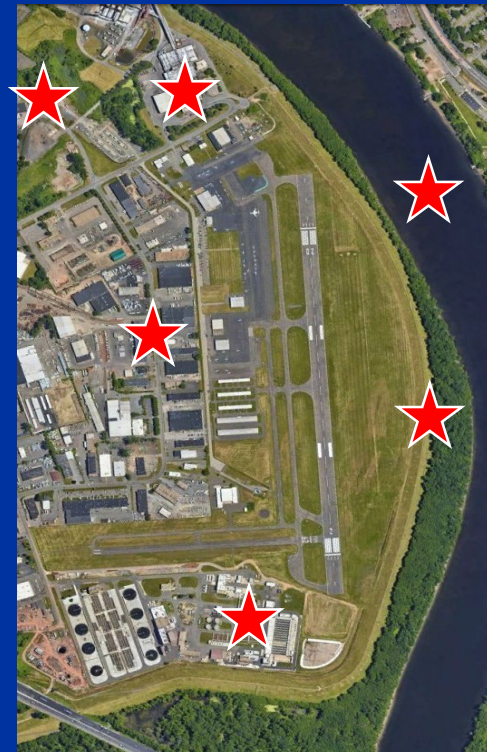
ALTERNATIVE USE OPTION #3 - AIRPORT REMAINS OPEN BUT CLOSES RUNWAY 11-29

Economic Market
Analysis and Scan

Environmental
Assessment



Remediation and
Development Plan for
Highest and Best Uses.
(commercial, residential, and
recreational opportunities)



Federal, State or Local
governmental
obstacles

- FAA Actions
- Local Zoning
- Local Boards for Permitting Approval
- Army Corp of Engineer
- DEEP Remediation Plans
- Sale of Airport for Market Value
- Remediation Costs of Property
- Relocation of Assets on the Site
 - Planes
 - Businesses
 - State Police Facilities
 - CT Aero Tech School



Economic Impacts

Planning Actions

- IMPLAN modeling for the Highest and Best Use
- Potential Tax Impact
- Development Costs of Alternatives
- Permitting Actions
- Environmental Remedial Actions
- Stormwater Plans and Permits

ECONOMIC

CONDITIONS

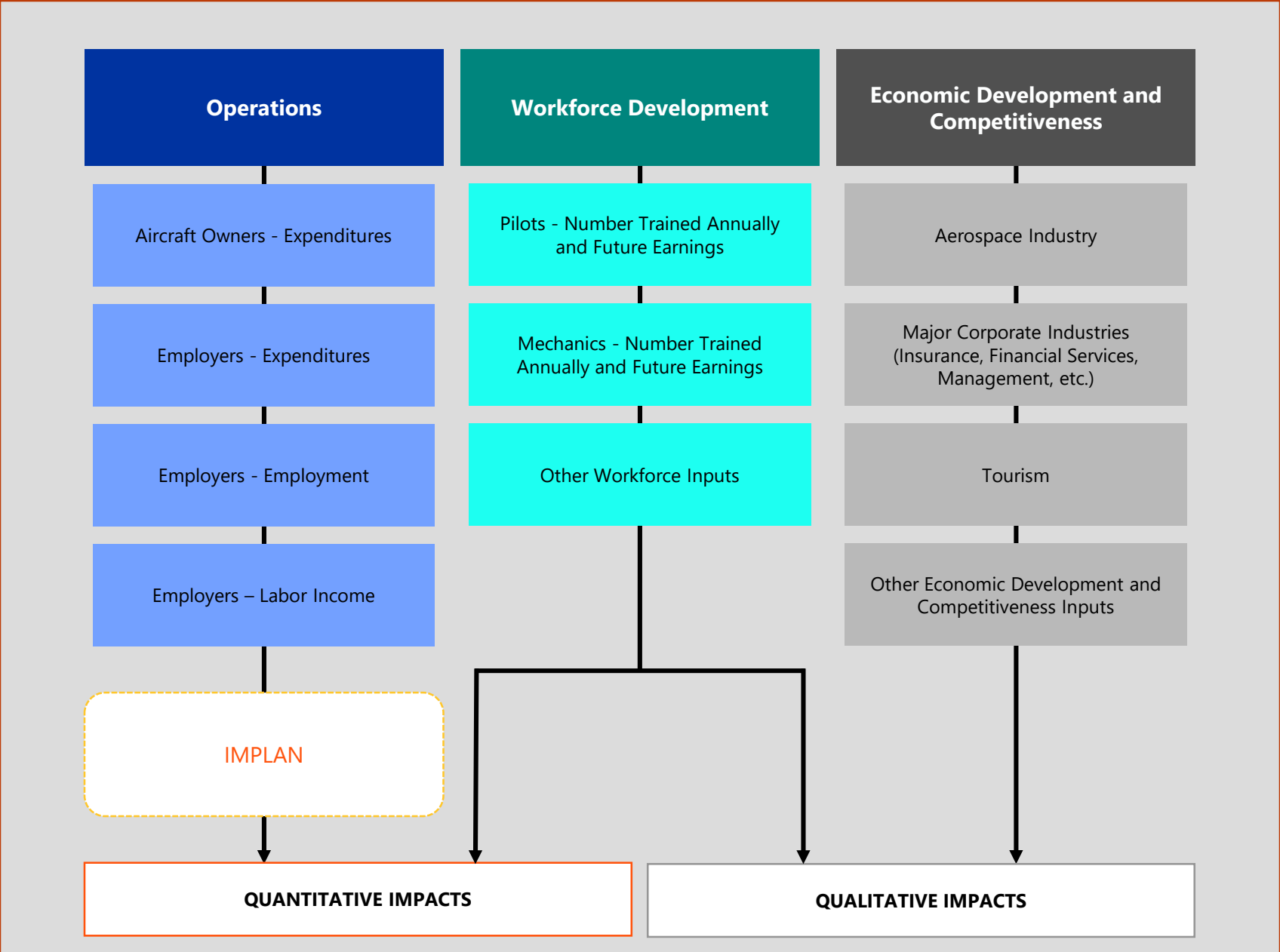


ECONOMIC IMPACTS

OF HFD OPERATIONS



CONCEPTUAL HFD OPERATIONS ECONOMIC IMPACTS MODEL



IMPLAN MODELING

- IMPLAN is a widely used economic tool that allows users to analyze the economic effects of changes in various economic sectors.



ECONOMIC INPUT AND OUTPUT MEASURES

ECONOMIC IMPACT ANALYSIS OF HFD OPERATIONS FOCUSES ON CURRENT STATE

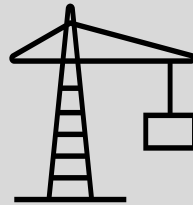
HR&A CONSIDERED THE TOTAL IMPACTS FROM A SET OF DRIVERS INCLUDING ONSITE AND OFFSITE SPENDING BY AIRPORT USERS AND EMPLOYERS, CAPITAL INVESTMENTS IN THE AIRPORT, AND VISITOR SPENDING

- Aircraft owner spending
 - Onsite and offsite
 - Includes: fuel, maintenance, supplies, rent, and insurance, as well as offsite retail spending
- Employer spending
 - Includes: payroll, raw materials, office goods and services
- Visitor spending
- CAA capital maintenance spending

MODELING OF ECONOMIC AND FISCAL IMPACTS FOR REDEVELOPMENT SCENARIOS

- Modeling economic impacts of redevelopment scenarios includes greater emphasis on one-time impacts of construction

Time Period of Benefit



One-time



Ongoing (annual)

- One-time and ongoing economic output and labor income measured over a 20 to 30 year time period and discounted

MODELING OF ECONOMIC AND FISCAL IMPACTS FOR REDEVELOPMENT SCENARIOS



Construction Costs

(site preparation and buildings)



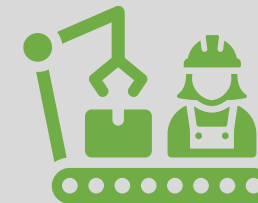
Sales

(retail uses and other selected commercial uses)



Visitor Spending

(selected recreation uses)



Employment

(commercial office and industrial uses)

MODELING OF ECONOMIC AND FISCAL IMPACTS FOR REDEVELOPMENT SCENARIOS

- Economic impact results summarized in terms of:



Jobs

(Job-years for one-time impacts, full-time equivalents for ongoing operations)



Earnings



Economic Output

- Fiscal impact results summarized in terms of:



Tax revenues from one-time and annual impacts

ENVIRONMENTAL

CONDITIONS



ENVIRONMENTAL CONDITIONS

PHASE II/III ENVIRONMENTAL SITE ASSESSMENT RESULTS

● Phase II/III Environmental Site Assessment (ESA)

- Phase I ESA Identified 1 Recognized Environmental Conditions (REC) and 23 Areas of Concern (AOCs) and/or RECs
- Most AOCs Either Directly or Indirectly Investigated
- Site Work Completed June 23, 2023
- Stratigraphy
 - Mapped as alluvium overlying fines (USGS, 1992)
 - Phase II/III ESA observations: brown fine to medium sand and silt of varying depths overlying a silt/clayey silt. Urban debris consisting of asphalt, brick, and concrete were noted at several locations

