

# 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

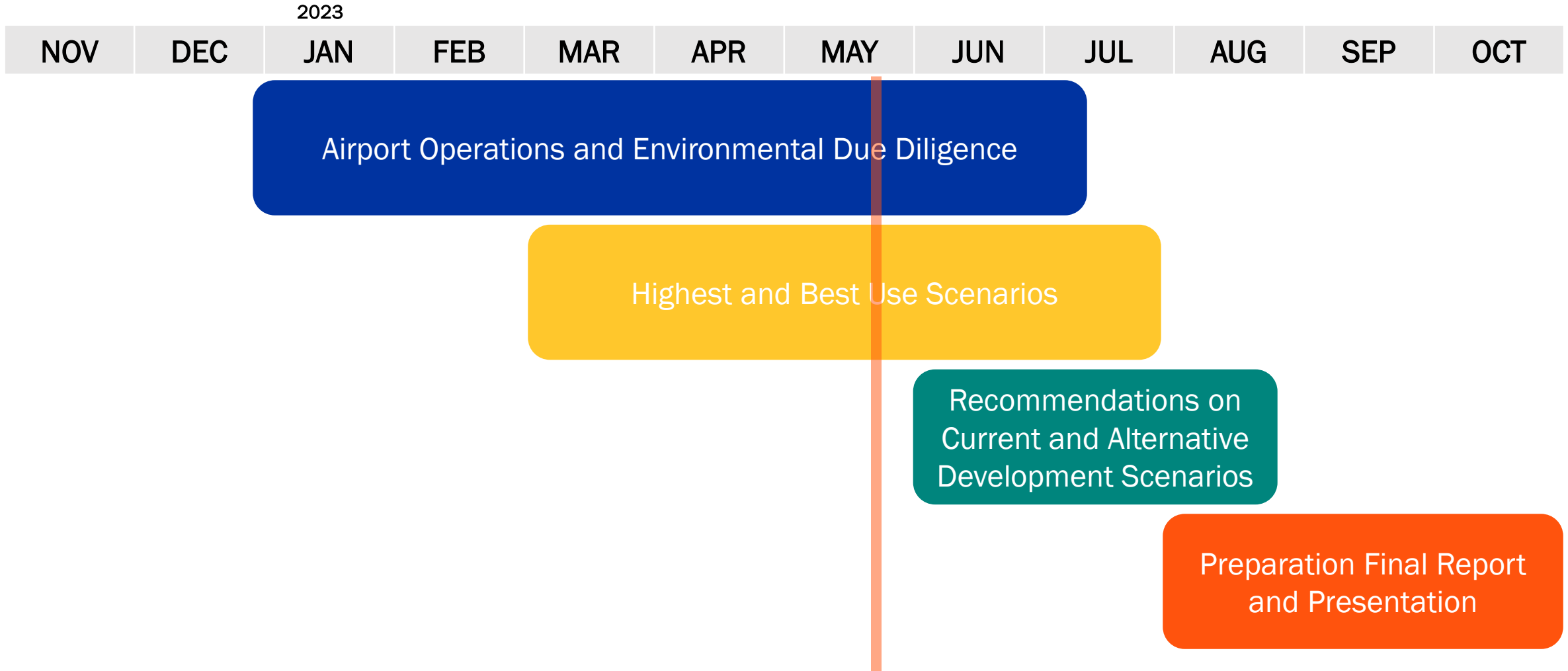


**Ron Price**  
QED AVIATION AND  
AIRPORTS  
Airport Operations



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.

The screenshot shows a survey form titled "Audience Research & Analysis Hartford-Brainard Business Operator Survey 2023". The first question asks respondents to check each type of business they operate at the airport. The options include: Aircraft parts, Aviation education/Instructors, Management, Community Services Based at Airport, Emergency Medical Transport, FBO management (flight planning, pilot room, baggage, parking, etc.), Federal Agency (e.g., DEA, FBI, National Guard, Homeland Security), Fuel sales, General aviation maintenance including runways, Hangar/Tie-down rentals, and Service and repair of avionics. There is also an "Other - Write In" field. The second question asks for a description of the business, with a text area and "OPTIONAL" label. At the bottom, there are "Back" and "Next" buttons and a progress indicator showing 10% completion.

