

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

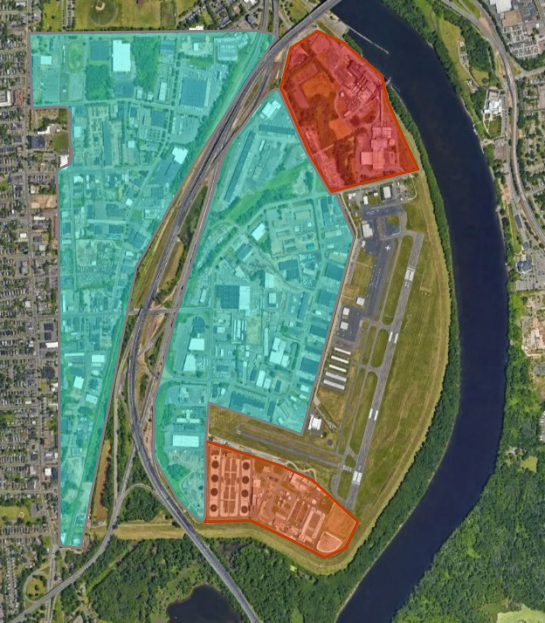
Workshops

BFJ PLANNING

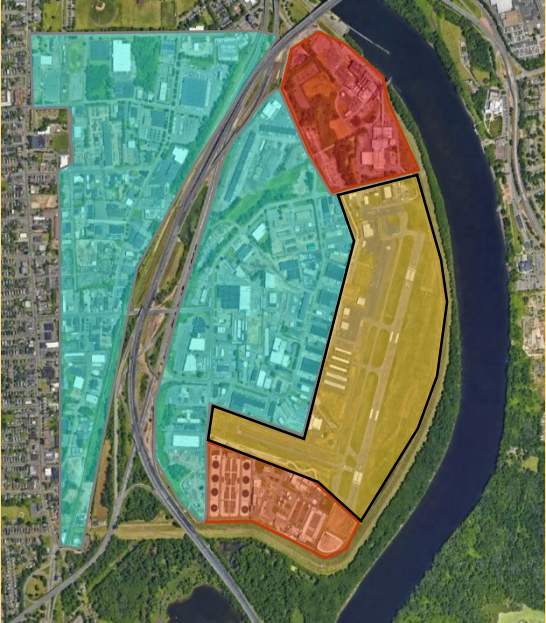


STUDY DECISIONS PATHWAYS

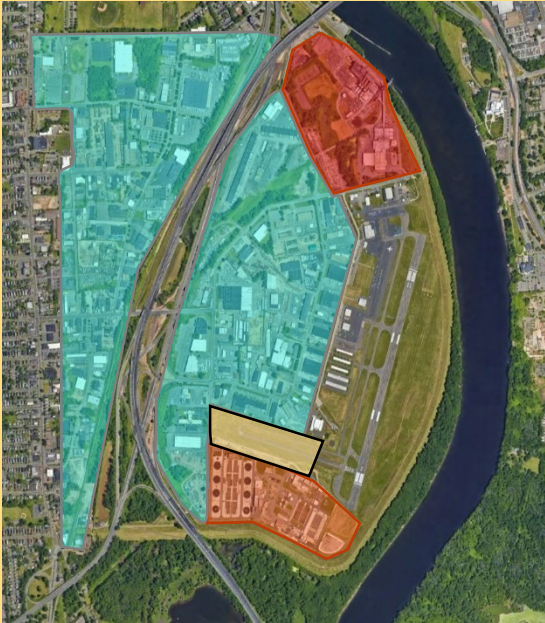
Option #1
Airport Remains
Open



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

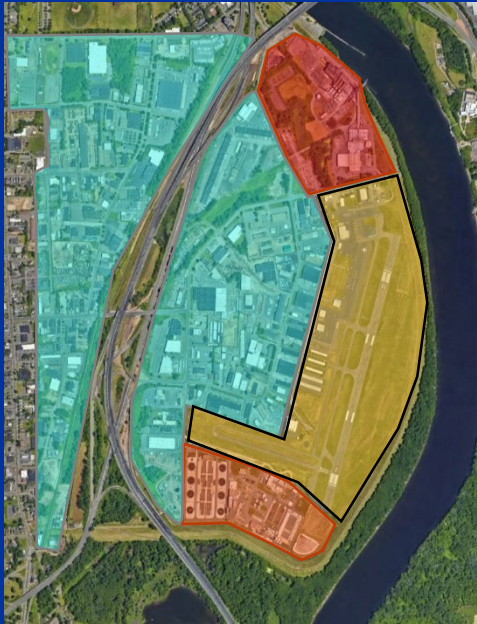
Planning Actions

- 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.