Photograph Credit: Connecticut Historical Society Museum & Library

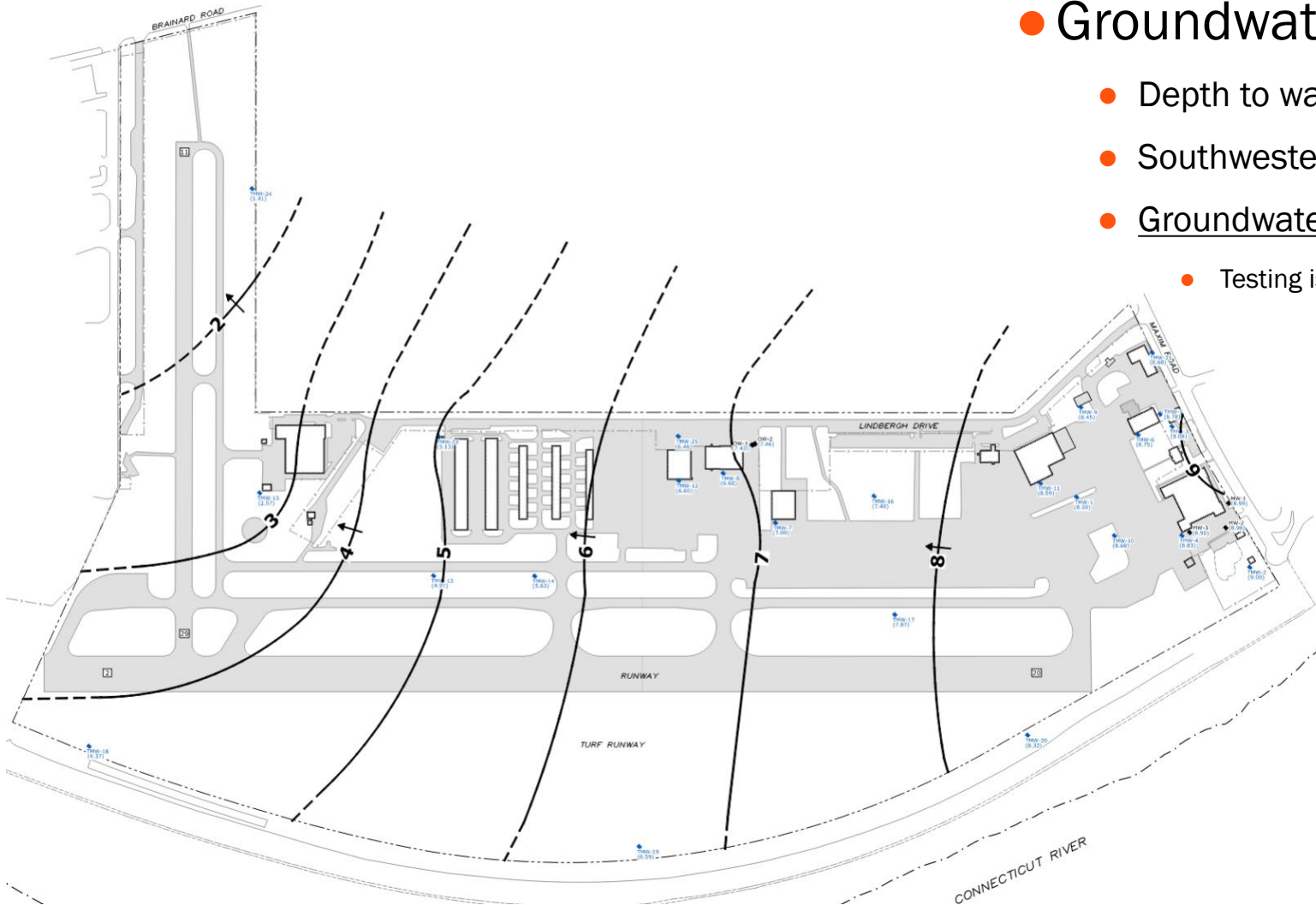
ENVIRONMENTAL CONDITIONS

PHASE II/III ENVIRONMENTAL SITE ASSESSMENT RELEASE AREAS



ENVIRONMENTAL CONDITIONS

PHASE II/III ENVIRONMENTAL SITE ASSESSMENT GROUNDWATER CONDITIONS



● Groundwater Conditions

- Depth to water ranges between 6.09 to 11.39 feet
- Southwesterly flow beneath the Site
- Groundwater impacts are currently being identified.
 - Testing is looking at metals, acenaphthylene, VOCs and PFAS

ENVIRONMENTAL CONDITIONS

PHASE II/III ENVIRONMENTAL SITE ASSESSMENT

- Phase II/III ESA FINDINGS are currently being reviewed by DEEP.
 - Final Report will be posted before the August 10th meeting.
- Next Steps
 - Remedial action plan to look at how any identified conditions would likely be remediated under the development options
 - Stormwater and Flood Analysis
 - Cost proposal for any clean-up if warranted for the development scenarios

FLOODPLAIN

CONSIDERATIONS



FLOODPLAIN CONSIDERATIONS

STUDY METHODOLOGY

- Data Gathering (Available maps and levee data)
- Site Visit
- Confirm regulatory requirements
- Identify risks
- Develop conclusions and recommendations



FLOODPLAIN CONSIDERATIONS

FLOODPLAIN CONTEXT

- Development Site is Protected by Flood Control Levee
- Base Flood (1% Annual Chance, 100-Year) Elevation = 29.5 NGVD29
- 0.2% Annual Chance (500-Year) Elevation = 34.0 NGVD29
- Top of Levee = Elevation 42.5 NGVD29

ANATOMY OF A LEVEE

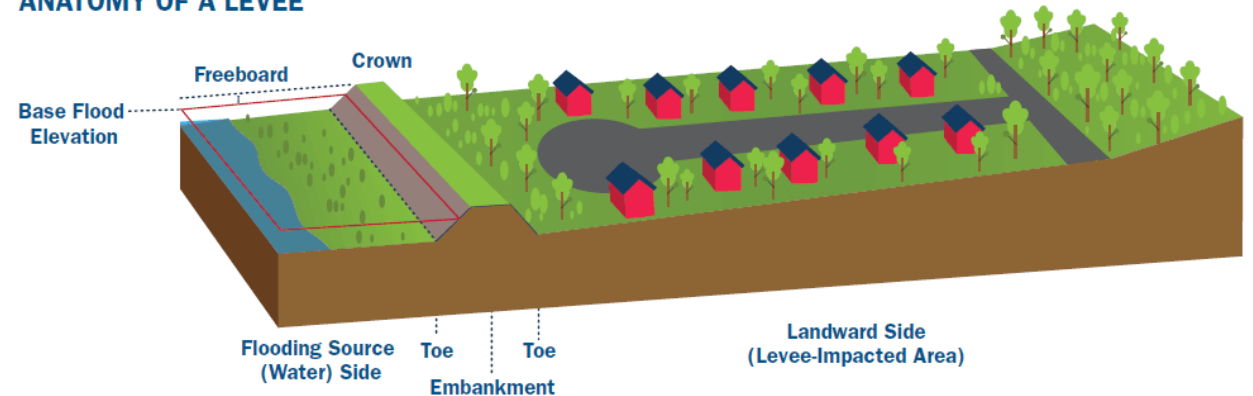
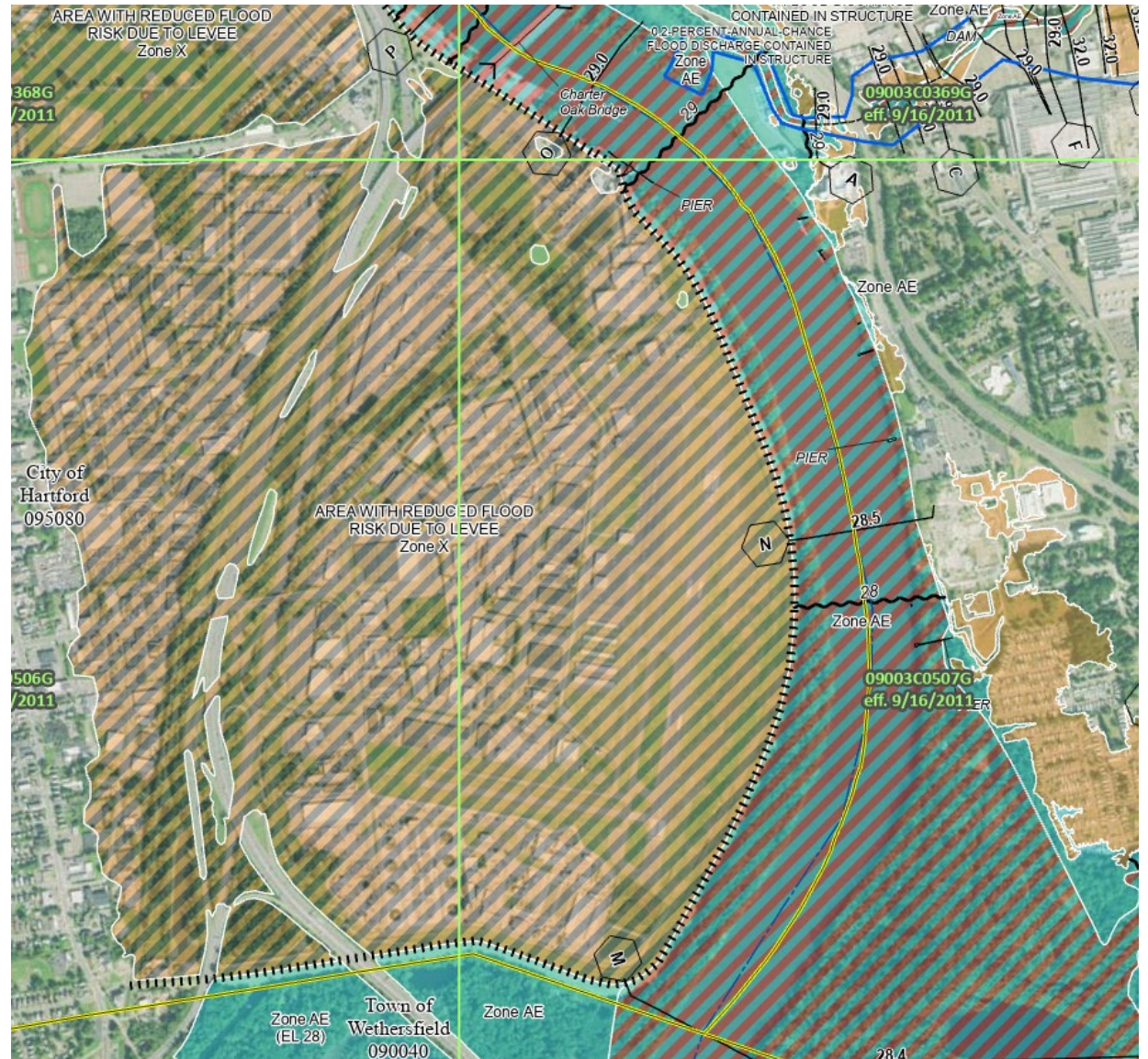


Diagram: Town of Greenwich, CT

FLOODPLAIN CONSIDERATIONS

DATA GATHERING

- Mapped as Zone X
- No mandatory flood insurance purchase requirements
- No minimum floodplain elevation standards
- All dependent upon certification status of levee



STATIONS



STATIONS

- **Representatives from the Planning team will take any final comments or concerns you would like the Team to be aware of on the three options.**

NEXT STEPS



COMMUNITY OUTREACH

- Five public meetings

- Meeting #1 – February 16, 2023 – *Introduction*
 - SWOT Results posted to Social Pinpoint – link on the website
- Meeting #2 – April 13, 2023 - *Airport Operations*
- Meeting #3 – May 18, 2023 - *Environmental Conditions*
- Meeting #4 – July 13, 2023 – *Economic Conditions*
- Meeting #5 – August 10, 2023 - *Highest and Best Use*

- Website - <https://hartfordbrainardairportstudy2023.com>



Public Workshop #4 Event Summary

July 13th, 2023, 6:30-8:30 PM
Metzner Early Learning Center, 680 Franklin Avenue, Hartford, CT

Introduction

The fourth Public Workshop for the Hartford-Brainard Airport Property Study was held on July 13th, 2023, at the Metzner Early Learning Center at 680 Franklin Avenue in Hartford, CT. Approximately 40 members of the public were in attendance. The workshop consisted of a presentation from Frank Fish and Thomas Madden of BFJ Planning, James Olsen and Joseph Canas of Tighe & Bond, and Jamison Dague of HR&A. The presentation included an update on the project schedule and economic and environmental conditions. Following the presentation, attendees visited stations to discuss the following topics with members of the Planning Team: environmental conditions, economic conditions, airport operations, and the highest and best use for the airport property.



Presentation

Frank Fish of BFJ Planning began the presentation by introducing the Planning Team and subject matter experts. Mr. Fish outlined the study components defined by the legislative mandate and updated the project schedule. Thomas Madden of BFJ Planning then provided an overview of the three identified study decision pathways. Option #1 is for the airport to remain open. Alternative use option #2 is for the airport to close. Lastly, alternative use option #3 is for the airport to remain open and Runway 11-29 to close.

Mr. Madden then elaborated on each option, describing the decision pathway associated with each scenario. For Option #1, in which the airport remains open, Mr. Madden gave an overview of necessary improvements to the site and neighborhood that would need to be addressed, the need to create a remediation and development plan for improvements, the associated improvement costs, and the potential economic impacts and planning actions. For alternative use options #2 and #3, if the entire airport were to close or if just Runway 11-29 were to close, Mr. Madden described the role of the ongoing economic market analysis and environmental assessment, the federal, state, or local government obstacles to implementation, and subsequent economic impacts and planning actions.