## 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 10<sup>th</sup>

68

Aircraft Owner  
Responses

8

Business Operator  
Responses

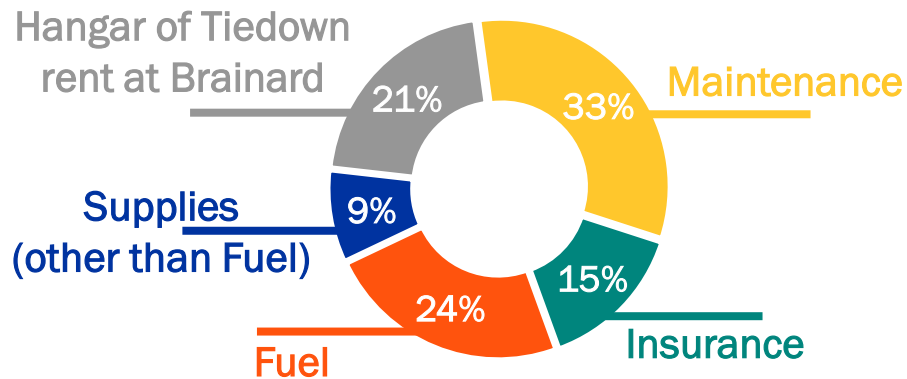
# INITIAL SURVEY FINDINGS

## 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

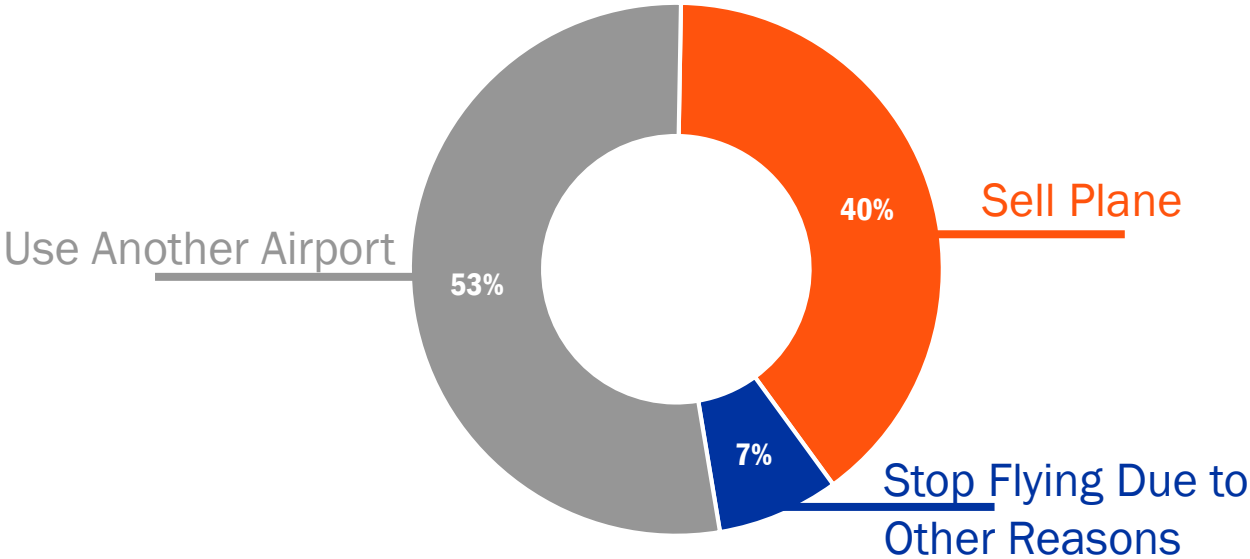
## PLANE OWNERS SURVEY

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?