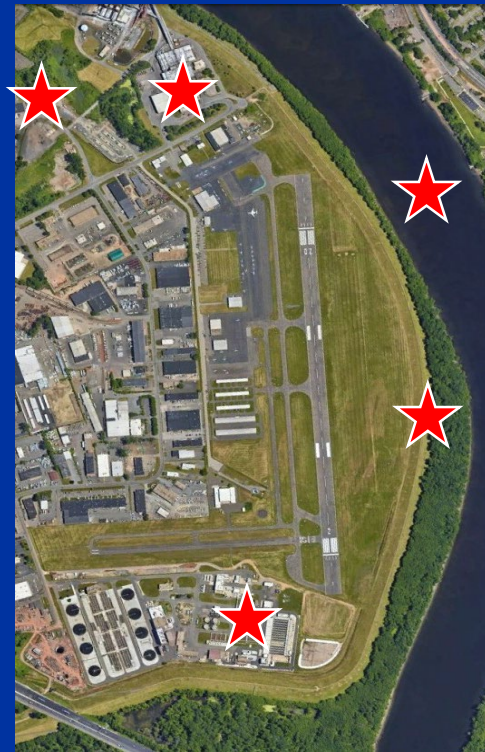
ALTERNATIVE USE OPTION #2 – AIRPORT CLOSES

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

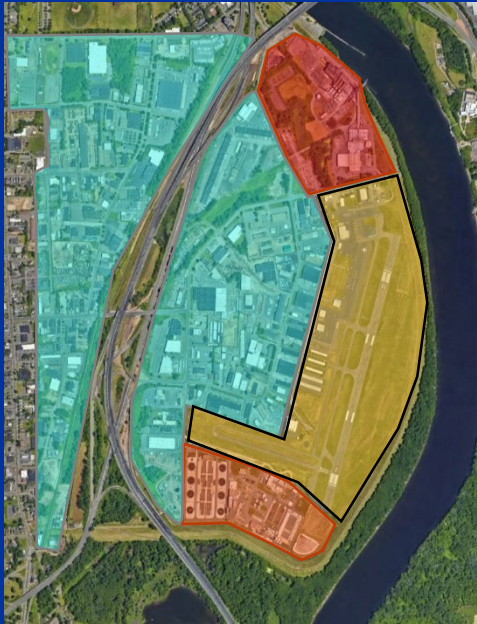
Planning Actions

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

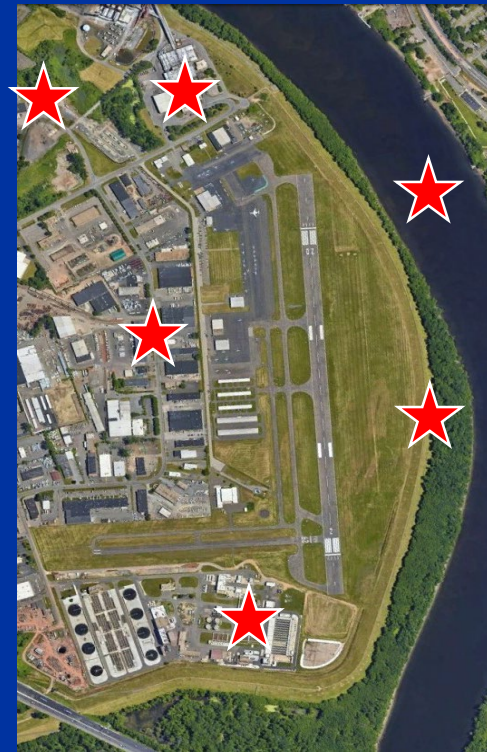
ALTERNATIVE USE OPTION #3 - AIRPORT REMAINS OPEN BUT CLOSES RUNWAY 11-29

Economic Market
Analysis and Scan

Environmental
Assessment



Remediation and
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Highest and Best Uses.
(commercial, residential, and
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Federal, State or Local
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- FAA Actions
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Economic Impacts

Planning Actions

- IMPLAN modeling for the Highest and Best Use
- Potential Tax Impact
- Development Costs of Alternatives
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ECONOMIC