In the next section of the presentation, Jamison Dague of HR&A summarized the methodology used to determine the economic impacts of HFD operations. Mr. Dague explained the conceptual HFD operations impacts model, which analyzes each option's quantitative and qualitative impacts. He then described the process of IMPLAN modeling, a widely used economic tool that allows users to analyze the economic effects of changes in various economic sectors. To determine the economic impact analysis of HFD's current operations, HR&A is considering the total impacts from a set of drivers, including onsite and offsite spending by airport users and employers, capital investments in the airport, visitor spending, and CAA capital maintenance spending. To model the economic and fiscal impacts of the redevelopment scenarios, HR&A is analyzing the potential impacts of construction costs, sales, visitor spending, and employment.

James Olsen of Tighe & Bond then described the current Phase II/Phase III Environmental Site Assessment (ESA) status. Site work was completed June 23rd, 2023, and Phase II/III ESA observations included brown fine to medium sand and silt of varying depths overlying a silt/clayey silt. Urban debris consisting of asphalt, brick, and concrete was noted at several locations. Mr. Olsen showed a map of Phase II/III ESA release areas, highlighting the release areas that exceeded RSR criteria. Additionally, groundwater impacts are currently being identified. DEEP is reviewing Phase II/III ESA findings. The next steps include a remedial action plan to examine how any identified conditions would likely be remediated under the development options, stormwater, and flood analysis, and a cost proposal for any clean-up if warranted for the development scenarios. Subsequently, Joseph Canas of Tighe & Bond described the methodology for floodplain considerations, including gathering data (available maps and levee data), visiting the site, confirming regulatory requirements, identifying risks, and developing conclusions and recommendations.

Next Steps

The next and final Public Workshop will be held on August 10th, 2023, from 6:30-8:30 PM at the Metzner Early Learning Center at 680 Franklin Avenue in Hartford, CT.

Stations

Following the presentation, representatives from the Planning Team discussed comments and concerns from participants at stations organized by the following topics: environmental conditions, economic conditions, airport operations, and the highest and best use for the airport property.



HARTFORD - BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

STATE OF CONNECTICUT

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

August 10, 2023



BEJ Planning

AGENDA

PUBLIC WORKSHOP 5 – AUGUST 10, 2023



- Introduction and Schedule Overview
- Study Update
 - Economic
 - Environmental
 - Regulatory
- Townhall Questions and Answers

INTRODUCTIONS

BFJ PLANNING & PERKINS EASTMAN



Frank Fish
FAICP
Principal-in-
Charge



Thomas Madden
AICP
Project Manager



**Suzanne
Goldberg**
Project
Coordinator



Eric Fang
AIA, AICP,
LEED AP
Perkins
Eastman
Urban Design

SUBJECT MATTER EXPERTS



**Mark
Paulsson**
TIGHE & BOND
Environmental



Joe Canas
TIGHE & BOND
Environmental



**Jamison
Dague**
HR&A
Economics



Ron Price
QED AVIATION
AND AIRPORTS
Airport
Operations



**Dwight H.
Merriam**
ATTORNEY
Regulatory

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY COMPONENTS

The study shall assess the following:

- 1) The economic impact of the current use of the property to the state and to the region surrounding the property;
- 2) The economic impact of alternative uses of the property, including commercial, residential, and recreational opportunities, to the state and to the region surrounding the property;
- 3) Identification of any environmental or flood control obstacles to the development of alternative uses of the property, including the conducting of any required testing of the site and the possible avenues and associated costs to render the property environmentally developable;
- 4) Identification of any federal, state or local governmental obstacles, including existing contractual obligations, to the development of alternative uses of the property, the possible avenues to remove each such obstacle and the associated costs of pursuing each avenue; and
- 5) The highest and best use of the property, if not its current use, taking into consideration the findings of subdivisions (2) to (4), inclusive of this subsection and the goals set forth in subsection (a) of this section.

PROJECT SCHEDULE

2023

NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Airport Operations and Environmental Due Diligence

Highest and Best Use Scenarios

Developing Current and Alternative Development Scenarios

Draft and Final Report and Presentation

Workshops

BFJ PLANNING



STUDY OPTIONS



STUDY DECISIONS PATHWAYS

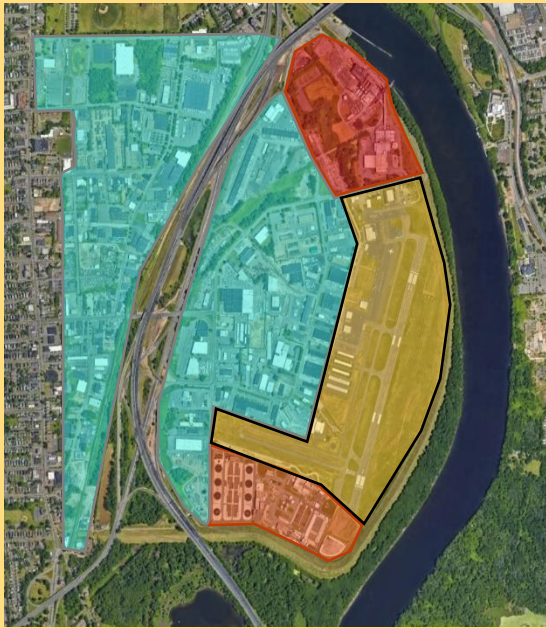
Option #1
Airport Remains
Open



Alternative Use
Option #2
Airport Remains
Open but Closes
Runway 11-29



Alternative Use
Option #3
Airport Closes



SITE CONTEXT

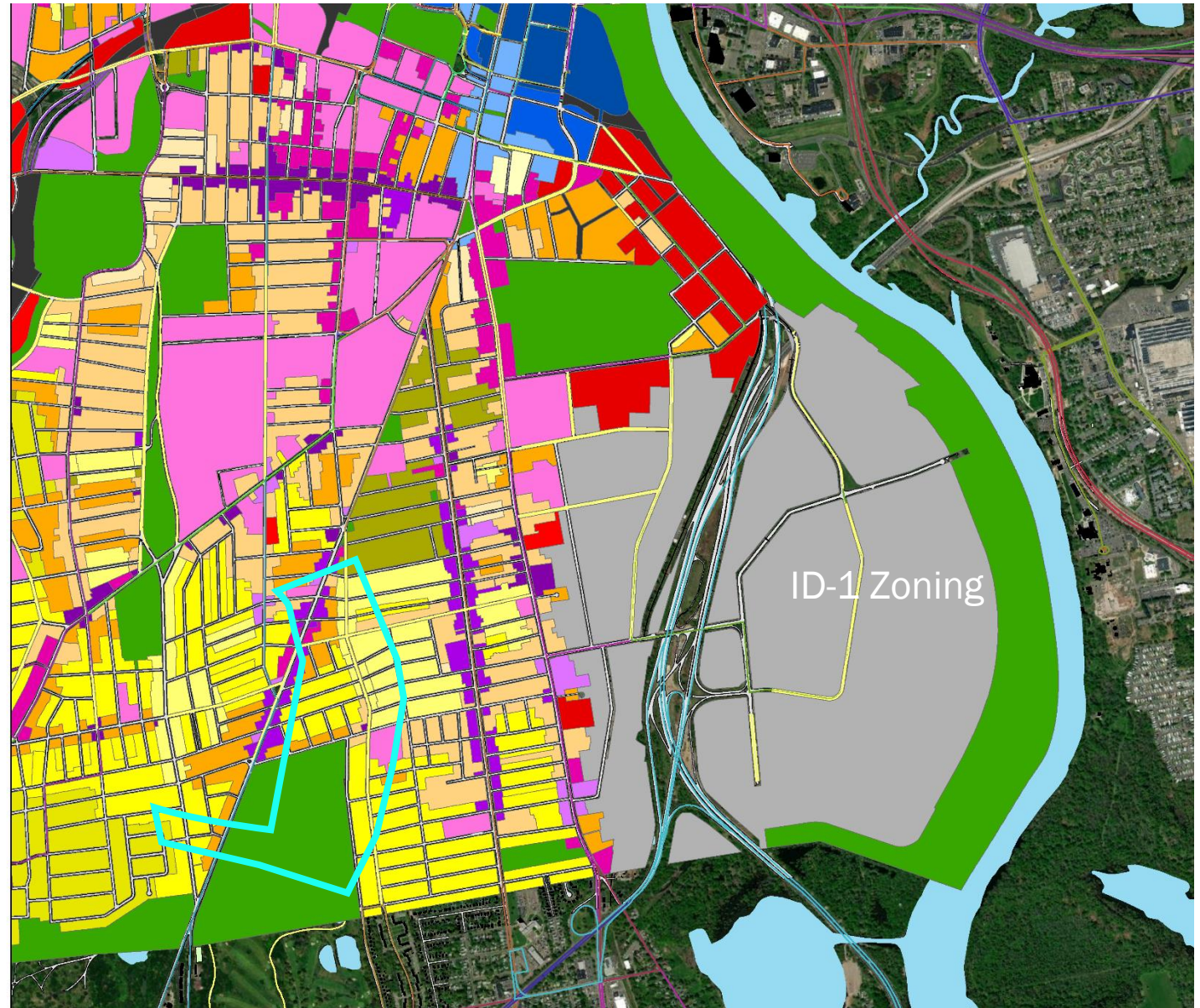
EXISTING ZONING ON PROPERTY

ID-1 industrial district

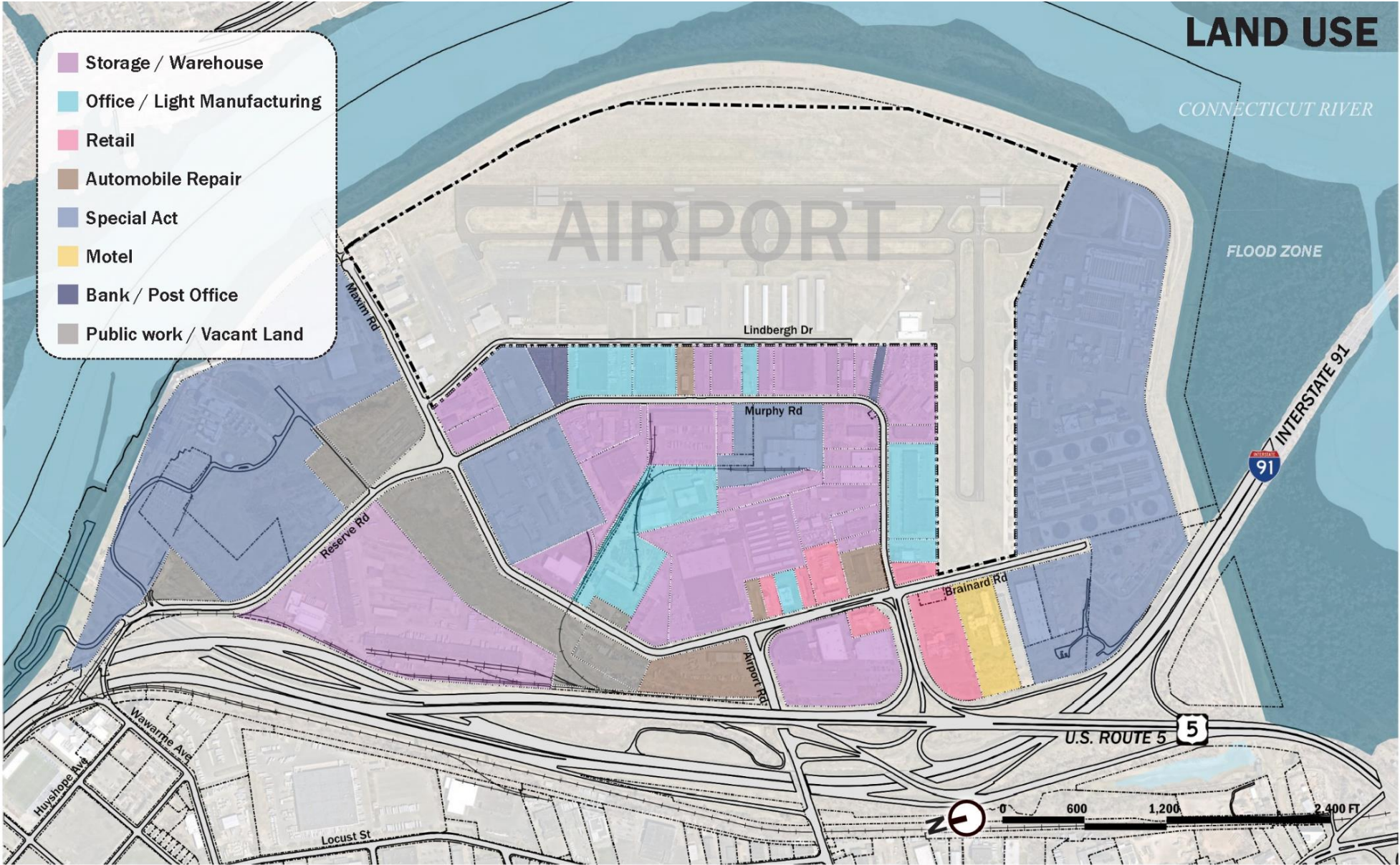
The purpose of the ID-1 industrial district in the city is to provide for medium to heavy industry characterized by a minimum of noise, odor, glare, and pollution, and by of this district to encourage the continuance and expansion of industry of this kind and its creation, and to develop a more compatible relationship between such industry and surrounding residential areas.