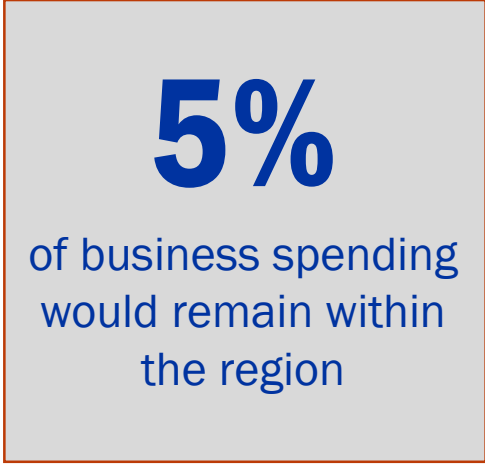


# INITIAL SURVEY FINDINGS

## 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...



---

# 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

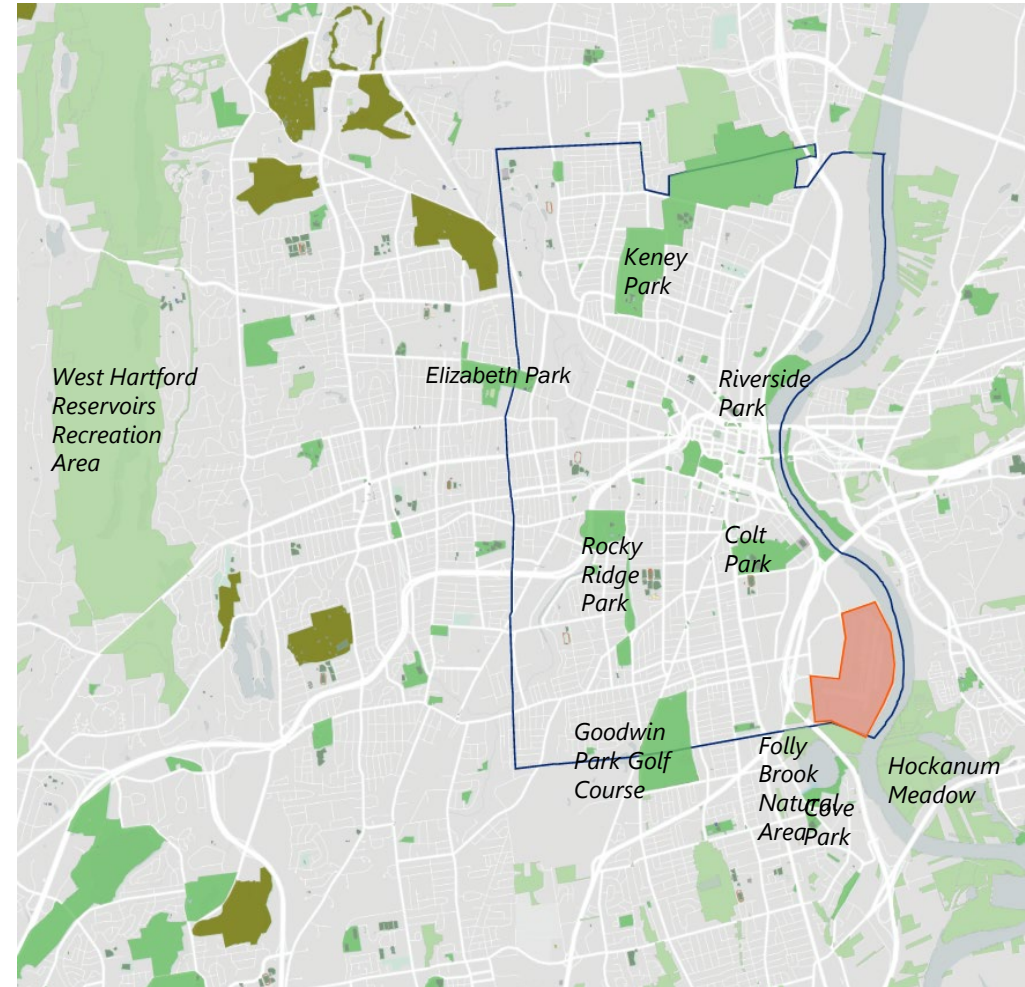
<b>Market Indicators</b>	<b>Hartford</b>	<b>CRCOG</b>
Vacancy	6.3%	5.0%
Avg. Rent (\$/SF per month)	\$1.57	\$1.70
New Units Constructed (2018-2023 YTD)	1,800 units (8% of total)	4,300 units (6% of total)

