The Hartford-Brainard Airport

A Visioning Plan for Its Future

2022

CITY OF HARTFORD

WXY

KARP STRATEGIES

URBAN PLANNING ADVISORS

Acknowledgments

Hartford Brainard Airport: A Visioning Plan for its Future

This report was commissioned by the City of Hartford and produced by WXY architecture + urban design with Karp Strategies. Many people contributed to this study along the way and many stakeholders generously gave their time and energy to reviewing and offering insights on the plan. We thank them for their contributions.

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1. Plan Overview

1.1 Introduction

This visioning plan explores potential paradigms for the reuse and reimagining of Hartford's Brainard-Airport, a 200-acre, publicly owned site strategically located at the junction of Interstate 91, Interstate 84, and State Route 5 three miles south of Downtown Hartford. The study was commissioned by the City of Hartford in early 2022 and led by WXY studio with Karp Strategies.

This effort set out to answer three critical questions:

1. What potential alternate uses would be suitable for the Hartford-Brainard Airport?

2. How feasible are these uses given infrastructure challenges and financial considerations?

3. How can these potential uses serve as a catalyst for Hartford's larger goals, as expressed in Hartford's 2035 Plan of Conservation and Development (POCD)?

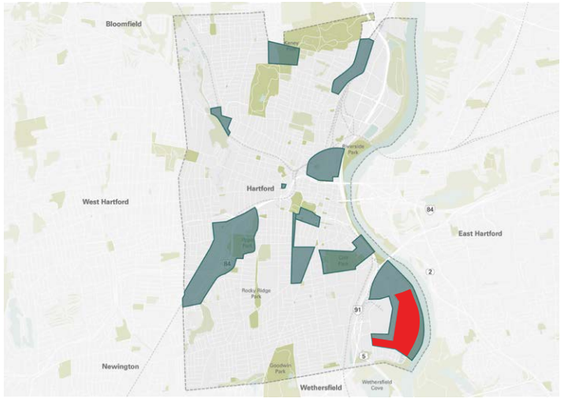
To answer these three questions, the team worked alongside the city and key stakeholders to investigate the potential for the airport site's long-term redevelopment. Over the course of eight weeks, the team conducted a site visit to the airport, undertook background research on the site and past plans, developed case study research on similar or comparable sites, interviewed multiple regional developers, held one-on-one interviews with stakeholders, and hosted two focus groups. Public outreach and stakeholder interviews paralleled a market analysis led by Karp Strategies that researched current market conditions and provided a foundation for understanding the viability of different potential uses for the site.

Public outreach and market analysis informed a variety of development paradigms and an evaluation matrix against which different potential uses were scored. Three potential development paradigms were considered in greater detail: a logistics and distribution center; a mixed use activity center; and an advanced manufacturing, R&D, and aviation technology hub. The conclusion of this report illustrates a hypothetical implementation timeline, which includes suggestions for future action by the City and its partners.

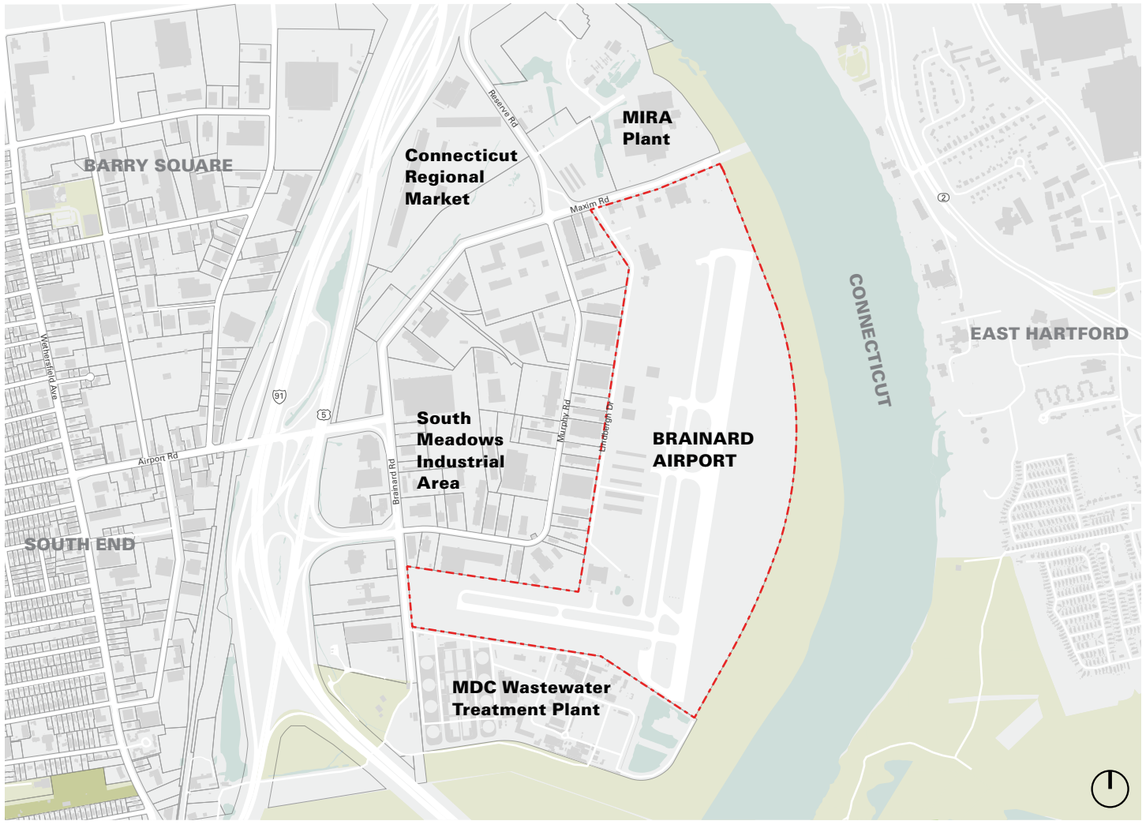
Site Context

A former flood plain and cow pasture along the Connecticut River situated within the larger South Meadows industrial area, the Hartford-Brainard airport, originally known as Brainard Field, was inaugurated in 1921 and was among the nation's first municipal airfields. As commercial air travel expanded during the 1950s and 1960s, a new regional airport, Hartford's Bradley International Airport, opened north of the city, causing Brainard to lose commercial air traffic in 1958. A significant portion of the original airport was converted to the South Meadows industrial park in the 1950s, further eroding its significance. Today, the airport is primarily used by recreational pilots, flight schools, and a cluster of aviation-related business enterprises. The airport is managed by the Connecticut Airport Authority (CAA) and the State of Connecticut.

Brainard airport is surrounded by multiple pieces of urban infrastructure, including the Connecticut Regional Market, Metropolitan District Commission's (MDC) Wastewater Treatment Plant to the south, a trash-to-energy production facility operated by the Materials Innovation and Recycling Authority (MIRA) to the north, Eversource properties for power management and distribution, and the South Meadows Industrial Park. As a result of multiple, devastating floods in the first half of the 20th century, during the 1930's, a 32-foot levee was built to protect the site as a part of a larger flood control strategy implemented for the region. This levee is today maintained and operated by the Greater Hartford Flood Control Commission in partnership with the City and the Army Corps of Engineers.



Hartford Brainard Airport



Hartford's 2035 Plan of Conservation and Development (POCD)

The POCD set forth key focus areas for future development in the city. The South Meadows Industrial Area and the Hartford-Brainard Airport were specifically called out in the plan as one of ten transformative projects of focus for Hartford's future revitalization.

A vast, 200-acre, publicly-owned site, Hartford Brainard airport represents a critical opportunity for catalytic development and reuse only three miles from Downtown Hartford.