Connecticut River Overlay

The Connecticut River Overlay is intended to improve access and enjoyment of the Connecticut River through carefully planned, use-specific development that is sensitive to the ecology of an urban waterway.



SITE CONTEXT





MIRA Site Looking South



MDC Site Looking North



Cross Wind Runway - Looking East



Top of Levee - Looking West



269 Maxim



Premier Flight Center
www.premierflight.com
1000 Lakeside Blvd, Suite 100
Gainesville, FL 32609

H3

H3

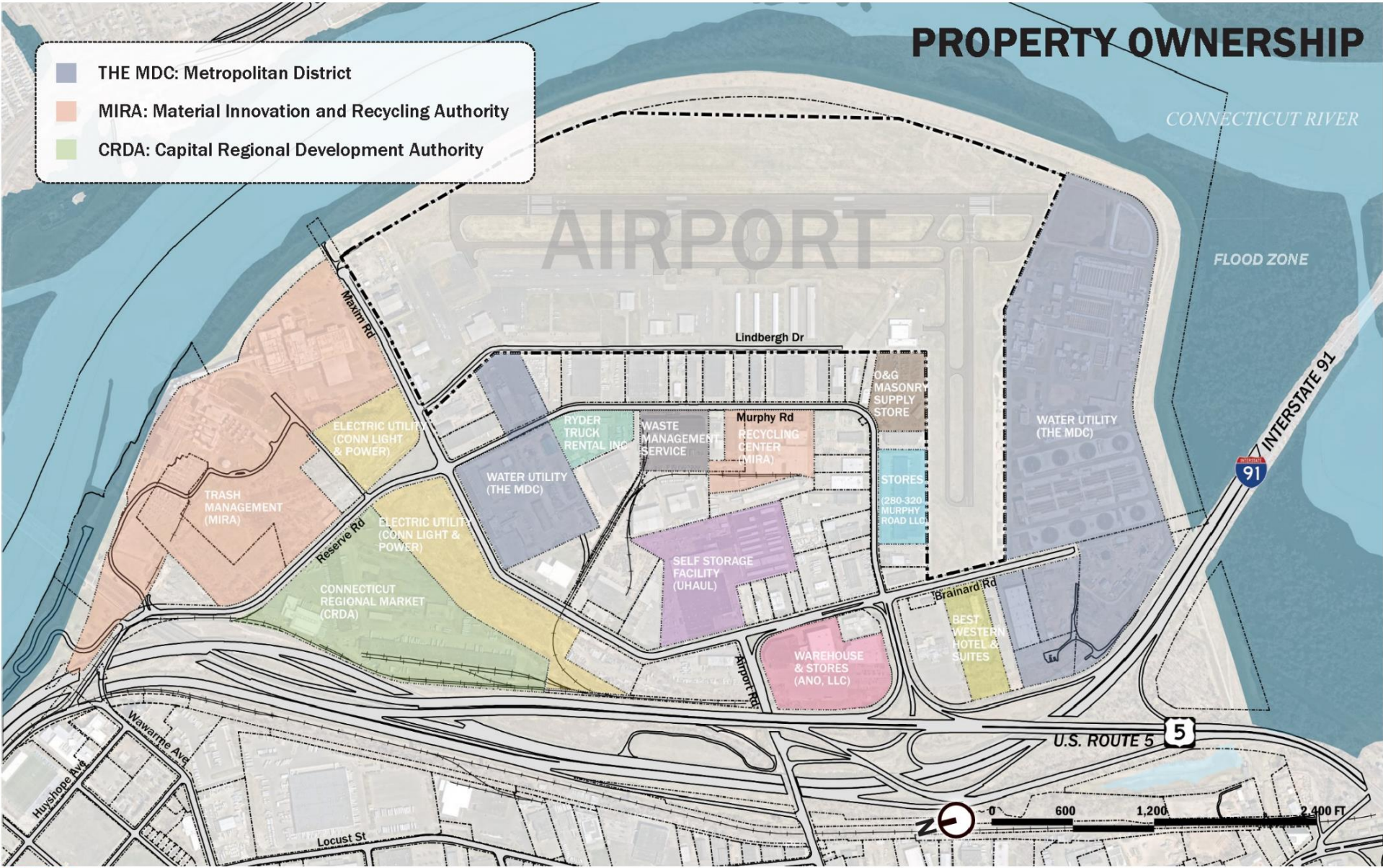
7A

Premier Flight Center

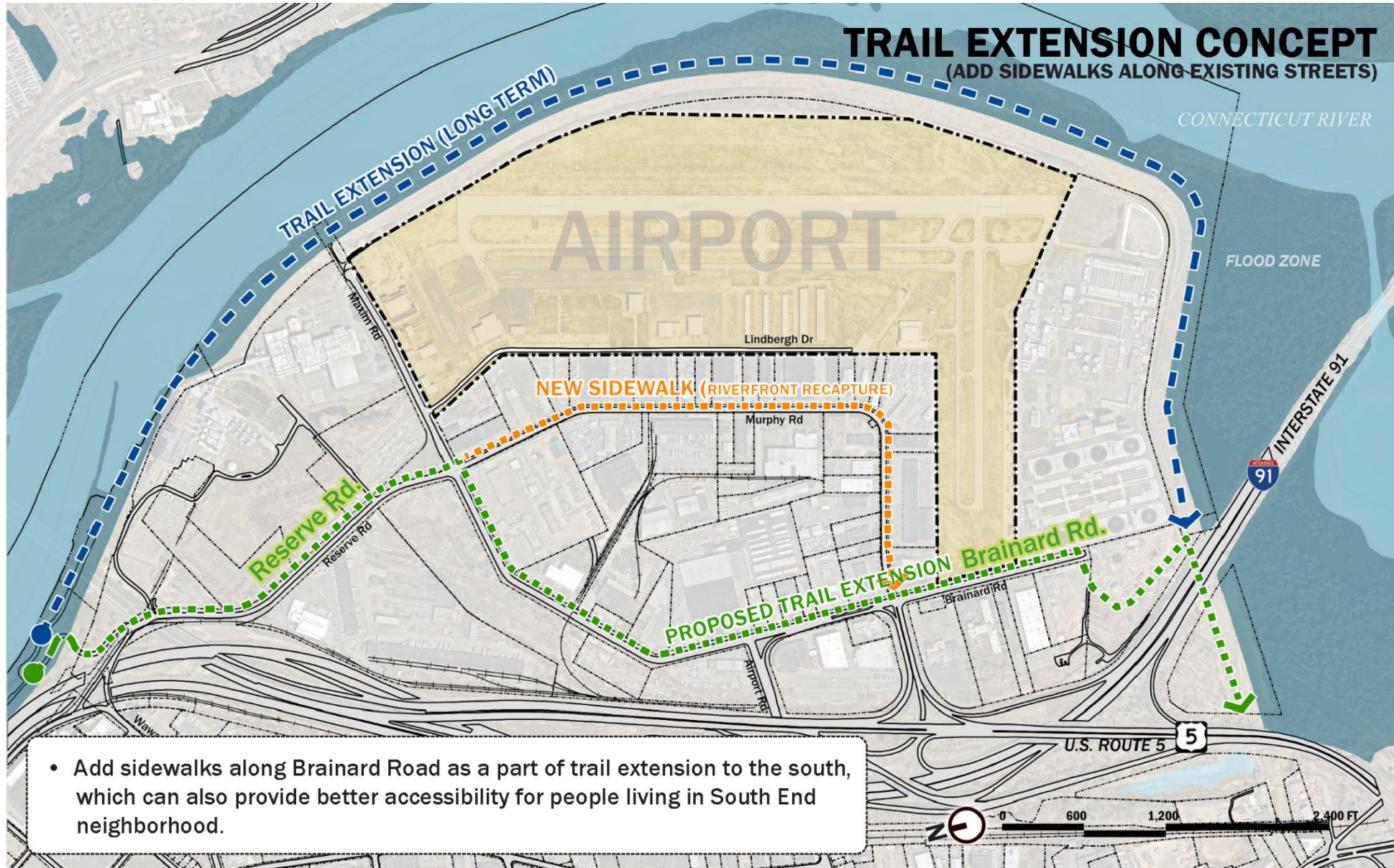


Fresh Point

SITE CONTEXT



HARTFORD RIVERFRONT RECAPTURE



AIRPORT OPERATIONS

REGULATIONS

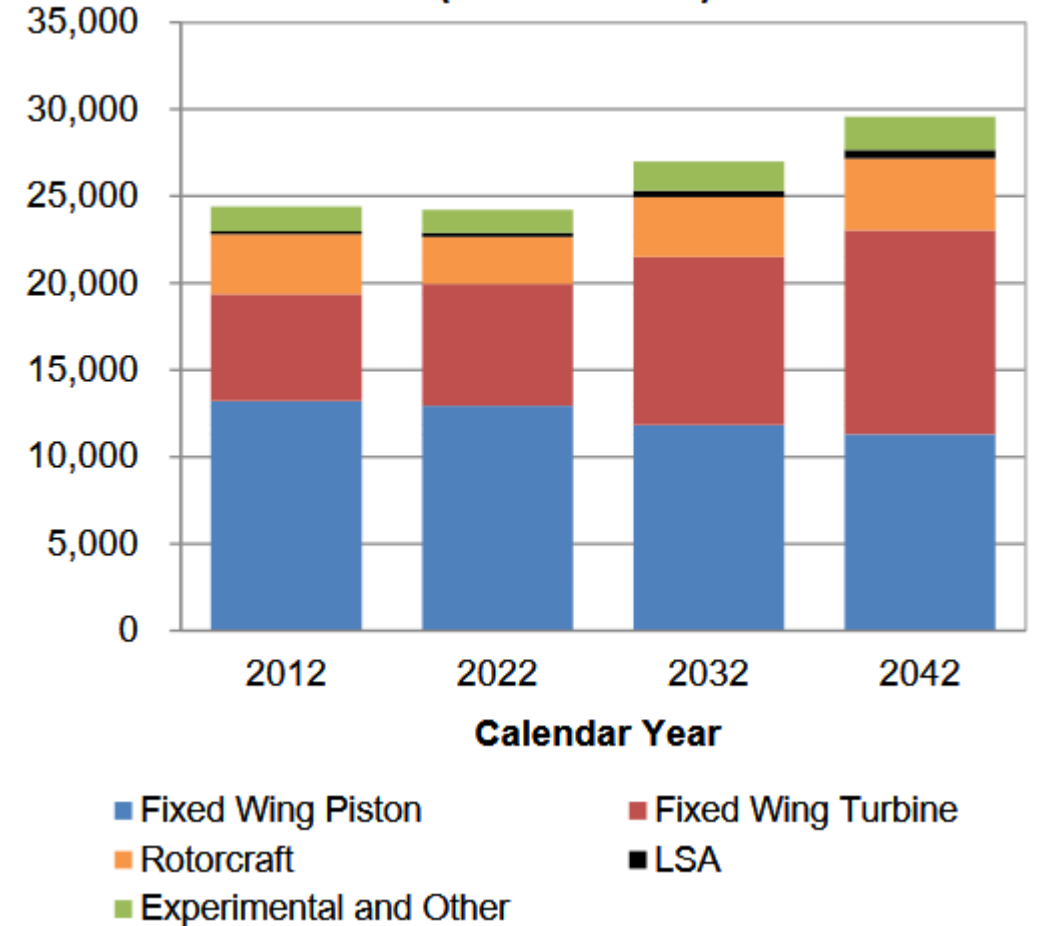


CURRENT OPERATIONS

FISCAL ANALYSIS

- Moderate growth in aircraft activity, consistent with national trends
- Sufficient airfield and terminal area capacities to accommodate increased traffic levels
- Runway 2-20 can be extended to 5000' if the lagoons at the Runway 2 end can be acquired
- Runway 11-29 provides limited utility given its length and slight incremental crosswind coverage