# 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**

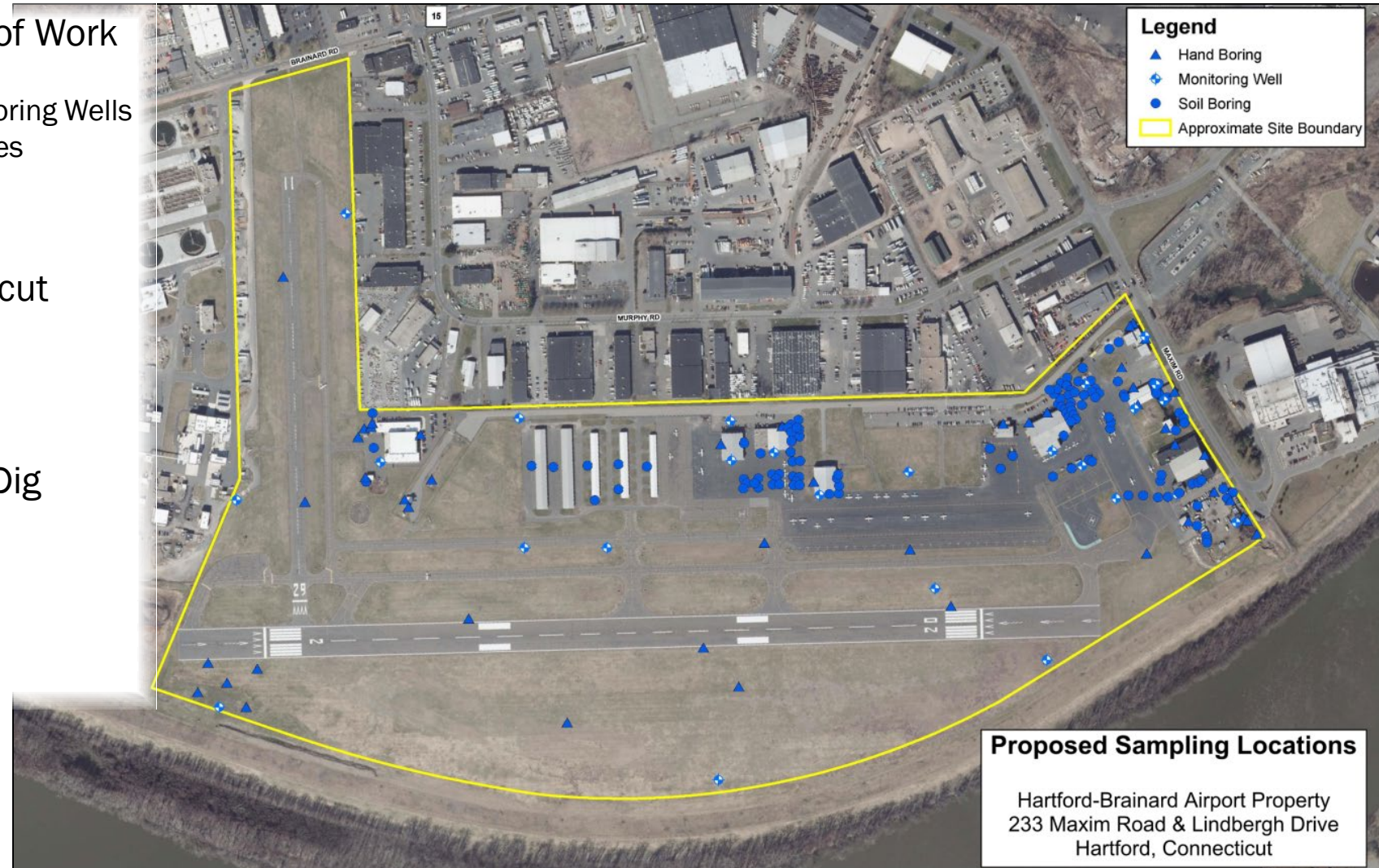




# ENVIRONMENTAL CONDITIONS

## 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

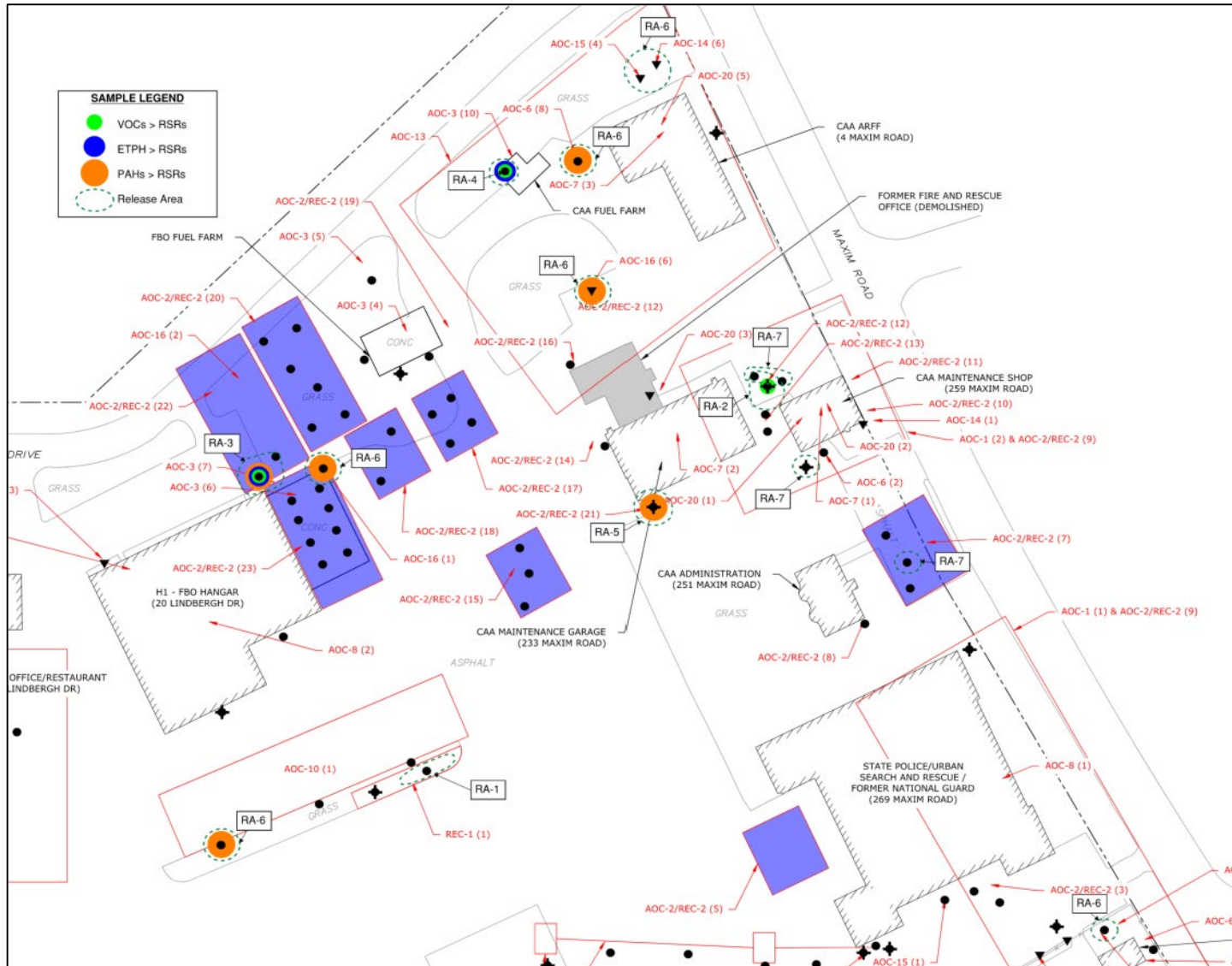
- Remediation Standard Regulations (RSRs)
  - Residential and Industrial/Commercial Direct Exposure Criteria (RES DEC and I/C DEC)
  - GB Groundwater Protection Criteria (GB PMC)