CONDITIONS

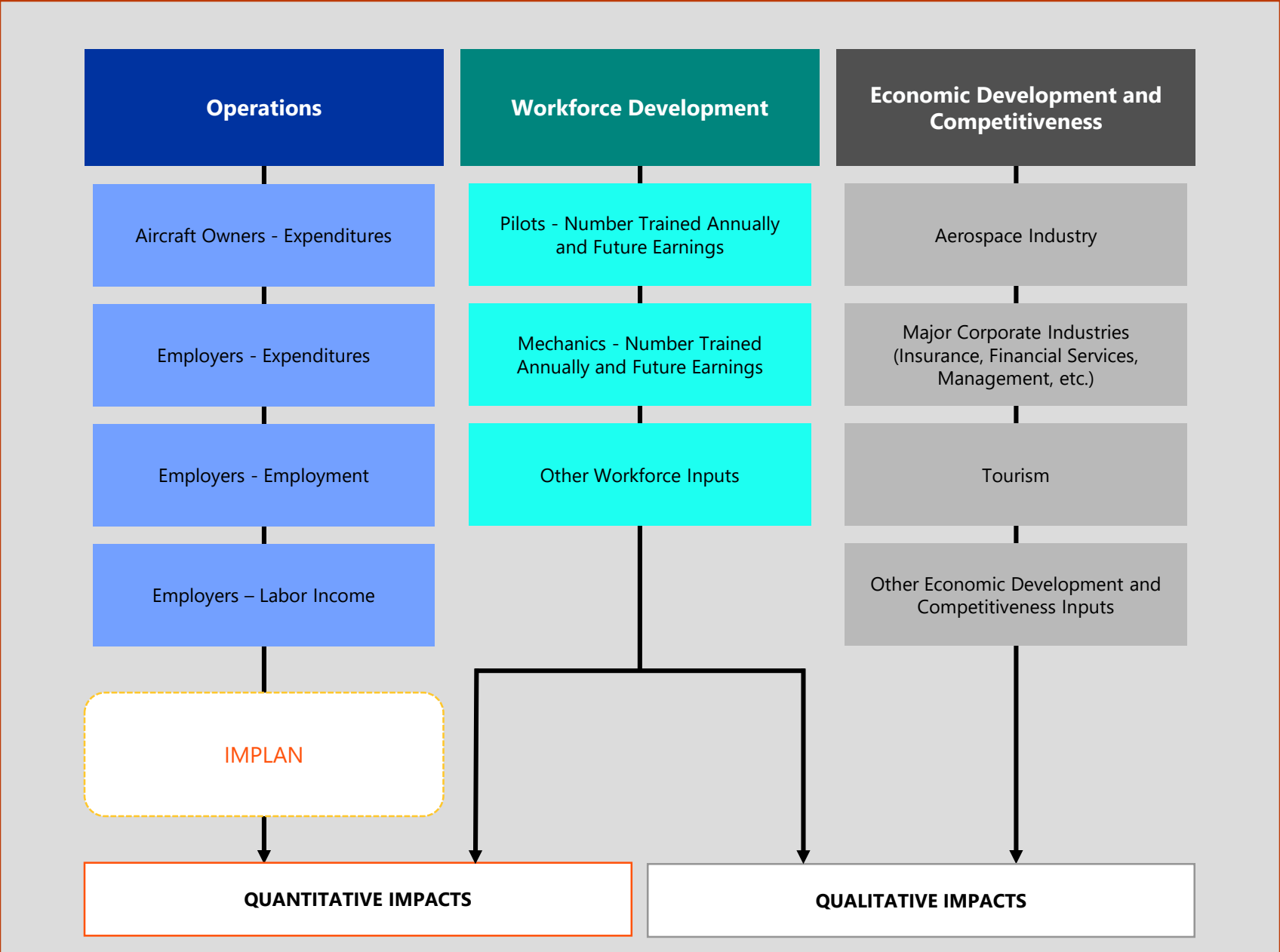


ECONOMIC IMPACTS

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

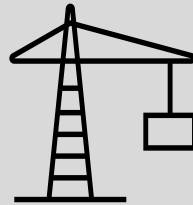
HR&A CONSIDERED THE TOTAL IMPACTS FROM A SET OF DRIVERS INCLUDING ONSITE AND OFFSITE SPENDING BY AIRPORT USERS AND EMPLOYERS, CAPITAL INVESTMENTS IN THE AIRPORT, AND VISITOR SPENDING

- 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



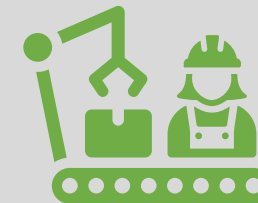
Construction Costs
(site preparation and buildings)