General Aviation Hours Flown
(in thousands)



CURRENT OPERATIONS

IMPROVEMENTS

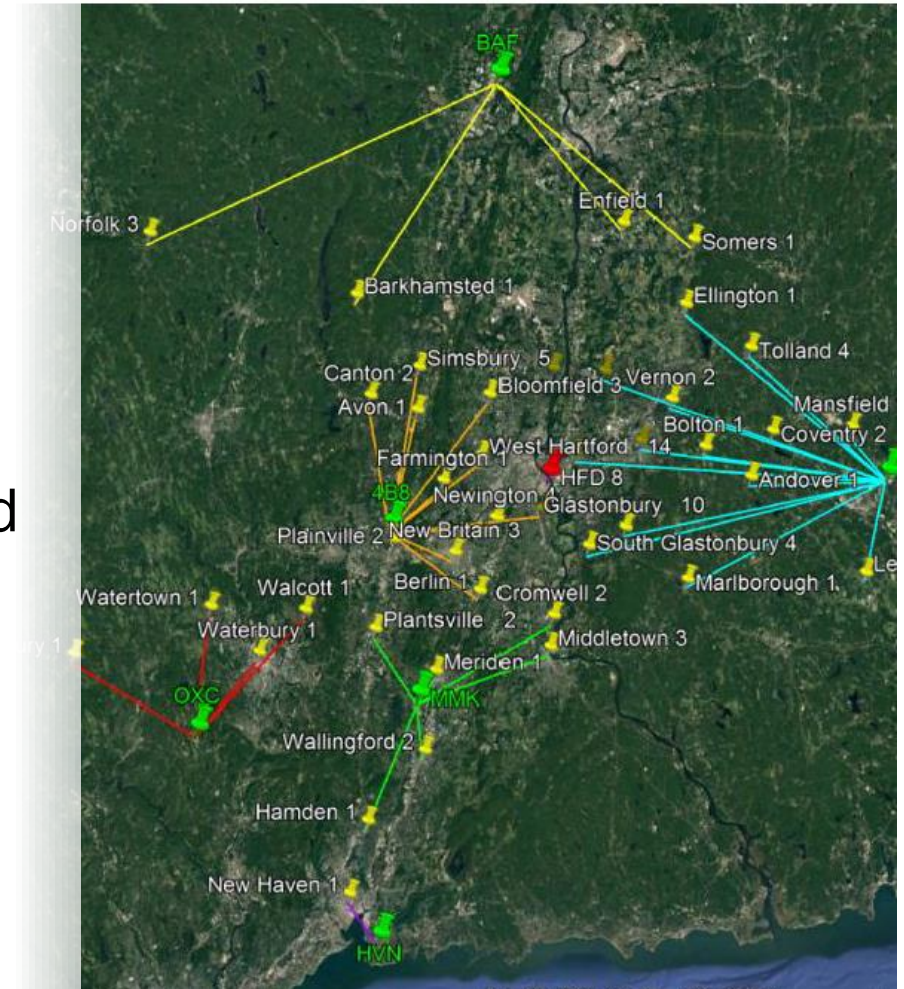
- During the next 20 years, CAA has indicated that the Airport will need some \$22 million total investment
 - CAA - \$2.4 million
 - FAA - \$19.4 million
 - Private sector - \$2.2 million (hangars)
- Runway 11-29 - \$5 million
- Runway 11-29 life-cycle benefit/cost ratio = 0.52
- Airport expected to continue to operate at a deficit of about \$400,000 annually, excluding SERS payments
- Potential to establish an eVTOL vertiport to serve airports/cities in a 100 n.m. range



AIRPORT CLOSURE

FISCAL/REGULATORY ANALYSIS

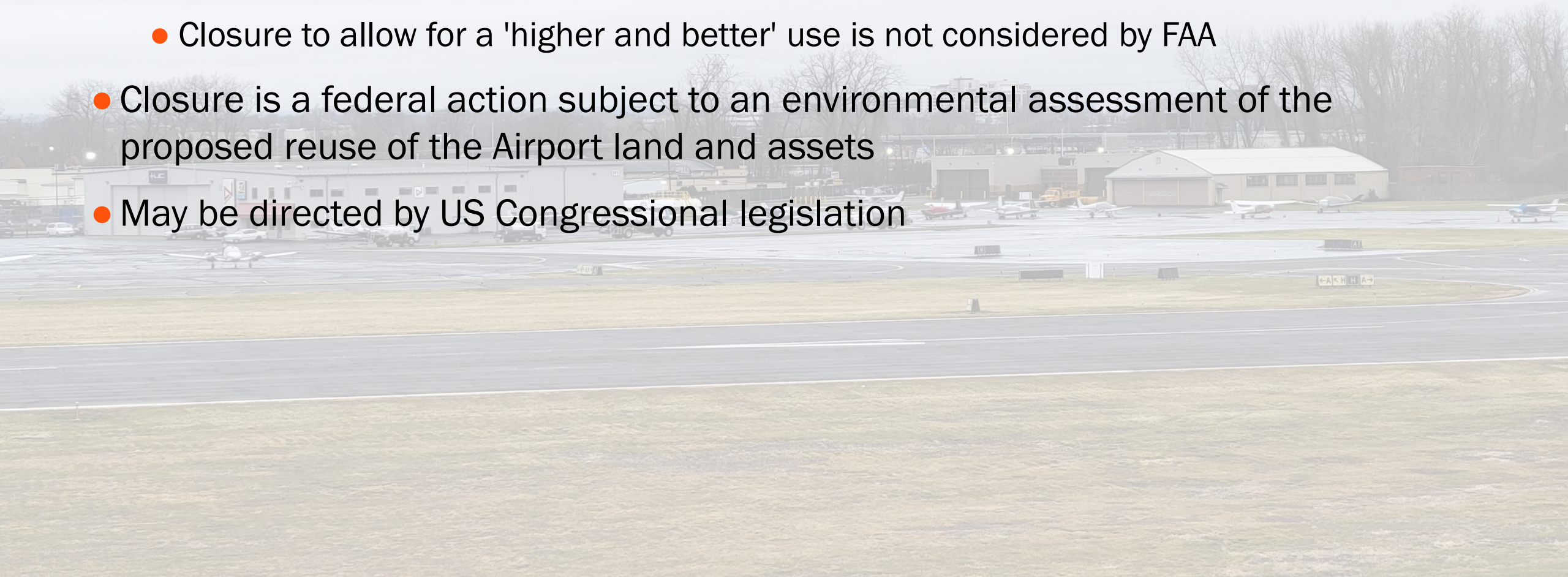
- Reposition 138 based aircraft
 - Primary receiving airports likely include Robertson Field, Windham Airport and Meriden Markham Municipal Airport
 - Capital costs (hangars) -- \$7 million
- Sale of Airport land and assets must be redistributed to other airports
 - Offers potential for airport improvements more quickly, particularly for in-demand hangar facilities
- Redistribution of aircraft generates de minimis environmental impacts
 - Aircraft noise impacts eliminated in Wethersfield



AIRPORT CLOSURE

FISCAL/REGULATORY ANALYSIS

- Repayment of unamortized grants to FAA – nearly \$2 million
- Subject to an FAA finding that closure results in a net benefit to civil aviation
 - Closure to allow for a 'higher and better' use is not considered by FAA
- Closure is a federal action subject to an environmental assessment of the proposed reuse of the Airport land and assets
- May be directed by US Congressional legislation



AIRPORT REMAINS OPEN WITH 11-29 CLOSURE

- Based on wind conditions and input from the air traffic control tower staff, Runway 11-29 is used infrequently
- Costs to improve Runway 11-29 versus the benefit it provides for flight operations yields a benefit/cost ratio of 0.52
 - Reduces total Airport operating costs and offsets annual operating loss
- Closure of Runway 11-29 affords an opportunity for other uses
 - Aeronautical – eVTOL vertiport, and aircraft tiedown areas and hangars
 - Non-aeronautical – dependent on area economy and demographics

ENVIRONMENTAL

ASSESSMENT



ENVIRONMENTAL SITE ASSESSMENT

RESULTS

- Phase I ESA Identified 1 Recognized Environmental Condition (REC) and 23 Areas of Concern (AOCs) and/or RECs
- Most AOCs Either Directly or Indirectly Investigated
- Site Work Completed June 23, 2023
- Stratigraphy
 - Mapped as alluvium overlying fines (USGS, 1992)
 - Phase II/III ESA observations: brown fine to medium sand and silt of varying depths overlying a silt/clayey silt. Urban debris consisting of asphalt, brick, and concrete were noted at several locations