### 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

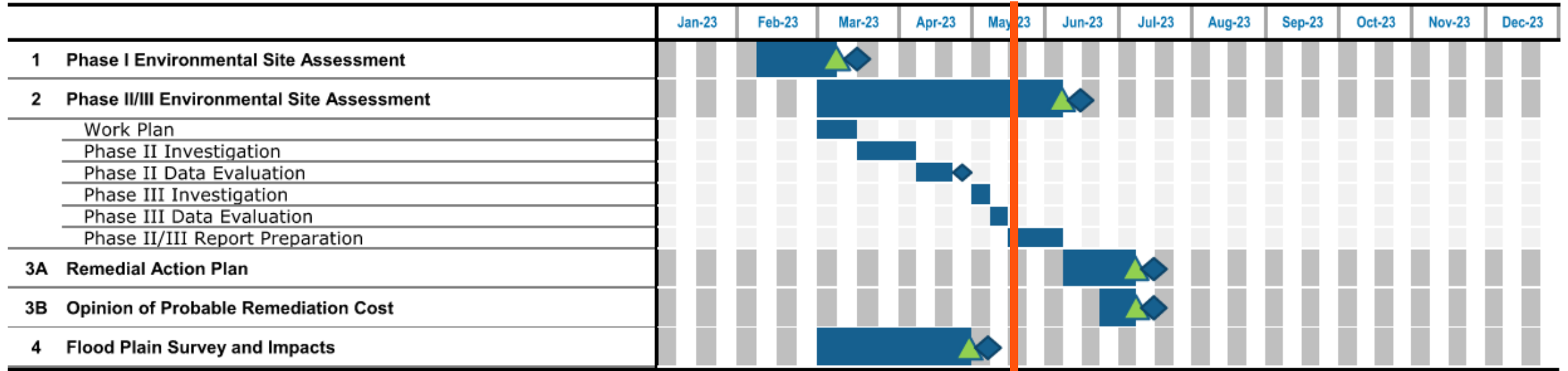
- Evaluation of Remedial Alternatives
  - Strategies for remediation based on the likely redevelopment scenario
  - General remedial cost ranges
- Flood Plain Survey and Impacts
  - Work progressing towards completion

# 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>