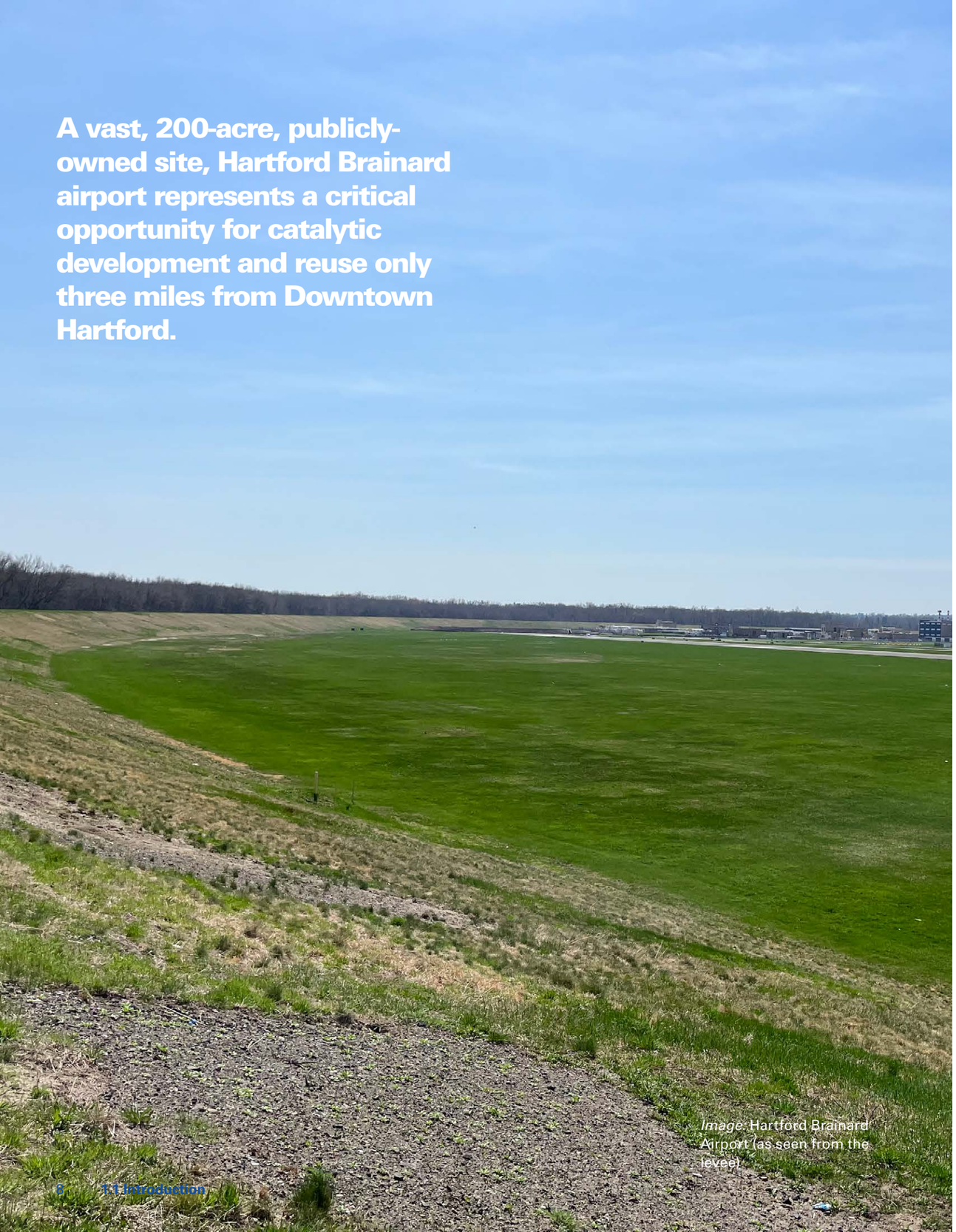


Image: Hartford Brainard Airport (as seen from the levee)

While divided by highway infrastructure from surrounding areas, the site sits adjacent to multiple Hartford neighborhoods and neighboring jurisdictions, including the Sheldon-Charter Oak neighborhood to the north, the South End neighborhood to the West, historic Old Wethersfield to the south, and East Hartford, including the Goodwin University campus and the Pratt & Whitney campus to the east.

Planning Context

Appetite for redevelopment of the airport and the evaluation of potential alternate uses has been contemplated before. As far back as the early 1900s, the airport's current site was envisioned as a new residential area at the outskirts of the growing city (Carrère & Hastings, 1912). More recently, in 2006, the MDC produced a study exploring the reuse of the site (including the MIRA plant) as a seven million square foot mixed use center. In 2016, the Connecticut State Legislature released a staff report recommending that the airport maintain its current use, citing the economic benefits of the current airport use and the risks associated with undertaking a costly redevelopment. The report did not include a rigorous market analysis, but looked at high level existing market conditions and feasibility. By contrast, Hartford's 2035 Plan of Conservation and Development (POCD) specifically called out the reuse of the airport and the South Meadows area as a priority, including it in its list of ten transformative projects. The POCD included multiple goals that resonate with the feedback garnered during this study and the programmatic opportunities offered by the Brainard airport site. These include:

- *Green400:* River – Begin reconnecting Hartford to the River.
- *Grow400:* Development – Build the Ten Transformative Projects.
- *Grow400:* Entrepreneurship – Grow innovation ecosystem in anchor industries.
- *Grow400:* Knowledge – Connect colleges to advanced manufacturing growth.
- *Play400:* Sports - Build a new, large recreational center or centers.

In August 2021, Hartford's City Council, with the support of the Mayor, passed a resolution to explore the potential reuse of the airport site, with the intent of envisioning a new use that could generate more tax revenue for the City of Hartford, provide greater economic and community benefit to city residents, and make better use of the existing site, which is roughly equivalent in size to the City's Downtown. As an outgrowth of that resolution, the City established a task force known as the South Meadows Area Redevelopment Task Force (SMART) to debate the future of the airport. This report was produced in parallel to and in support of those recommendations.

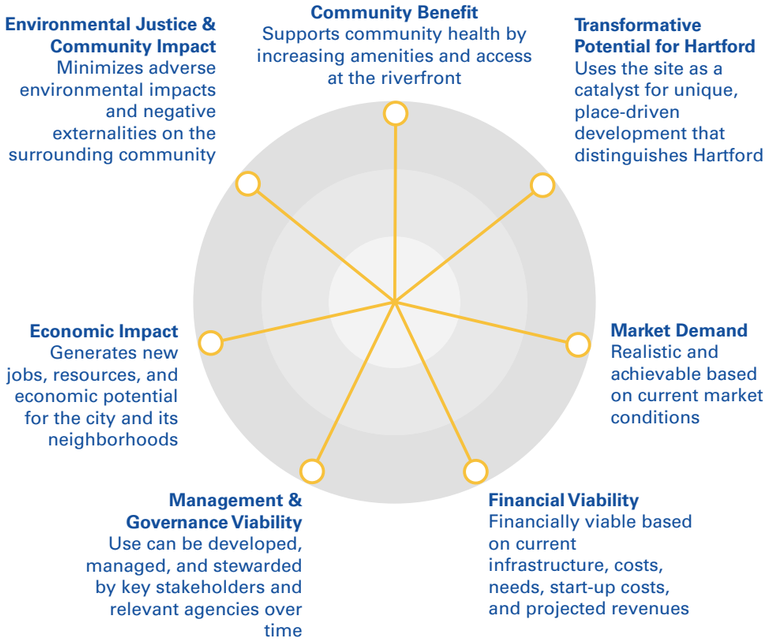
In early 2022, during the production of this report, the State passed a bill in the General Assembly to undertake a $1.5M study of potential alternative uses and site conditions for the airport, which will be managed by the Connecticut Redevelopment Authority (CRDA) and initiated in late 2022.

Approach & Evaluation Matrix

This report considered the airport's potential uses through multiple lenses, which were encapsulated and scored against an evaluation matrix. The matrix was developed based on stakeholder feedback, conversations with the City, and the market analysis. For each potential use, the team evaluated the development paradigm against several criteria, including:

- Community Benefit
- Economic Benefit
- Financial Viability
- Market Demand
- Transformative Potential for Hartford
- Environmental Justice & Community Impact
- Management & Governance Viability

Potential uses for evaluation were determined based on stakeholder interviews and outreach conducted during the study and supported by initial market research. The team's stakeholder outreach, while brief, provided a foundation for future engagement and opened the conversation about the potential future of the airport. Future studies and development plans will require additional, deeper engagement to fully flesh out a vision for the site moving forward.



Left:
Based on feedback from the engagement process and the market analysis, an evaluation matrix was devised to score potential development paradigms and balance competing goals for the site.

Higher scores for each category are drawn further to the edge of the circle, while lower scores are closer to the center of the circle. A full circle along the edge signifies full achievement of the project's goals.

Development Paradigms

Based on community input, interviews, market analysis, and dialogues with City leadership, the team established three potential development paradigms to test on the site:

1) A Logistics & Distribution Center
2) A Mixed Use Activity Center
3) An Advanced Manufacturing, R&D, & Aviation Technology Hub

These three paradigms, while not the only potential uses of the site, were chosen as prototypes because each represents a distinct alternative to the current use and was determined to be viable based on public outreach and market conditions. Whenever possible, the team considered combining multiple uses on the site and makes reference to synergistic uses that could be explored in combination with the primary uses illustrated in the report.

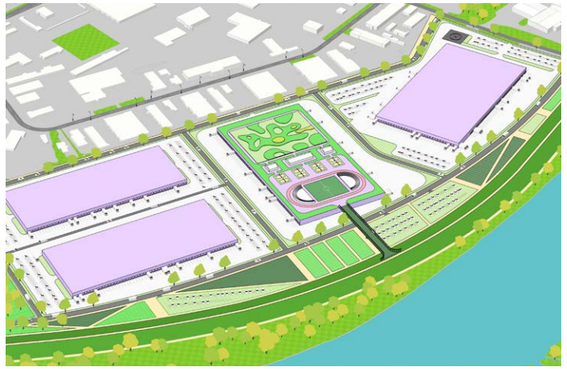
One of the key findings of the study, and a key takeaway from the outreach process, was the importance of connectivity and open space. As a result, the report explored open space and recreational uses as a public benefit overlay as part of each paradigm and as a strategy to enrich regional and local connectivity, while opening access to the riverfront for Hartford residents. This study recommends exploring ways of increasing access to the Connecticut River, including the levee and the tow path, in the near term. Increasing access would immediately enhance the public value of the site, while creating riverfront recreation opportunities for surrounding neighborhoods and the region.

Next Steps & Implementation

At the conclusion of this study, numerous action items and recommendations for further study are included. This includes a basic hypothetical flow chart for implementation, including developer engagement, a process for stakeholder engagement, and the creation and management of a Request for Expressions of Interest (RFEI) process.

As one of the last large-scale remaining sites for development within the city of Hartford, the Hartford-Brainard airport site represents a critical opportunity for the City and its partners to develop a vision that can not only thrive from a market perspective, but help catalyze further economic development opportunities for Hartford residents and businesses. This vision plan provides an initial foundation and springboard to further explore that opportunity.