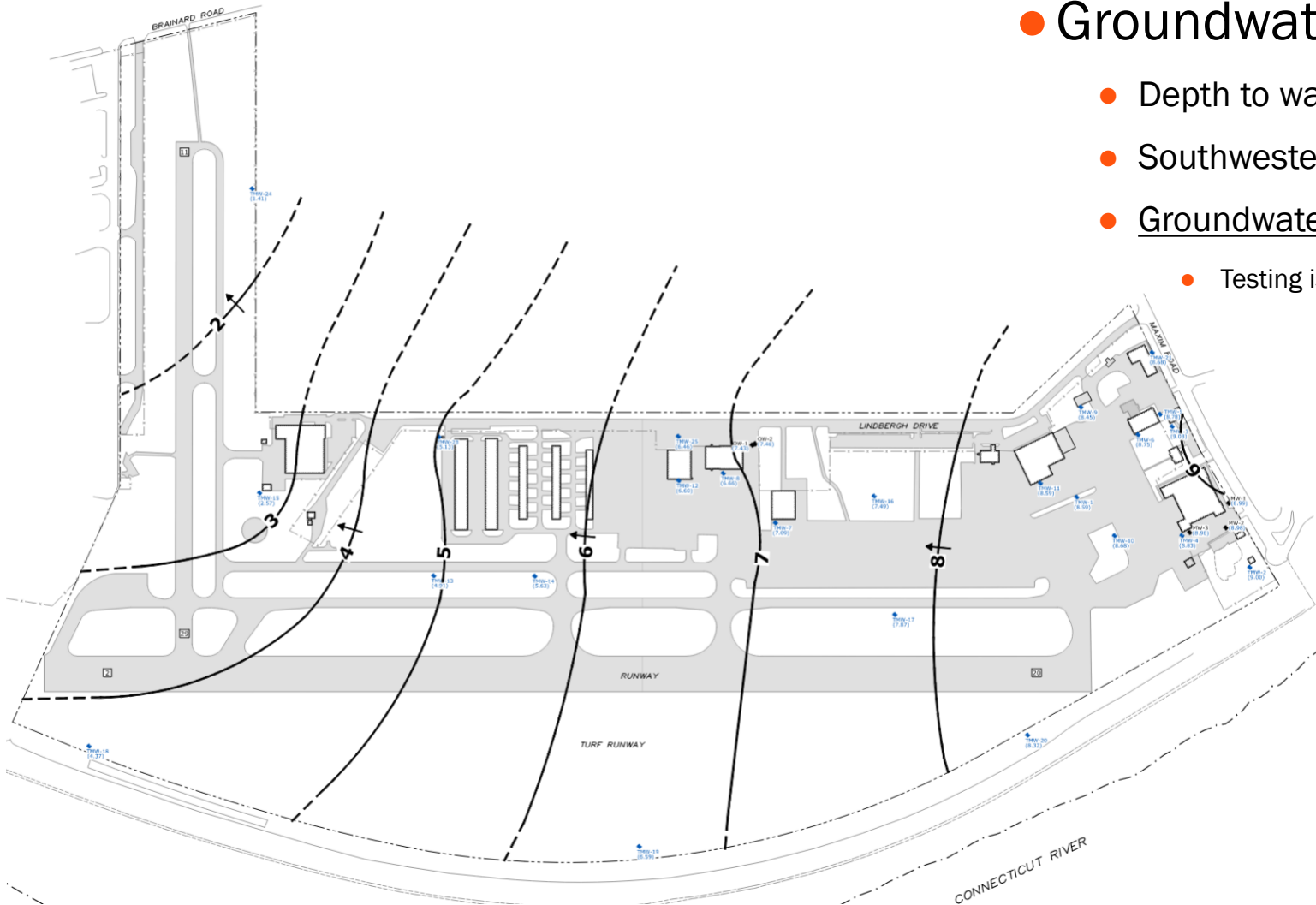
ENVIRONMENTAL SITE ASSESSMENTS

RESULTS



ENVIRONMENTAL CONDITIONS

PHASE II/III ENVIRONMENTAL SITE ASSESSMENT



● Groundwater Conditions

- Depth to water ranges between 6.09 to 11.39 feet
- Southwesterly flow beneath the Site
- Groundwater impacts are currently being identified.
 - Testing is looking at metals, acenaphthylene, VOCs and PFAS

ENVIRONMENTAL CONDITIONS

PHASE II/III ENVIRONMENTAL SITE ASSESSMENT

- Phase II/III ESA FINDINGS has been reviewed by DEEP.
 - Additional soil testing pending
- Next Steps
 - Remedial action plan to look at how any identified conditions would likely be remediated under the development options
 - Cost proposal for any clean-up if warranted for the development scenarios
 - Stormwater and Flood Analysis

FLOODPLAIN

CONSIDERATIONS



FLOODPLAIN CONSIDERATIONS

STUDY METHODOLOGY

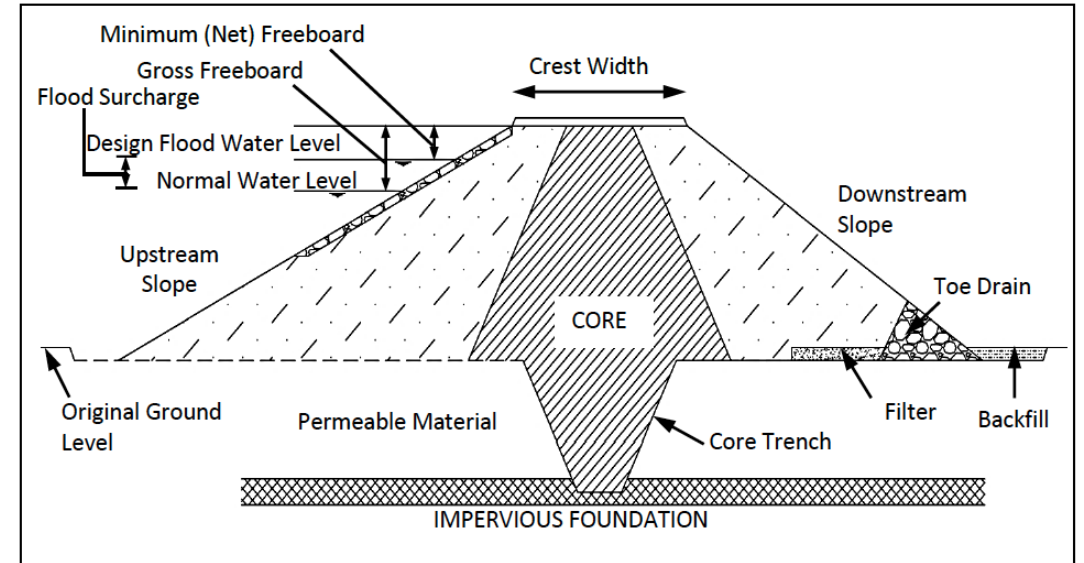
- Data Gathering (Available maps and levee data)
- Site Visit
- Confirm regulatory requirements
- Identify risks
- Develop conclusions and recommendations



FLOODPLAIN CONSIDERATIONS

FLOODPLAIN CONTEXT

- Development Site is Protected by Flood Control Levee
- Base Flood (1% Annual Chance, 100-Year) Elevation = 29.5 NGVD29
- 0.2% Annual Chance (500-Year) Elevation = 34.0 NGVD29
- Top of Levee = Elevation 42.5 NGVD29



ANATOMY OF A LEVEE

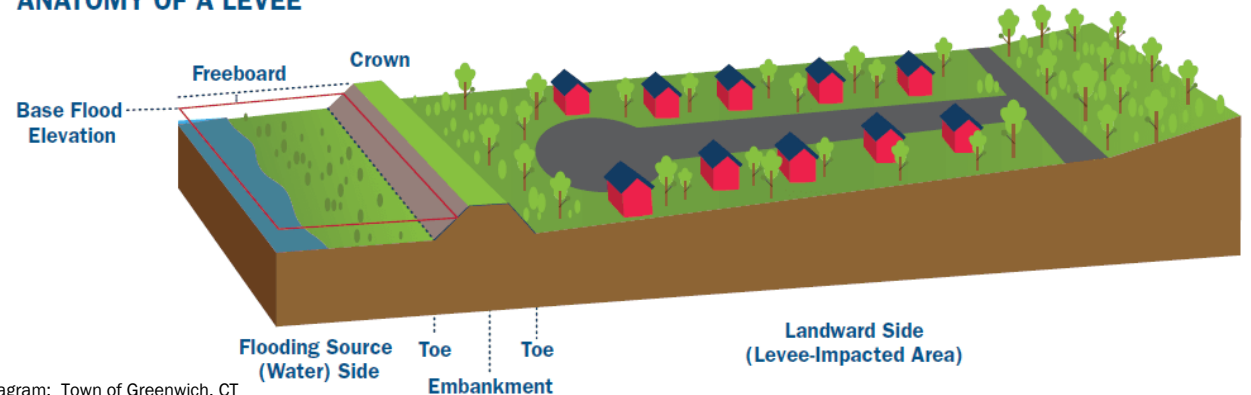
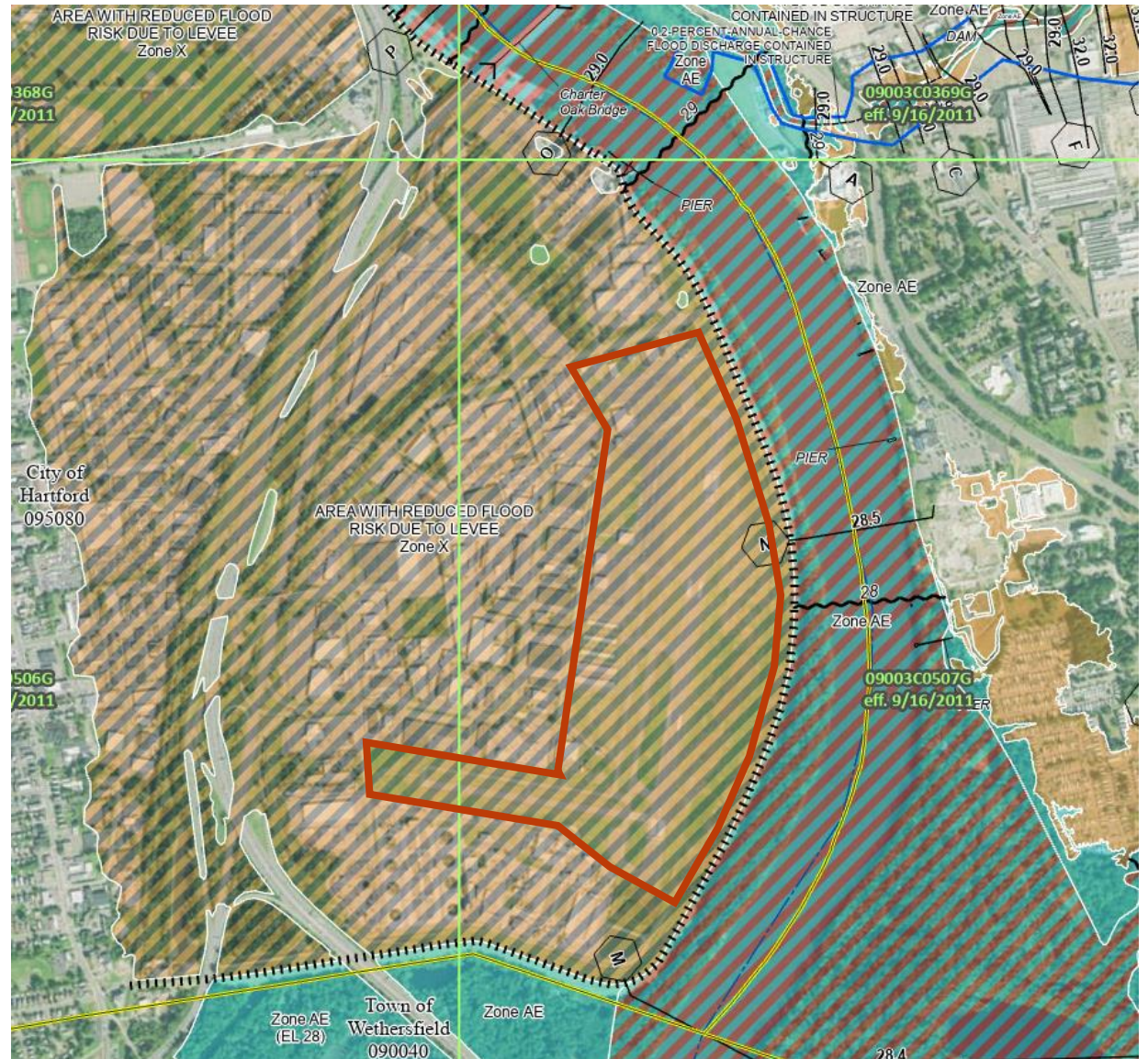