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

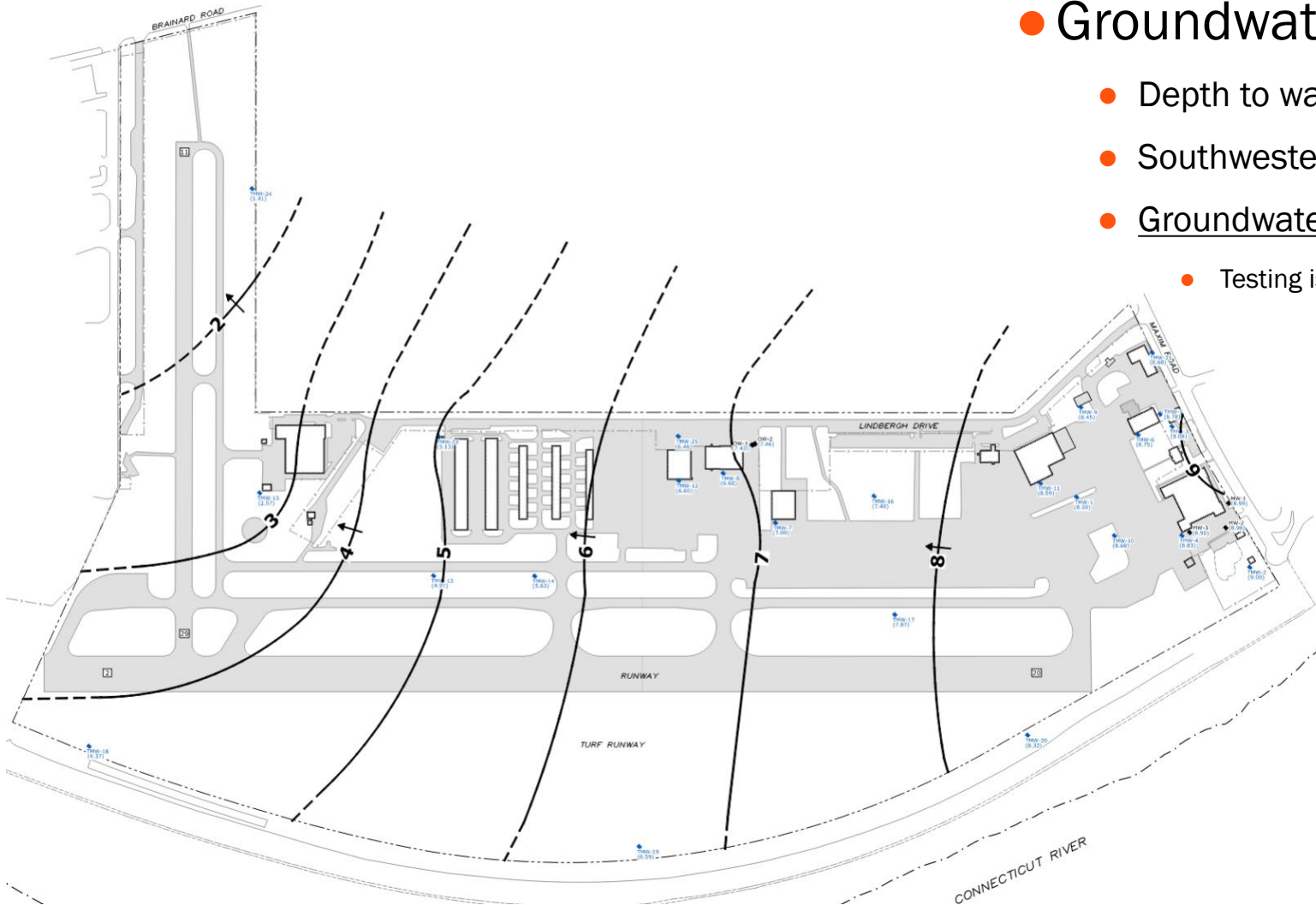
ENVIRONMENTAL CONDITIONS