DEVELOPMENT PARADIGMS



Logistics & Distribution Center

Mixed Use Activity Center

Advanced Manufacturing, R&D, and Aviation Technology Hub

1.2 Project Timeline

Step 1

Data Collection & Analysis

- Review of past plans
- Data collection
- Baseline conditions
- SWOT analysis
- Zoning & land use assessment

Step 2

Understanding & Engagement

- Focus groups
- Targeted stakeholder meetings
- In-person or virtual design charrettes
- Market analysis

Step 3

Synthesis & Design

- Concept plan options
- Scale comparisons & precedents
- Massing & visualization
- Final report

1.3 Stakeholder Engagement

Over the course of the project's eight week timeframe, stakeholder engagement helped inform the plan's overall vision and establish core themes and principles for the project. The team held an initial workshop with city staff to identify opportunities and constraints. This was followed by semi-structured one-on-one interviews, including multiple interviews with local real estate brokers and development experts, and two virtual focus groups, which used the interactive charretting tool Miro to explore site constraints and opportunities, while testing potential uses for the site.

While the accelerated project schedule did not allow for the type of in-depth engagement that typically accompanies a comprehensive planning process, this initial research helped identify key themes, ideas, opportunities, and constraints for the site. The outreach process also provided significant information for and insight on existing market conditions and demand, which served as groundwork for the market analysis in the report.

Community Stakeholders

Riverfront Recapture
Capital Region Education Council (CREC)
Transport Hartford / Bici CO
East Coast Greenway
NRZ - CSS/CON Leadership (Coalition to Strengthen the Sheldon-Charter Oak Neighborhood)
NRZ - MARG Leadership (Maple Avenue Revitalization Group)
NRZ - South End Leadership
Local Initiative Support Corporation (LISC) Connecticut
iQuilt Partnership

Agency & Institutional Stakeholders

CT DOT
CT Transit
Capital Region Council of Governments (CRCOG)
Greater Hartford Flood Control Commission
City of Hartford Complete Streets Taskforce
Goodwin University
Metropolitan District Commission (MDC)
Eversource
Town of Wethersfield
National Park Service (Coltsville National Historic Park)
Town of East Hartford
Army Corps of Engineers

Market/Real Estate Interviews

CBRE Industrial Broker focused on Hartford
Commercial real estate broker on SMART Taskforce (eXp Realty)
Sentry Commercial
Winstanley Enterprises
Shelbourne
Coltsville Redevelopment Company
Spinnaker Real Estate

Engagement & Key Takeaways

"The River is an important part of the city's identity, but residents don't have enough places to access it. This site could be a destination for people to enjoy and experience the riverfront."

The initial engagement process revealed several key themes and takeaways.

1. Public access to the river is critical.

Providing public access, recreation, destinations, and connectivity along the riverfront is a priority for residents and the region and could be implemented prior to large scale redevelopment. While Hartford is a city with rich parks and open spaces, direct neighborhood riverfront access opportunities are lacking.

2. Complement. Don't compete.

The site's proximity to downtown and other ongoing development makes it unique, but could also create unwanted competition between downtown development (especially multi-family residential) and the site's proposed use. The proposed use should connect and complement other initiatives as much as possible.

3. Connect to neighborhoods and institutions.

The site can connect to surrounding institutions and developments, including the Connecticut Regional Market, Goodwin University across the river in East Hartford, and the Sheldon-Charter Oak, and South End neighborhoods, as well as Trinity College, UConn, and Hartford Hospital, among others.

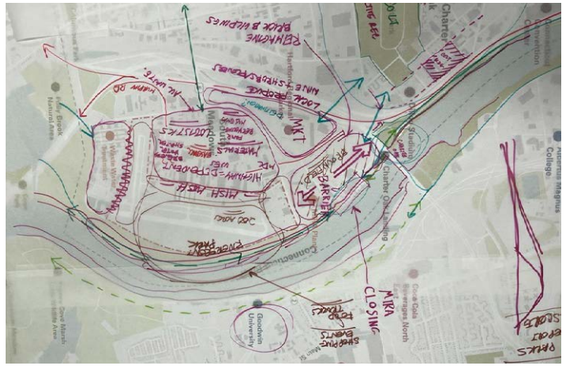
4. Environmental challenges exist.

The site faces numerous environmental challenges, including the presence of coal tar that needs to be remediated, the levee to prevent flooding, and surrounding urban infrastructure that will need to be buffered or redeveloped over time. Future uses that increase truck traffic and reinforce environmental justice concerns should be critically analyzed for their overall public benefit and community impact.

5. Create good jobs and connect people to them.

Whatever the use, making the public site into something that can help bolster the lives of local residents and increase their access to jobs and opportunities is critical. New connections to industry, manufacturing, and education could be transformative for the city. Site access, including access by public transportation, should be a priority in any new development scheme.

Next page top: Hartford city agency workshop
Next page bottom: Image of "Word Cloud exercise generated by focus group participants



1.4 Principles

Based on stakeholder input and public engagement sessions, several key principles and themes emerged to guide the team's exploration of future potential uses of the site.

1. Connect to the River & Create Recreational Opportunities

Establish rich and tangible connections between Hartford and the River by making the airport site into a connector rather than a barrier. Explore opportunities for riverfront trail connections, programming, sports fields, and other community amenities.

2. Link to Neighborhoods, Downtown & Institutions

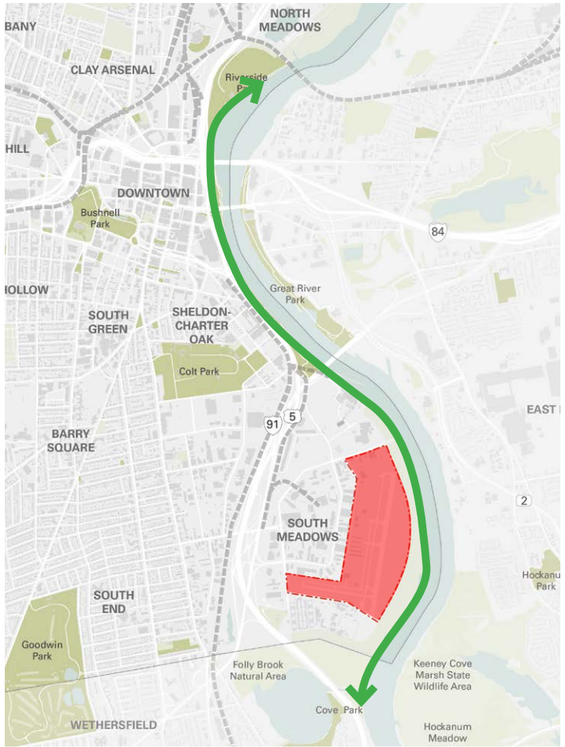
Partner with and connect to surrounding institutions, companies, hospitals, and neighborhoods through active programming, new site uses, and stronger connections. Engage these institutions in the site's reuse and redevelopment.

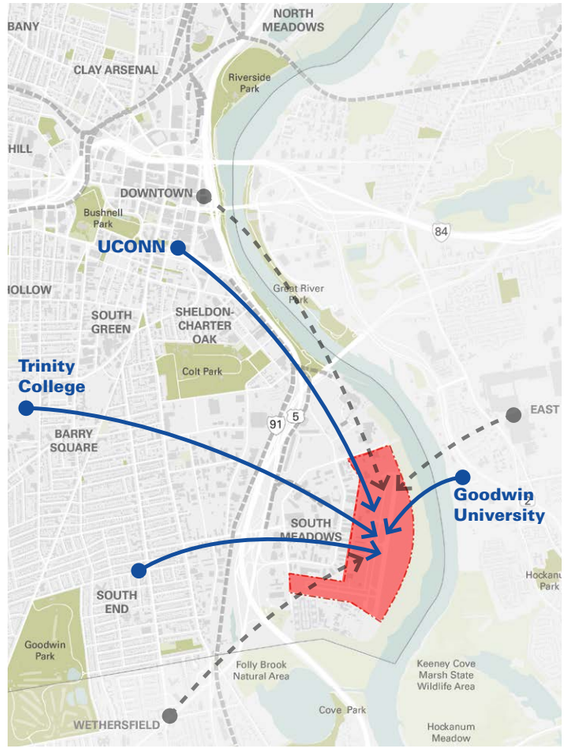
3. Create Jobs & Enrich Economic Opportunity

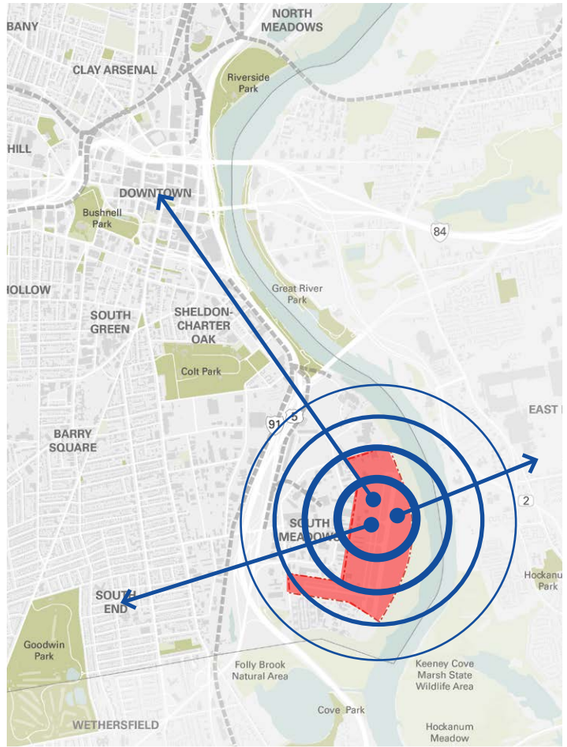
Leverage the unique size and infrastructure connections offered by the site to create job-generating uses. Explore emerging markets that can catalyze citywide economic development and establish well-paying jobs close to working class communities.