Diagram: Town of Greenwich, CT

FLOODPLAIN CONSIDERATIONS

DATA GATHERING

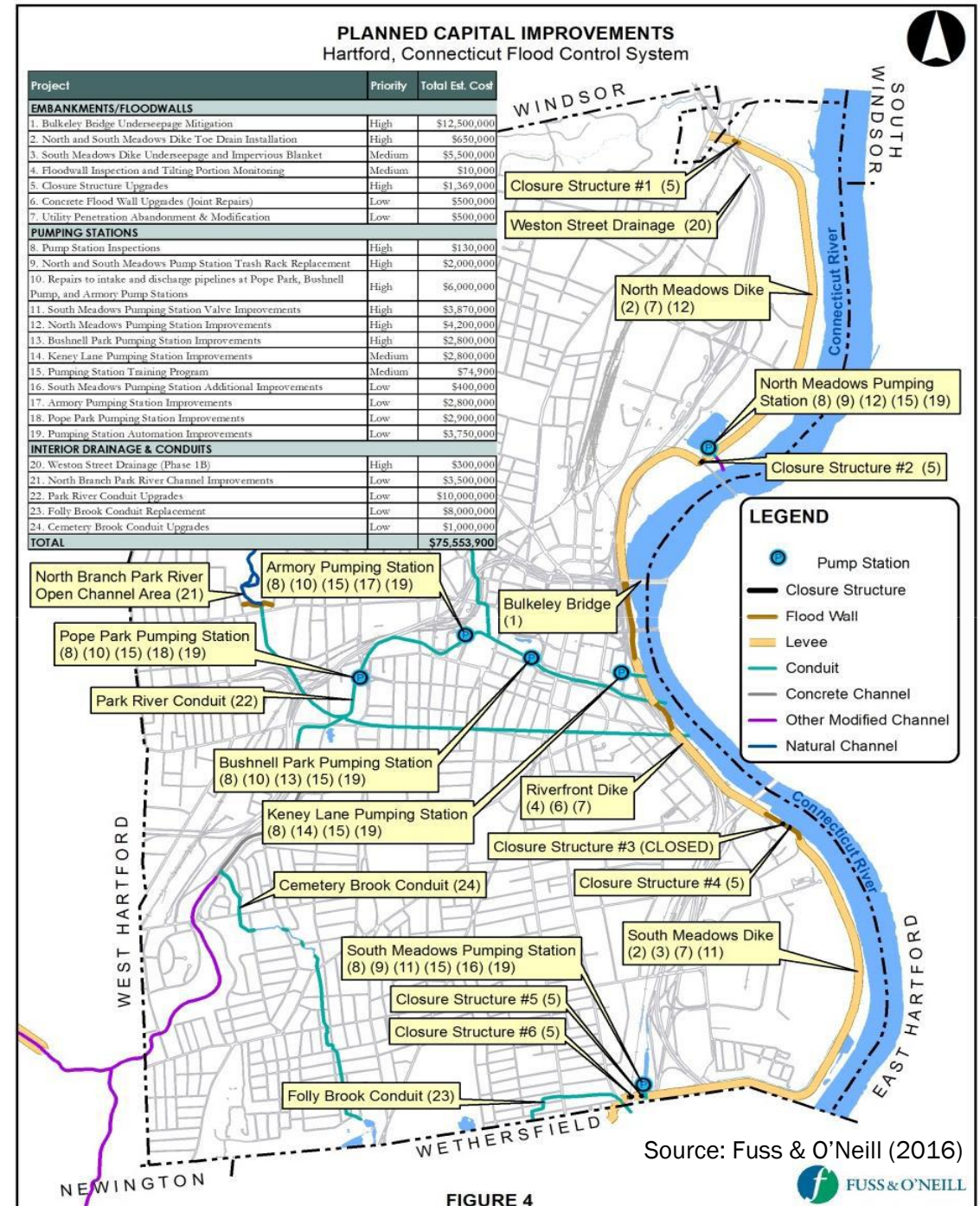
- Mapped as Zone X
- No mandatory flood insurance purchase requirements
- No minimum floodplain elevation standards
- The levee currently does not meet the ACOE accreditation standards and the Hartford Flood Control Commission is making repairs under a System Wide Improvement Framework Plan



FLOODPLAIN CONSIDERATIONS

CAPITAL IMPROVEMENTS

Project	Priority	Total Est. Cost
EMBANKMENTS/FLOODWALLS		
1. Bulkeley Bridge Underseepage Mitigation	High	\$12,500,000
2. North and South Meadows Dike Toe Drain Installation	High	\$650,000
3. South Meadows Dike Underseepage and Impervious Blanket	Medium	\$5,500,000
4. Floodwall Inspection and Tilting Portion Monitoring	Medium	\$10,000
5. Closure Structure Upgrades	High	\$1,369,000
6. Concrete Flood Wall Upgrades (Joint Repairs)	Low	\$500,000
7. Utility Penetration Abandonment & Modification	Low	\$500,000
PUMPING STATIONS		
8. Pump Station Inspections	High	\$130,000
9. North and South Meadows Pump Station Trash Rack Replacement	High	\$2,000,000
10. Repairs to intake and discharge pipelines at Pope Park, Bushnell Pump, and Armory Pump Stations	High	\$6,000,000
11. South Meadows Pumping Station Valve Improvements	High	\$3,870,000
12. North Meadows Pumping Station Improvements	High	\$4,200,000
13. Bushnell Park Pumping Station Improvements	High	\$2,800,000
14. Keney Lane Pumping Station Improvements	Medium	\$2,800,000
15. Pumping Station Training Program	Medium	\$74,900
16. South Meadows Pumping Station Additional Improvements	Low	\$400,000
17. Armory Pumping Station Improvements	Low	\$2,800,000
18. Pope Park Pumping Station Improvements	Low	\$2,900,000
19. Pumping Station Automation Improvements	Low	\$3,750,000
INTERIOR DRAINAGE & CONDUITS		
20. Weston Street Drainage (Phase 1B)	High	\$300,000
21. North Branch Park River Channel Improvements	Low	\$3,500,000
22. Park River Conduit Upgrades	Low	\$10,000,000
23. Folly Brook Conduit Replacement	Low	\$8,000,000
24. Cemetery Brook Conduit Upgrades	Low	\$1,000,000
TOTAL		\$42,200,000



Source: Fuss & O'Neill (2016)

FIGURE 4

ECONOMIC IMPACTS

MARKET SCAN



MARKET SCAN

APPROACH

This analysis comprised a review of regional demographic changes, performance of the local economy, and the current supply of property for the studied uses.



DEMOGRAPHIC TRENDS

- Population and household formation
- Age
- Race
- Income and education



ECONOMIC CONDITIONS

- Employment
- Growth by sector
- Regional competitiveness
- Economic priorities and other emerging trends



REAL ESTATE MARKET

- Inventory and pipeline
- Product types available in the market
- Rent and vacancy rates
- Historical absorption

MARKET SCAN

RESIDENTIAL

Rising interest rates, increasing property valuations, and general market volatility will be the three biggest factors in future multi-family development

- Hartford added slightly more than 900 units to its inventory in 2022, slightly above the annual average over the past five years
- Most multifamily units under construction in Hartford are other uses being converted to residential
- All new residential construction in Hartford needs a public subsidy of some type in order to be marketable

Market Indicators	City of Hartford	CRCOG
Vacancy	6.3%	4.8%
Avg. Rent (\$/SF per month)	\$1.57	\$1.70
New Units Constructed (2018-2023 YTD)	1,800 units (8% of total)	4,300 units (6% of total)
Units Under Construction	430 units* (1,550 units proposed)	1,730 units* (2,650 units proposed)

* - Includes units being converted from other uses

MARKET SCAN

OFFICE

Corporate relocations, loss in office-using employment, and remote working trends have left Hartford with high office vacancy and stifled new development

- Downsizing and relocations from Hartford have pushed the downtown submarket's vacancy above 20%
- HFD site lacks the infrastructure to support new inventory
- Limited new office development in the broader region has primarily been medical office

Market Indicators	City of Hartford	CRCOG
Vacancy	9.9% - 24%*	11.0%
Avg. Rent (\$/SF per year)	\$22.56	\$20.70
New Space Constructed (2018-2023 YTD)	0 SF	346,000 SF (1% of total)
Space Under Construction	0 SF	103,000 SF

* - Office vacancy rates for the City of Hartford vary considerably between sources. CoStar's 2Q 2023 vacancy rate is 9.9% while CBRE's 1Q 2023 Market Report shows a vacancy rate of 24% though this methodology and boundaries of analysis may vary

MARKET SCAN

INDUSTRIAL

Industrial market trends and development pipeline suggest warehousing, manufacturing, or distribution uses may be suitable

- The Interstate Corridor market has healthy fundamentals and seen record-breaking growth in rents, deliveries, and absorption
- Rents have grown at an average annual rate of 5.5% over the past 10 years
- The 2.2M SF Rentschler Field project is a potential competitor

Market Indicators	I-84, 91, and 95 Industrial Corridor	CRCOG
Vacancy	3.6%	4.0%
Avg. Rent (\$/SF per year)	\$6.65	\$6.70
New Space Constructed (2018-2023 YTD)	2.7 million SF (6% of total)	4.8 million SF (5% of total)
Space Under Construction	115,645 SF	957,000 SF

MARKET SCAN

RETAIL

- Rents have grown modestly but retail vacancy rates remain low despite continued deliveries in the region
- Big box retail that could lure customers from a broader area with a distinctive offering may be a possibility at the site
- The area's industrial character will limit new retail performance, but accessory retail could support other uses at HFD

Market Indicators	City of Hartford	CRCOG
Vacancy	2.5% - 4.1%*	3.6% - 4.1%
Avg. Rent (\$/SF per year)	\$20.86	\$16.46
New Space Constructed (2018-2023 YTD)	399,400 SF (5% of total)	1,296,000 SF (2% of total)
Space Under Construction	8,000 SF	215,000 SF

* - Retail vacancy rates for the City of Hartford and CRCOG region vary considerably between sources. CoStar's 2Q 2023 vacancy rate is 2.5% and 3.6%, respectively while NAR's 1Q 2023 metro market report shows a vacancy rate for the Hartford MSA of 4.1%

MARKET SCAN

RECREATIONAL

- Open space is not a market-driven use, but other types of recreation uses may be privately developed
- Stakeholders have reported demand for indoor multisport complexes; however, minimum amount of space and accessibility is critical to serving tournament events that bring visitors from out of town
- Lack of supporting amenities – hotel, restaurant, etc. – may make private development less appealing without accessory uses nearby



OPPORTUNITIES AND CONSTRAINTS

COMPARING USES

Use	Opportunity	Constraint
Residential	<ul style="list-style-type: none"> Increased tax base 	<ul style="list-style-type: none"> Development cost premium Lack of proximate amenities Environmental issue of development between MIRA and the MDC Plant Need to evaluate the capacity of sanitary sewer to accept new/increased flows from any potential redevelopment
Office	<ul style="list-style-type: none"> Increased employment Increased tax base 	<ul style="list-style-type: none"> Weak market Competition with vacant office space downtown
Retail	<ul style="list-style-type: none"> Supports other uses as amenity Increased tax base 	<ul style="list-style-type: none"> Weak market Retail better located in downtown and existing corridors
Industrial	<ul style="list-style-type: none"> Increased employment Increased tax base Compatible with nearby existing uses Relatively strong market 	<ul style="list-style-type: none"> Competition with other regional developments Absorption rate
Recreation	<ul style="list-style-type: none"> Increased recreation opportunities Limited opportunity to drive visitation 	<ul style="list-style-type: none"> Open space incompatible with nearby uses Hartford well-served by parks; additional open spaces limit resources for existing parks Limited market for higher-end indoor facilities

DEMAND FOR DEVELOPMENT

ONE COMPONENT OF ASSESSING HIGHEST AND BEST USE

In addition to continued airport operations, outcomes of the market analysis considered the market potential, location potential, and associated demand for each use.