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

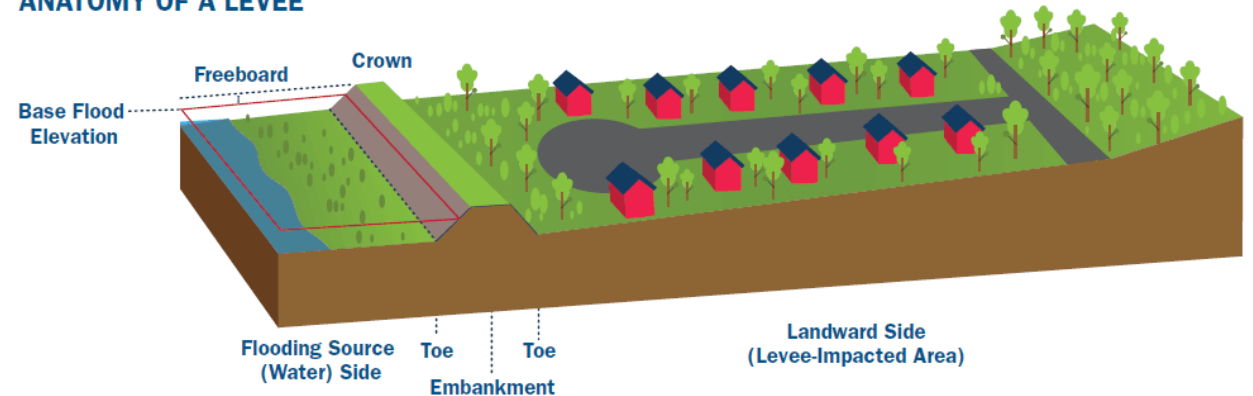