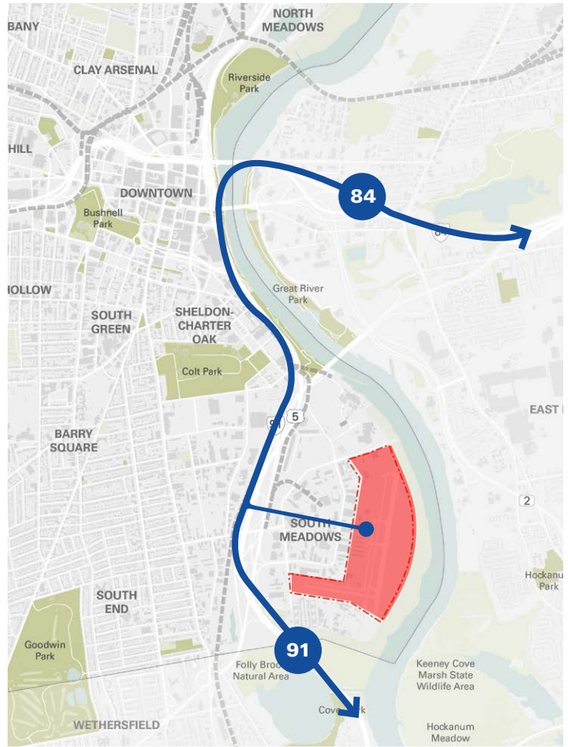
4. Bridge to and Beyond the Region

Take advantage of Hartford's strong regional connectivity and proximity to Boston, New York, Western Massachusetts, and other major job, employment, population, and knowledge centers throughout the greater region.









2. Study Area Context

2.1 Context

Site & Neighborhood Context

At the outset of the study, the team spent several weeks trying to better understand the historical and environmental context of the site. Context and background research, including an in-person site visit, helped provide a framework of understanding for the opportunities and constraints that exist on the site today, while offering insight into past planning work to build upon in the analysis.

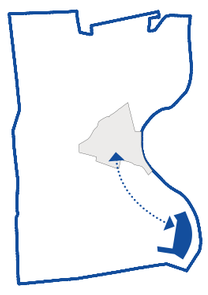
With 201 acres of publicly-owned land, the airport site is unique in both its size, location, and critical adjacencies. The future development of the airport has the potential to tie into a rich cluster of nearby assets, including the Hartford Regional Market, Colt Park, Goodwin University, and Old Wethersfield. At the same time, the site must contend with infrastructure barriers and challenges, including the MIRA plant and barriers caused by railroads and highways.

Photo From Levee

Riverside Edge Of Levee

200 Acres Developable Land

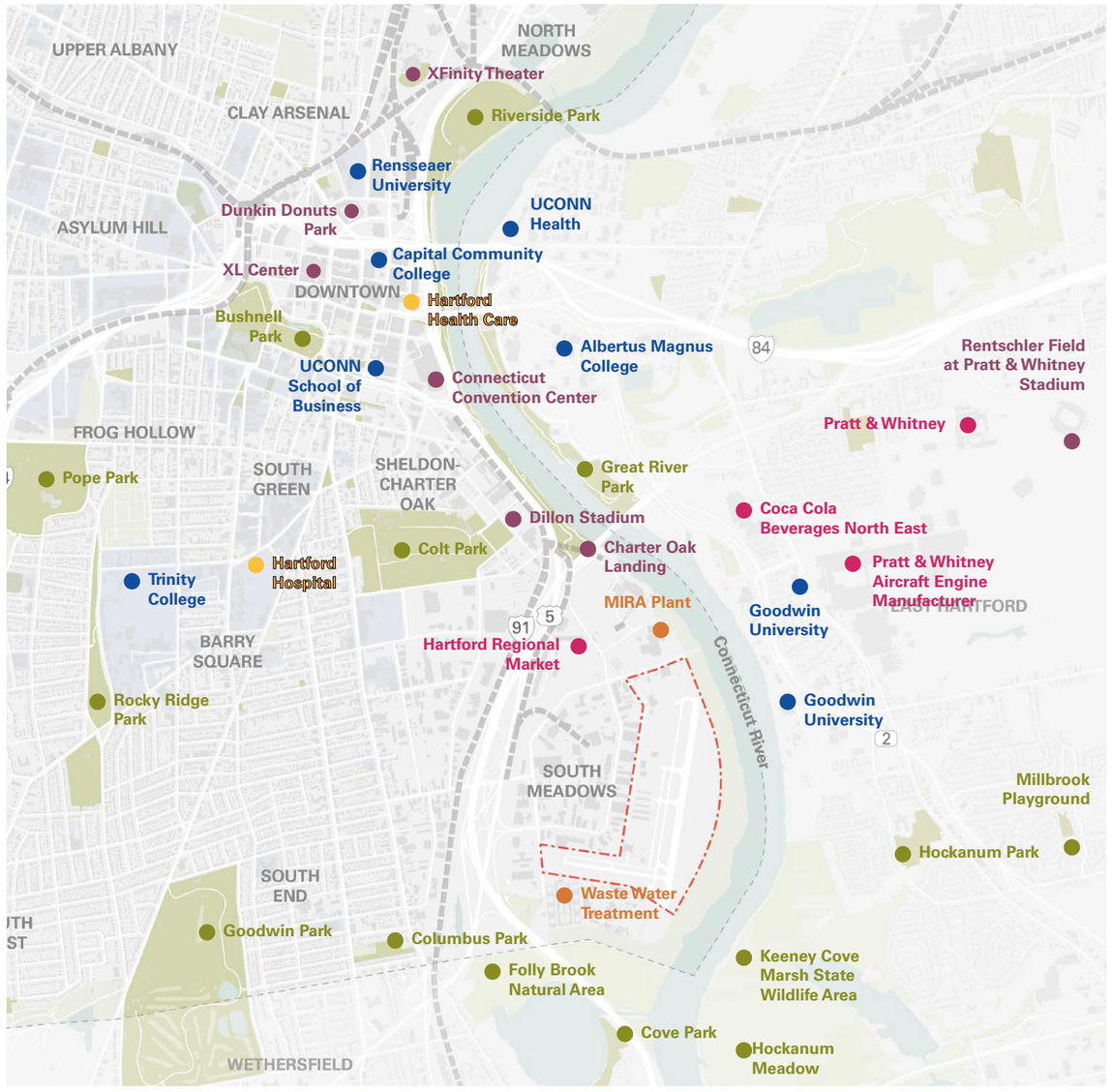
Proximity to Infrastructure



Urban Setting

Strategically Located

Community Assets & Institutions



Historic Context

Once regularly inundated by the Connecticut River, the Hartford-Brainard Airport site has a rich history defined by layers of infrastructure, environmental change, and evolutions in transportation technology.

Site Timeline

- **Pre-European Settlement:** Podunk people, an Algonquian tribe use the area around the Connecticut River, known as Nowashe, as hunting and fishing grounds.

1893 Map of Hartford


Airport, 1936

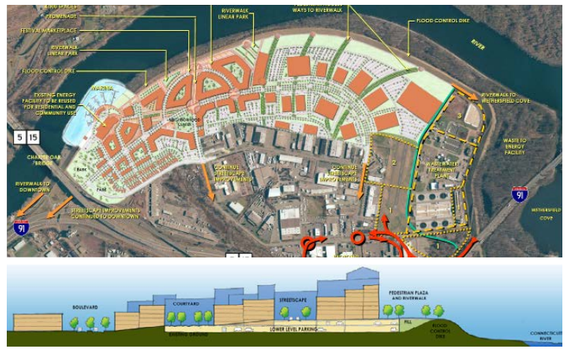
Lindbergh, 1927

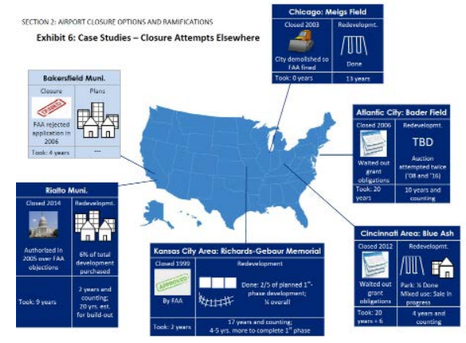
South Meadows in 1912 City Plan


1936 Flood

- **1600s:** Early Dutch settlement occurs just north of South Meadows.
- **1870: The** Connecticut Valley Railroad runs through the South Meadows site.
- **1912:** 1912 City Plan by Carrère & Hastings recommends turning the South Meadows into district of working class homes.
- **1921:** Hartford-Brainard Airport opens, called Brainard Field. Hartford Electric Light Power Plant opens at the north end of the site.
- **1927:** Charles A. Lindbergh makes Brainard Field his first stop on a national victory tour after his solo transatlantic flight.
- **1933:** Brainard Field opens for commercial flights. Considered the first municipal airport in the US.
- **1936:** Levee begins construction in several phases by the US Army Corps of Engineers (ending in 1981) following devastating flood of 1936.
- **1938:** Metropolitan District Water Pollution Control Plant opens.
- **1951:** Hartford Regional Market opens.
- **1952:** All commercial carriers relocated to other airports after Bradley opens in 1952.
- **1958:** The State and the City of Hartford enter into an agreement giving control of the airport to the state, while making the remaining half of the land into industrial park.
- **1987:** Mid-Connecticut Resource Recovery Facility opened (today known as the MIRA plant).
- **2006:** MDC studies potential conversion of the site, including the MIRA plant into a mixed use center.
- **2016:** State Legislature releases report advocating that the airport remain in its current use.
- **2020:** Hartford's 2035 Plan of Conservation and Development (POCD) makes South Meadows area a focus for redevelopment. Recommends airport for future conversion and development.
- **2021:** Hartford City Council passes resolution to explore airport reuse. Launches SMART task force.
- **2022:** Hartford Regional Market releases recommendations for site revitalization.
- **2022:** State passes bill to fund CRDA study for airport reuse.