MARKET POTENTIAL

What are prevailing and to-of-market rents in the region?
What is the vacancy rate?
What types of development are being financed and built?



LOCATON POTENTIAL

What is the size, shape, and orientation of the development?
What are the adjacent uses? Are they compatible with development?
What types of amenities are available or proximate to HFD?



DEMAND

How much space is required by users in the region?
How much can HFD reasonably expect to capture?
How can a thoughtful mix of uses and phasing plan catalyze additional demand onsite?

FINANCIAL FEASIBILITY

PROJECT COSTS AND VALUES

Financial feasibility analysis will translate market potential into development value and compare against associated development costs.

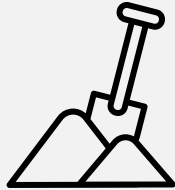
MARKET POTENTIAL
LOCATON POTENTIAL
DEMAND



FINANCIAL FEASIBILITY

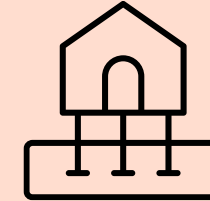
CHALLENGES OF DEVELOPMENT AT HFD

Environmental Remediation



Required to replace contaminated soil from underground storage tanks.

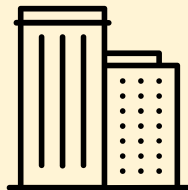
Added Construction Costs – Piles, Water, Sewer



Needed to support vertical development by extending piles to the bedrock.

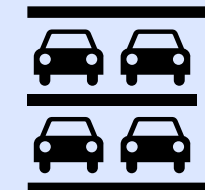
Need to invest in supporting infrastructure

Added Construction Costs – Mid-rise Typology



To enhance value of residential development by providing river views.

Added Construction Costs – Structured Parking



To provide a non-residential podium for flood mitigation purposes.

DEVELOPMENT VALUE

ECONOMIC AND FISCAL IMPACTS OF DEVELOPMENT

Economic analysis will also consider economic and fiscal benefits that development alternatives provide.

ECONOMIC IMPACTS - QUANTITATIVE

- One-time economic impacts of development from construction labor and materials
- Ongoing economic impacts of new residents, retail spending, and employment in development alternatives

ECONOMIC IMPACTS - QUALITATIVE

- Depending on use may include:
- Increased housing supply
 - Supportive job creating spaces for industrial, office users
 - Potential synergies with the airport

FISCAL IMPACTS

- One-time fiscal impacts of development (e.g., sales tax, etc.)
- Ongoing fiscal impacts of new residents, retail spending, and business activity
- Real and personal property taxes

DEVELOPMENT

MATRIX



DEVELOPMENT CONSIDERATIONS

PREVIOUS DEVELOPMENT SCENARIOS

Previous “Development Scenarios or Visions” did not take into account:

- Environmental Remediation
- Market conditions of the region
- Permitting requirements for approval
- FAA Requirements
- Infrastructure improvements
- Capital requirements need to start and finish the project
- True “Development” timelines

DEVELOPMENT MATRIX

Development Matrix for Hartford Brainard Airport				
		Option 1 – Hartford Brainard Airport (Remains Operational)	Option 2 – Hartford Brainard Airport (Crosswind Close)	Option 3 – Hartford Brainard Airport (Close)
I. Acquisition				
	1	Feasibility: Do the anticipated future benefits exceed the expected future costs?		
	2	Underwriting: Can capital be attracted to this development, given the risks and returns of the development?		
	3	Contract: How are title, control, monies, and associated risks transferred from the seller to the buyer?		
	4	Due Diligence: Are the assumptions about development (legal, physical, economic, market) valid, or have they been verified?		
	5	Closing: Have all of the required conditions to close been met, and have all of the required documents been prepared, reviewed, and executed?		
II. Financing				
	1	Projections: What are the amounts and timing of expected capital expenditures, holding costs, and operating expenses, as well as sales, rents, and other income?		
	2	Financial management and reporting: How will the future capital flows be managed, and to whom and in what form will they be reported?		
	3	Capital formation and accumulation: Given the risk, returns, and timing of the capital flows of the development, what is the appropriate capital structure, and how can capital sources be secured?		
III. Market Feasibility and Marketing Strategies				
	1	Projected Market Conditions:		
	a	What are the existing rents, vacancies, and occupancies?		
	b	What is the future demand for the various land uses?		
	c	What competitive properties are under development or permitted for future development?		
	2	Market Strategies:		
	a	What amount of various land uses should be developed on the site?		
	b	How and by whom should they be brought to market?		
	3	Promotion and Advertising		
	a	How, when, and to whom should the development be promoted and advertised?		
IV. Environmental				
	1	Environmental Studies:		
	a	Phase I – Survey of Site Conditions;		
	b	Phase II – Testing of environmental site conditions; and		
	c	Phase III -- Remediation of certain environmental conditions.		
	2	Atmospheric, surface, and sub-surface conditions:		
	a	These conditions should be known, and the effect of these conditions should be evaluated before closing.		

DEVELOPMENT MATRIX

3	Cultural and historic conditions:			
a	Are there historical events, cultural traditions, or religious considerations that can affect the site's development?			
V. Approvals and Permits				
1	Federal			
a	U.S. Department of Transportation			
i	Federal Aviation Administration			
b	Army Corp of Engineers			
c	U.S. Environmental Protection Agency.			
2	State			
a	DECD			
b	DOT			
c	DEEP			
d	OPM			
3	Regional and Intergovernmental Authorities			
a	CAA			
b	CRDA			
c	Greater Hartford Flood Commission			
4	Local – City of Hartford			
a	Zoning Board			
b	Planning			
c	Building			
d	Police			
e	Fire			
f	Board of Education			
5	Private			
a	Ingress-egress easements			
b	Deed restrictions			
c	Property swap with MDC			
VI. Improvements				
1	Planning and design:			
a	Can the desired, permitted, or required improvements be built on or in the space allocated for those improvements			
b	Can the desired improvements be designed to meet market standards of acceptability?			
c	Are the talents of the requisite planners and architects available to the developer?			
2	Engineering			
a	Can the planned or designed improvements be built attractive, timely, and cost-effective?			
b	Can the planned or designed improvement be engineered to meet the current and future standards for sustainability and safety?			
3	Construction			
a	Can the improvements be built on time and budget?			
b	Are the general and sub-contractors available to take on this project?			
c	Are the necessary materials available and affordable?			

DEVELOPMENT MATRIX

VII. Transportation and Accessibility					
1	Off-site				
	a	What transportation systems are available to bring people and goods to the property?			
	b	What changes or improvements to those systems are required to enable goods and people to the site?			
	c	Can these changes or improvements be permitted, designed, and constructed promptly and cost-effectively?			
2	On-site				
	a	How will goods, services, and people access their destination once they are on-site?			
	b	Are roads, trails, walkways, elevators, escalators, and storage areas adequate to handle the expected traffic among and within buildings?			
	c	Can these improvements be designed and constructed in a timely and cost-effective manner?			
VIII. Disposition					
1	Seller's Due Diligence:				
	a	What do we have?			
	b	What is it worth?			
	c	Who wants to buy it?			
	d	How do we affect a sale or lease?			
2	Marketing:				
	a	How is the property presented to potential, qualified buyers?			
	b	What is the appropriate pricing strategy?			
3	Sales or lease Contract:				
	a	Price and terms			
	b	Conditions to close			
	c	Post-closing conditions			
4	Development Agreements				
	a	What must occur? (construction specifications or zoning board conditions)			
	b	When must they occur? (milestones)			
	c	What happens when they don't? (guarantees, self-help, bonds)			

NEXT STEPS



NEXT STEPS

- Drafting Report
 - Finish Economic Calculation
 - Environmental Remediation Costing
 - Development Scenario Pro-Formas

- Website - <https://hartfordbrainardairportstudy2023.com>



Public Workshop #5 Event Summary

August 10th, 2023, 6:30-8:30 PM
Metzner Early Learning Center, 680 Franklin Avenue, Hartford, CT

Introduction

The fifth Public Workshop for the Hartford-Brainard Airport Property Study was held on August 10th, 2023, at the Metzner Early Learning Center at 680 Franklin Avenue in Hartford, CT. Approximately 50 members of the public were in attendance. The workshop consisted of a presentation from Frank Fish and Thomas Madden of BFJ Planning, Eric Fang of Perkins Eastman Urban Design, Mark Paulsson and Joseph Canas of Tighe & Bond, Jamison Dague of HR&A, and Ron Price of QED Aviation and Airports. The presentation included an update on the project schedule, economic analysis methodology, environmental assessment status, and airport operations. The Consultant Team hosted a forum for public comments and questions after the presentation.



Presentation

Frank Fish of BFJ Planning began the presentation by introducing the Planning Team and subject matter experts. Mr. Fish outlined the study components defined by the legislative mandate and updated the project schedule. Mr. Fish then provided an overview of the three identified study decision pathways. Option #1 is for the airport to remain open. Alternative use option #2 for the airport to remain open and Runway 11-29 to close. Lastly, alternative use option #3 is for the airport to close.

Eric Fang of Perkins Eastman Design described the site context, beginning with the existing zoning on the property. Mr. Fang explained that the airport side is zoned as an ID-1 Industrial District with a Connecticut River Overlay. Mr. Fang then displayed photos of the site and surrounding uses for visual context. The remaining maps in the Site Context section demonstrated property ownership, existing circulation surrounding the airport, and the trail extension concept proposed by Hartford Riverfront Recapture.

Ron Price of QED Aviation and Airports then presented on airport operations and regulations. Mr. Price began this section with an overview of current operations, describing growth trends and traffic levels at the airport. Subsequently, Mr. Price listed the investment indicated by CAA to take place over the next 20 years, totaling \$22 million. The next slides on airport closure covered the potential redistribution of aircraft and assets to other airports, as well as necessary FAA regulatory processes that would be required to take place.

Mark Paulsson of Tighe & Bond started the environmental assessment section with a recap of Phase I Environmental Site Assessment (ESA) findings. Mr. Paulsson explained that DEEP is reviewing Phase II/III ESA Findings. The next steps include creating a remedial action plan to examine how identified conditions would likely be remediated under the development options, a cost proposal for any clean-up if warranted for the development scenarios, and a stormwater and flood analysis. Joseph Canas of Tighe & Bond followed up with an overview of floodplain considerations. Mr. Canas described the study methodology, floodplain context, and necessary capital improvement for the South Meadows Dike and Pumping Station.

Frank Fish of BFJ Planning followed with a description of the economic impacts and market scan approach. Mr. Fish gave an overview of market indicators, opportunities, and constraints for the following uses: residential, office, industrial, retail, and recreational. Jamison Dague of HR&A continued the section by outlining the methodology used to determine development demand, financial feasibility, and development's economic and fiscal impacts.

Lastly, Thomas Madden of BFJ Planning presented the Development Matrix, which the Consultant Team will use to account for all considerations across the three scenarios. The matrix covers the following areas: acquisition, financing, market feasibility, and market strategies, environmental,

approval and permits, improvements, transportation, accessibility, and disposition. The next steps include creating a draft report.

Public Comment

Topics covered during the Question & Answer session include:

- Clarification of the components considered as part of the economic impact study
- Status of the historic buildings on the site
- Timeline for the release of the final report
- Investments required for flood control at the site
- Importance of the aerospace industry to Connecticut