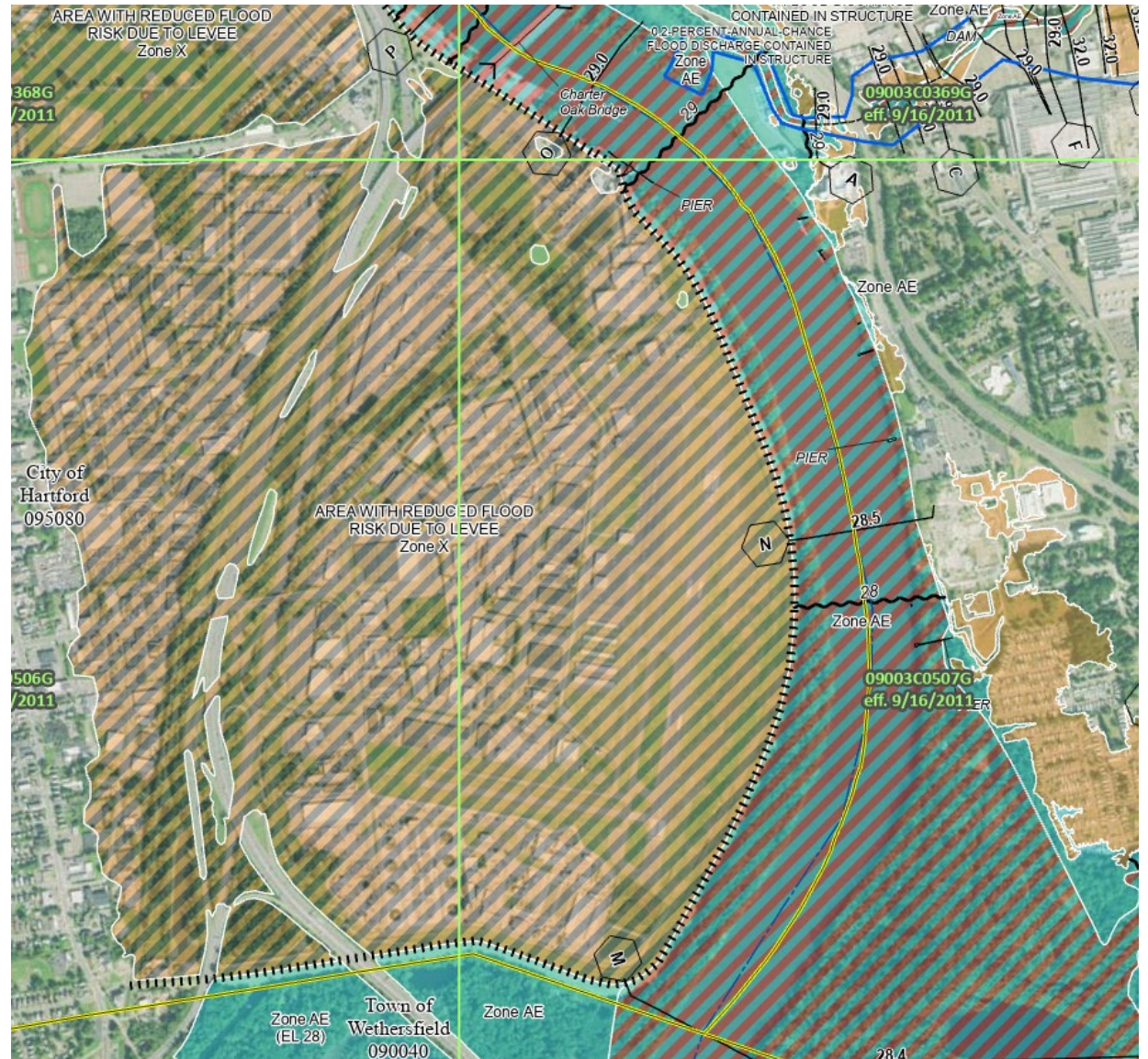


Diagram: Town of Greenwich, CT

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>