Recent Planning Context





Riverfront South Master Plan (MDC, 2006)

The most recent prior plan to consider the future reuse of the airport parcel, the MDC Riverfront Master Plan proposed an energy independent community with mixed income housing, industrial, manufacturing, research buildings, and entertainment. The plan proposed a riverwalk from north to south with internal access to the waterfront and a marina at the location of the current waste to energy plant. The plan proposed locating parking underneath development to account for the height of the levee.

Use of Hartford-Brainard Airport Site (CT State Legislature, 2016)

In 2016, a study produced by staff of the Connecticut State Legislature recommended against redevelopment of the airport. The study highlighted the significant cost of infrastructure, the challenges of redevelopment, and the existing utility of the airport as reasons for maintaining the airport in its current function. The study highlights the airport's economic contribution and existing jobs in aviation and adjacent industries as reasons for keeping the use as is.

Hartford Regional Market Recommendations (CRDA, 2022)

The 2022 Hartford Regional Market Recommendations study explores the potential for the Regional Market to serve as a distribution hub that allows Connecticut farmers to sell produce locally. The proposal includes a co-packing & production facility, training spaces & technical assistance that will support local production & increase opportunities for food business growth. It aims to increase local food consumption threefold.

2.2 Site Understanding

During the existing conditions and engagement phase of the project, the team conducted a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis of the site to identify the site's existing opportunities and constraints. This analysis helped illustrate the key parameters driving the airport's future development, including links to adjacent sites, infrastructure, and neighborhoods. The diagram below summarizes some of the key findings and threats from the SWOT analysis.

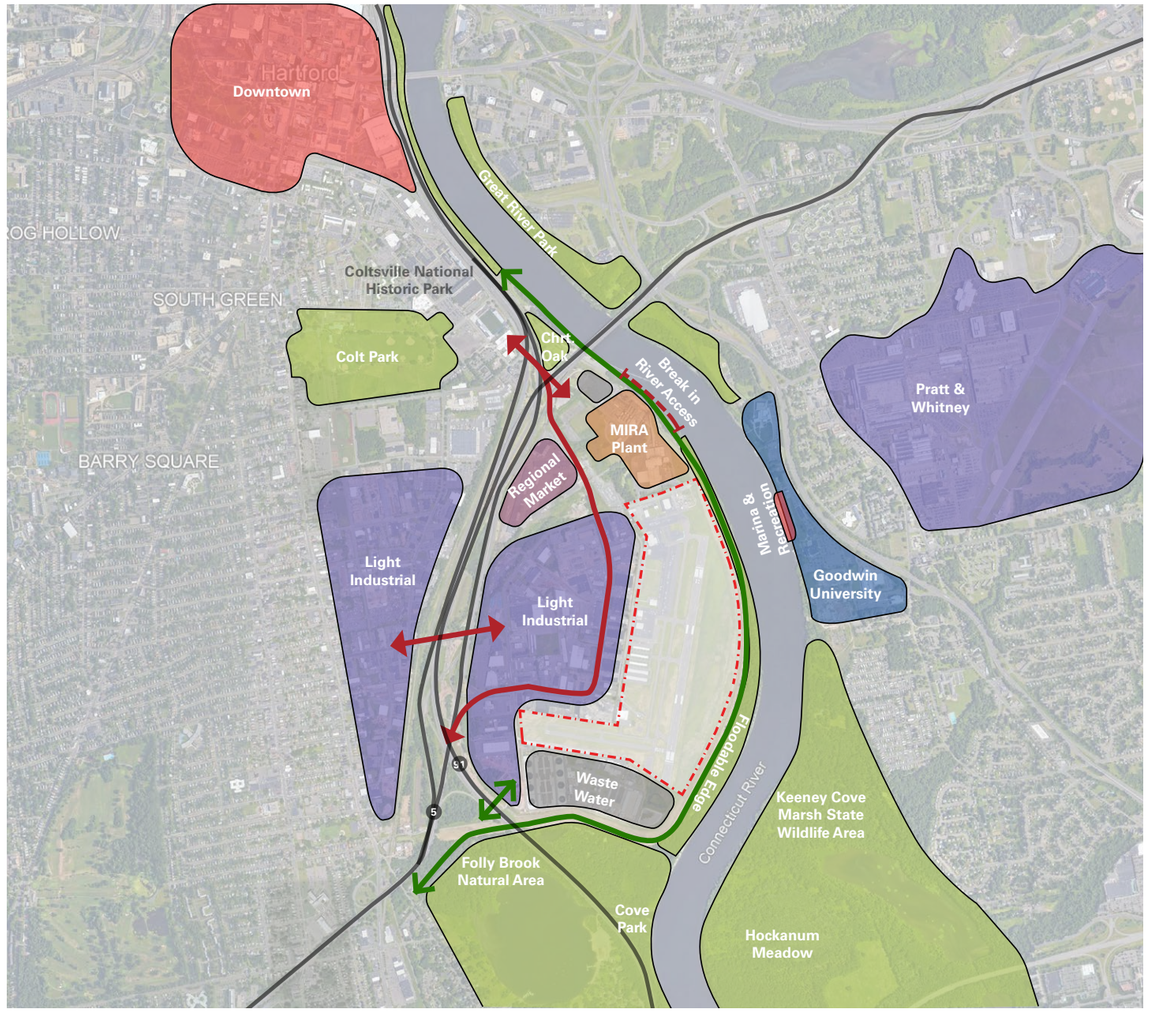
Opportunities

Riverfront Connections & Destinations

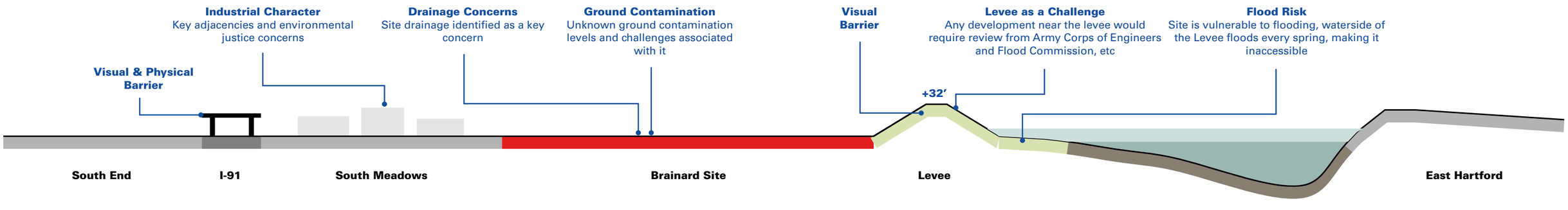
Activity & Recreation

Job Creation

Adaptive Reuse & Placemaking



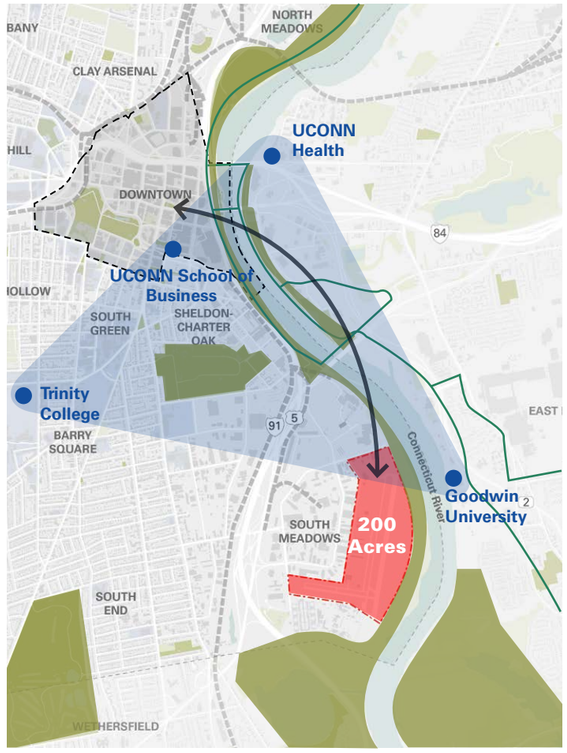
Weaknesses



Land Use Character of Adjacent Context

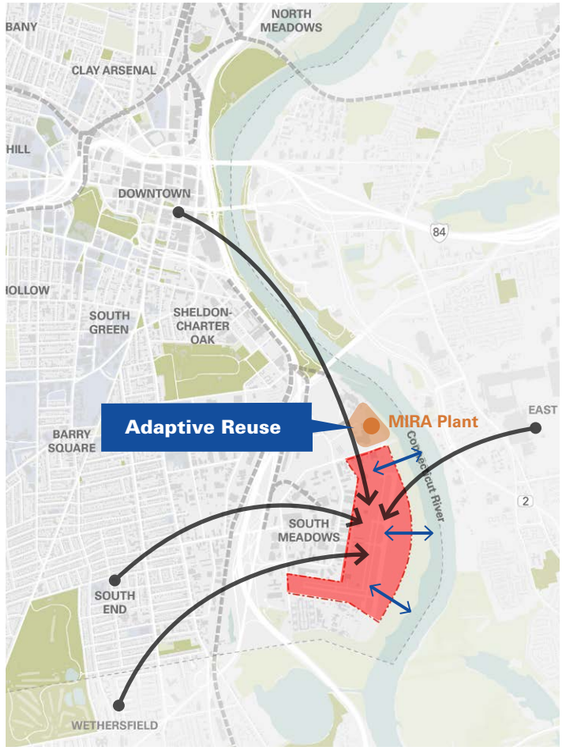
SWOT Analysis

Strengths



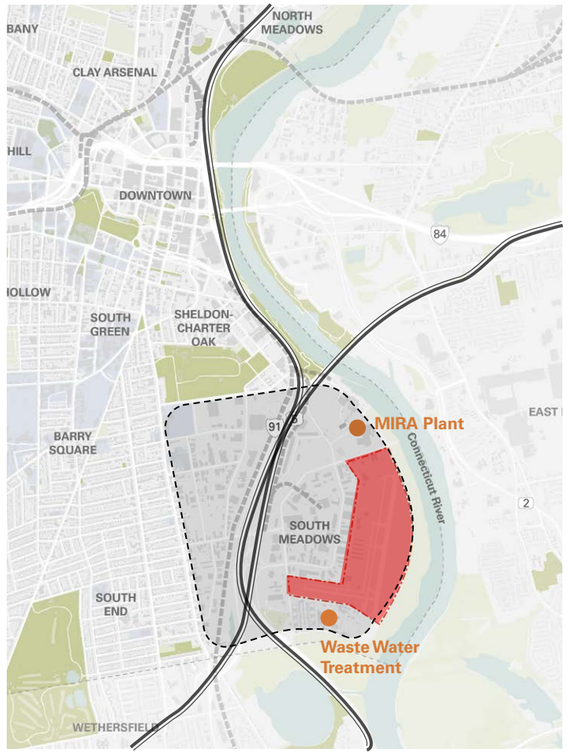
- Unique site location & scale with direct access to major interstate highways and state roads
- Access to riverfront, trails & natural assets
- Embedded in a strong institutional landscape
- Surrounded by cultural activities and historic neighborhoods

Opportunities



- Potential for direct riverfront connections & destinations, including reuse of levee and tow path along river
- Opportunity for adaptive reuse & placemaking, especially with MIRA plant
- Job creation and new economic activity
- Better connections to transit, including potential transit hub location

Weaknesses



- Highways and rail as visual & physical barriers
- Industrial character, traffic & pollution concerns, including adjacent South Meadows Industrial Area
- Key adjacencies like wastewater treatment plant, MIRA plant and highways
- Environmental concerns, especially with ground contamination and coal tar
- Lack of pedestrian or bike connections to surrounding neighborhoods and downtown

Threats

- Neighboring municipalities with lower tax rates and more greenfield sites
- Constituencies that would prefer to maintain existing airport use/status quo
- Costs associated with laying infrastructural groundwork to attract development potential
- Market conditions and context that may not support new mixed use construction

Connectivity & Open Space

Connectivity and open space were cited as key opportunities for the site and frequently arose as a theme during engagement. Numerous groups pointed to the opportunity for new regional connections.

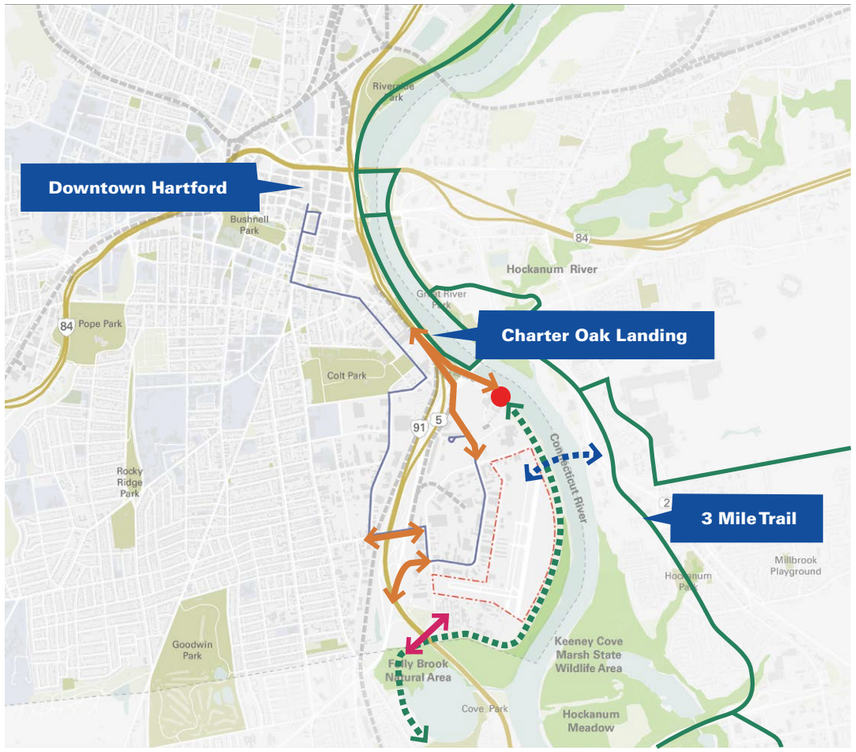
The map below illustrate key potential connections and opportunities to enhance trail connectivity and links to open space, bicycle, and pedestrian infrastructure

Existing Connections

- Greenway/Trail
- Site Bus Connection
- Under Highway Vehicular Access
- Under Levee Pedestrian Access
- Waterfront Obstruction

Potential Connections

- Potential Future Greenway Connection
- Potential Pedestrian Bridge Connection




Charter Oak Connection


MIRA Plant: Missing Link


Connection under Levee

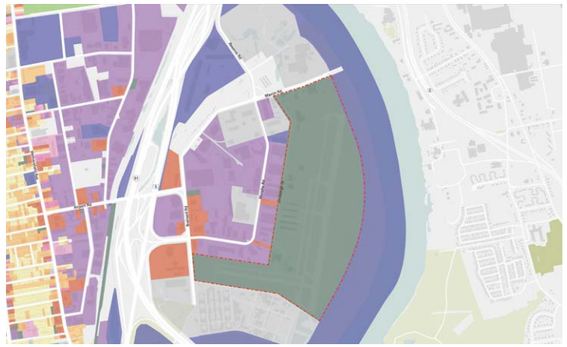

Inaccessible Levee Path

Existing Land Use & Zoning

Zoning Map

All of South Meadows is currently zoned as an industrial district, with some parcels, including the Brainard Airport parcel, also having the CT River Overlay.

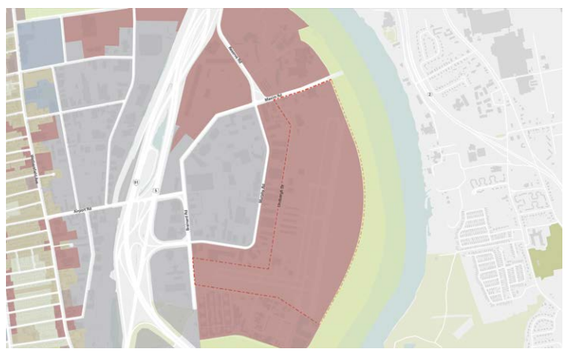
- Comm. Ind. Mix Dist.
- Mixed use Districts
- Main Street Districts
- Neighborhood Mix Dist.
- Neighborhood Districts
- Industrial District
- CT River Zoning Overlay



Existing Land Use

The current site is a mix of industrial, commercial & transportation uses.

- Mixed Use
- Transportation
- Religious
- Commercial
- Parks
- Public / Civic
- Industrial
- High Density Resi.
- Medium Density Resi.
- Low Density Resi.
- Miscellaneous



Future Land Use

South Meadows's future land use is designated as medium-density mixed use and light industrial.

- High Density Mixed Use (5+ Stories)
- Medium Density Mixed Use (3-6 Stories)
- Low Density Mixed Use (1-3 Stories)
- Medium Density Residential (3-6 Stories)
- Low Density Residential (1-3 Stories)
- Civic / Institutional
- Industrial

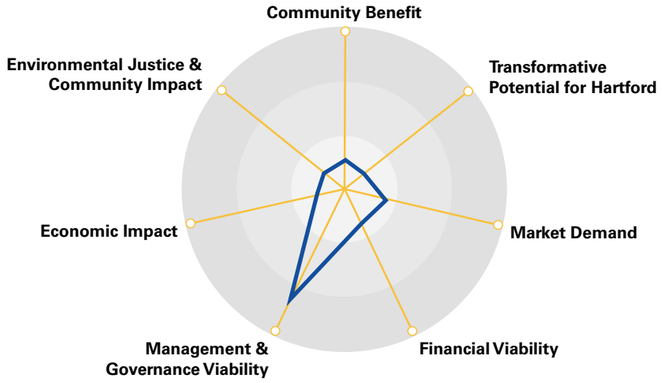
2.3 Existing Airport Use

Used as a municipal airport since 1921, Brainard Airport has a long and rich legacy in aviation. In 1952, after Hartford Bradley International Airport opened, commercial air travel to Brainard waned, finally coming to an end after a large runway was parceled off for the South Meadows Industrial Area in 1958. Since then, the airport's closure has been the subject of frequent debate and controversy.

Today, the airport is the third busiest in Connecticut and has two runways that primarily serve single and twin-engine airplanes. In addition to hosting a variety of aviation-related uses that support the local industry, the airport plays a significant role in the city's health and emergency services. Current uses include two flight schools, an aviation mechanic training facility, two helipads that are used for health and security emergencies, including as a helicopter landing pad for organ donors that is used by Hartford Hospital. According to a staff report of the Connecticut State Legislature, the airport has 111 jobs and generates $43 million in annual economic activity. The airport is also home to the Connecticut Flight Club and is frequently used by recreational pilots and private planes.

While the airport plays a role in regional aviation, the opportunity cost of maintaining the airport is significant. The state contributes a yearly payment-in-lieu tax of only $478,000, as compared to an estimated $1.6M in local taxes were it privately held. It has an annual operating loss of around $500,000 to $1M (CAA Audited Financial Statements, 2014-2021), not counting capital contributions, and has witnessed a 30% decrease in take-offs and landings since 2010, from roughly 70,000 to 50,000, according to data from the CAA, who oversees the airport's operations. While decommissioning the airport may require approximately $2M in repayment of federal grants, the return on investment from a different use could largely eclipse that initial cost.

In addition to the airport's decline, Tweed Airport in New Haven, the second largest in the state, will be undergoing a $70M expansion with new commercial flights. With the anticipated closing of the MIRA Plant, a new strategic direction for the Regional Market as a local food production and distribution hub, and the direction of Hartford's 2035 POCD, the future of the site as a small municipal airport has a high opportunity cost and a low potential benefit to the surrounding community and Hartford residents.



Left: Evaluation of the existing airport use

Site Plan & Access:

Current access to the airport is limited to local access roads that run through the South Meadows Industrial Area. While the airport has a relatively direct connection to I-91 and State Route 5, it lacks the large scale transportation infrastructure, adequate signage, and traffic controls typical of larger airports. Local streets that access the airport are prone to bottlenecks and would likely require upgrades were more commercial traffic to increase on the site.

Existing Airport Use

Pros

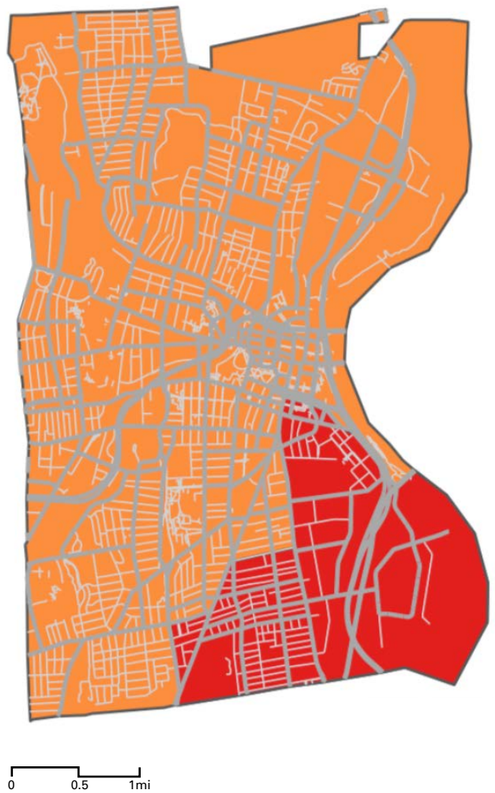
- Could still allow for north-south riverfront trail and general access improvements in South Meadows even if no redevelopment occurs
- Fosters local aviation industry, workforce training, and small companies
- Provides airfield for single and twin-engine recreational flight
- Maintains emergency functions for health and security (may also be possible under alternative redevelopment scenarios)

Cons

- Annual operating loss of $500,000-$1M (CAA)
- Lost potential development opportunities in tandem with Regional Market and MIRA Plant
- Continued pollution and negative environmental impacts of air travel
- Low site utilization with lack of access to the riverfront for Hartford residents

2.4 Market Context

Geographic Areas



Market Study Area*

Hartford City

Introduction

As part of the overall study, the team produced a high level market analysis to better understand how existing market conditions in the Study Area*, City of Hartford, and the metropolitan statistical area (MSA) might impact potential airport reuse (see Appendix 5.5 for further detail on geography and methods).

Quantitative data was sourced through the Census and American Community Survey via Social Explorer; CoStar; and ESRI Business Analyst. Additional insights were provided by real estate expert interviews.

Findings

In addition to assessing market realities, the analysis considered the unique nature of the site. Namely, its size, central location, and proximity to regional transportation assets beg the question: what can the market bear to do at Hartford-Brainard that *could not be accomplished elsewhere*?

**The "Study Area" is defined by the Census tracts encompassing South Meadows and the immediately adjacent residential neighborhoods.*

Overall, the analysis provided five important takeaways to inform the visioning plan:

Industrial real estate in the MSA is strong and among the fastest-expanding across New England metros. Demand for logistics/ distribution space leads the market (82% of current construction is in this sector), with related jobs also growing significantly in warehousing/storage (see Table 2 on page 36).

Retail demand remains relatively stable, with high occupancy but no upward pressure on rental prices, suggesting no excess need.

Significant Class A **multifamily** development is taking place in the City, where 96% of multifamily buildings reported under 4% vacancy. Experts attribute low vacancy to unmet demand caused by limited development from the 1980s until 2010.

It is estimated that more than one-half of households making under 30% of the area median income (AMI) cannot afford their rents. At the same time, 83% of households making more than 80% AMI could pay more, potentially indicating that lower-earning families are crowded out of **affordable housing**.

The demolition of older **office** stock in the City has caused a drop in inventory. Rents and occupancy have also decreased in recent years. Experts corroborated the current lack of interest in new office projects associated with the uncertainty of future work trends.

Opportunity

Opportunity exists to build a mix of uses, focused on targeted industrial real estate and new housing. Adding industrial space focused on growing industries related to logistics/distribution leverages the central location and large size of the site for these land intensive uses, while providing economic opportunity and access to new jobs. Table 02 notes additional growth industries - beyond warehousing and storage - which could also flexibly make use of new industrial space. Adding housing at a range of income levels leverages the central location and transportation access for future residents, while increasing needed housing stock for lower-earning families.

Market Context

Table 01. Summary, Real Estate Trends in the Hartford MSA (% Change, 2011-2021)

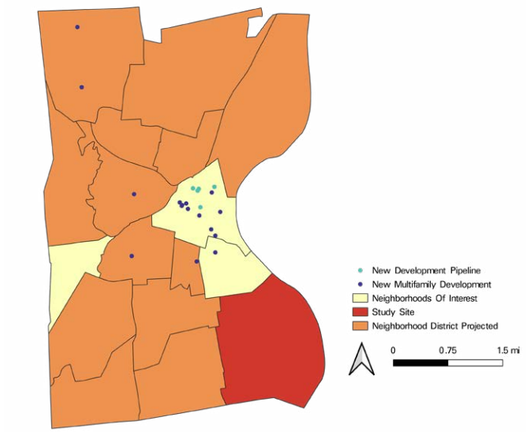
	INVENTORY	OCCUPANCY	RENT
INDUSTRIAL	+5% ↗	+4% ↑	+40% ↑
MULTIFAMILY	+15% ↑	+2% ↗	+30% ↑
RETAIL	+4% ↗	+2% ↗	+16% ↑
OFFICE	-1% ↓	+1% →	+1% →

Table 02. Job Growth in Select Growing Industries, Hartford MSA (2011-2021)

INDUSTRY	JOBS IN 2011	IN 2021	# CHANGE	% CHANGE
Warehousing and storage	11,783	27,667	15,884	135%
Electronic shopping and mail-order houses	426	1,696	1,270	298%
Power generation and supply *	NA	1,216	1,215	NA
R&D (physical, engineering, and life sciences)	2,285	3,308	1,023	45%
Breweries *	NA	942	941	NA
Pharmaceutical and medicine manufacturing	953	1,613	660	69%
Wineries *	NA	157	156	NA

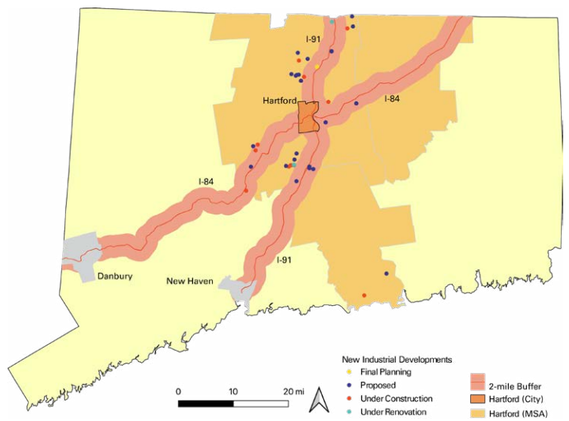
** 2011 data not available*

Multi-Family Development Pipeline



Over the last five to ten years, significant multifamily development activity has occurred downtown and around the Dunkin' Donuts Stadium in DoNo. These developments have tended to be at the higher end of the rent scale and include significant amenities. The study site does not have the same walkability as downtown, but there is an apparent demand for housing, and housing could be viable if it is mixed use enough to create a unique neighborhood feel.

Industrial Development Pipeline



Hartford continues to be one of the hottest industrial markets in New England, with little signs of slowing down. There is a clear demand for logistics and warehouse space, but they tend to locate in the suburbs along the interstate corridors. Job growth in other industrial uses such as manufacturing and R&D, as well as the proximity downtown, could make advanced manufacturing a viable option in the study site.

3. Potential Development Paradigms

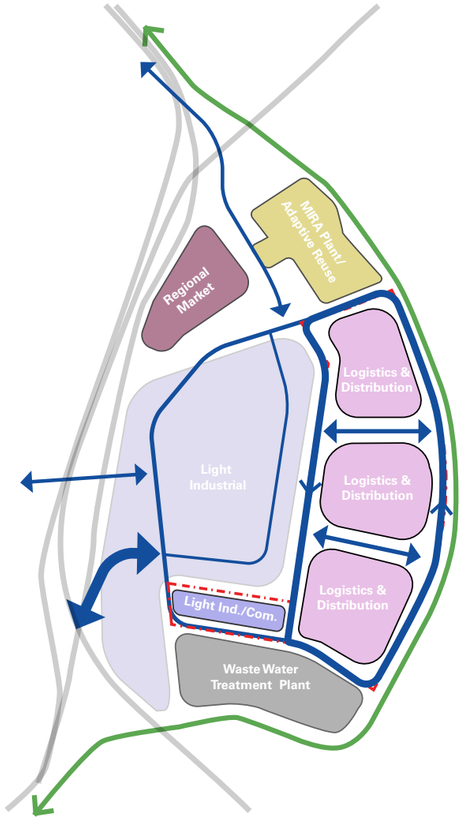
Development Paradigms

Based on input from public engagement, the market analysis, and interviews with local brokers and developers, a list of potential uses was generated for the site. During the outreach process, participants emphasized the need to think about the site's opportunity as both a place of public access and benefit as well as its transformative economic and productive potential for the city. Using this combined feedback and the market analysis, the team narrowed its work to focus on three distinct paradigms. These development paradigms serve as illustrative examples of different potential land use outcomes and spatial arrangements for the site, including potential open spaces and trail connections.

While the team strongly considered market realities and financial viability in this exercise, it also took into account the desires expressed by members of the community and potential site outcomes that could be feasible under stronger market conditions. For each development paradigm, the team included a variety of public benefit overlays that could be compatible on the site or be explored in combination within the larger area. In addition to these overlays, numerous alternate uses were considered, but not fully explored in each site plan. Each of these uses are noted where applicable. While this effort considered the future use of the MIRA plant, the South Meadows Industrial Area, and the Regional Market, exploration of these uses in the site plans were not fully explored, but would be beneficial to consider in future studies.

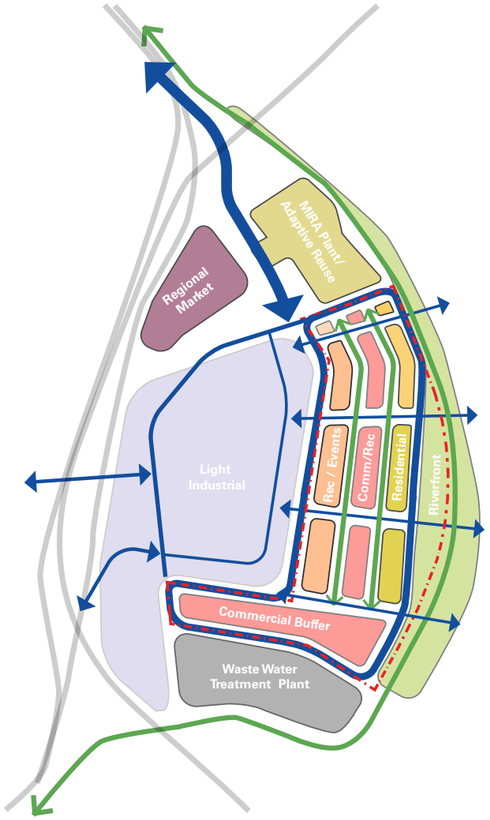
Logistics & Distribution

Primary Use(s): E-commerce distribution
Public Benefit Overlays: Sports Complex, Urban Agriculture, Renewable Energy, Riverfront Recreation



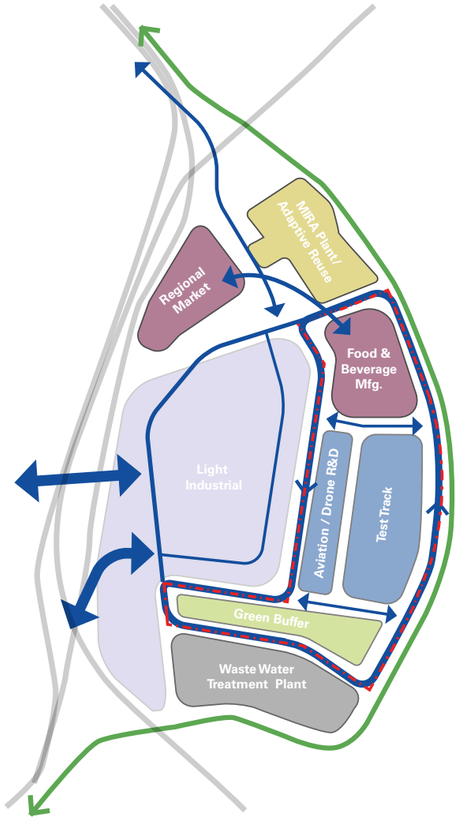
Mixed Use Activity Center

Primary Use(s): Multi-family residential, commercial, recreation/entertainment
Public Benefit Overlays: Riverfront Recreation, Sports Complex



Advanced Manufacturing, R&D & Aviation Technology

Primary Use(s): Aviation Technology, Research & Development
Public Benefit Overlays: Riverfront Recreation, Airfield



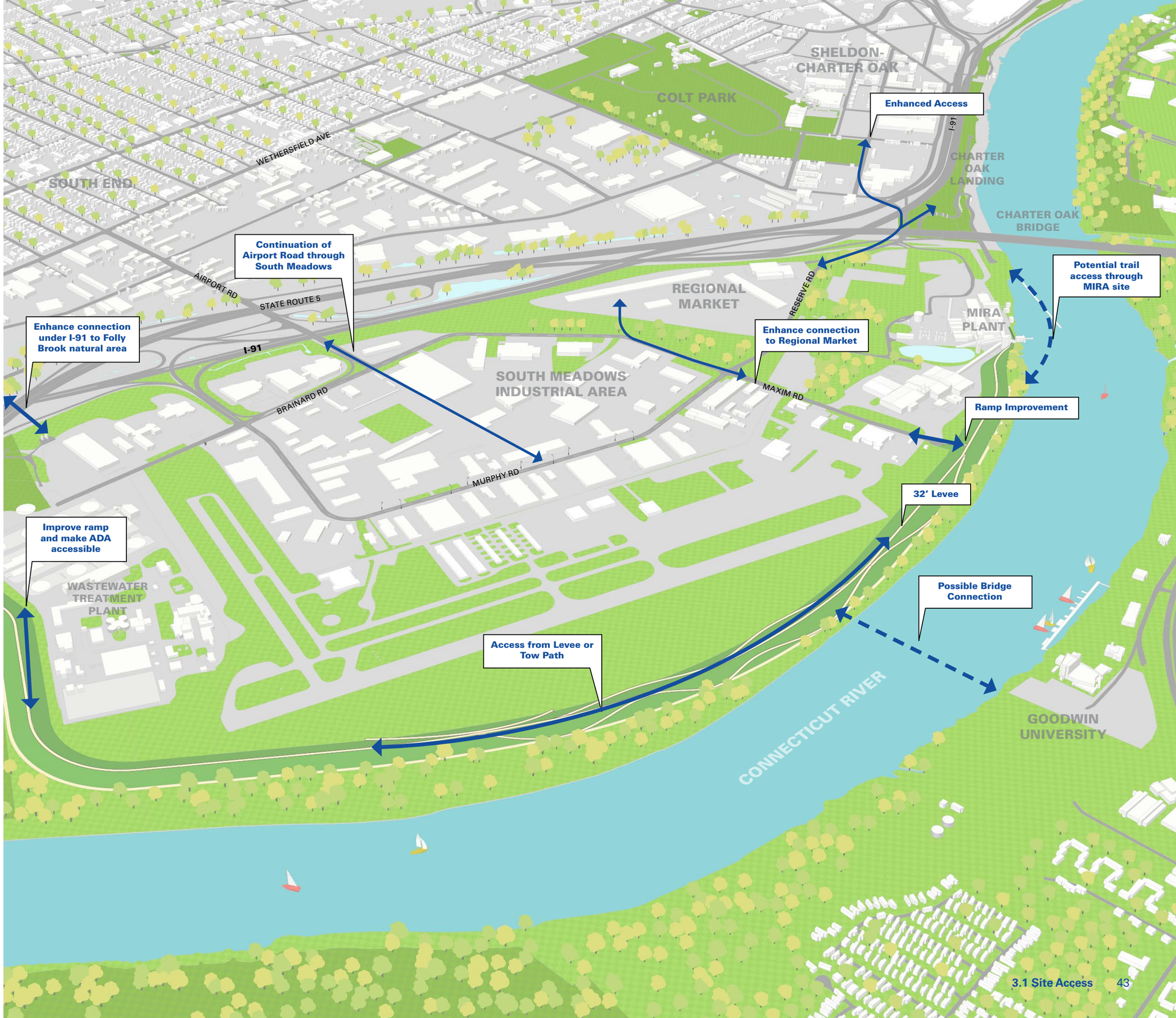
3.1 Site Access

Open Space & Connectivity

Across all of the development paradigms and the existing site use, certain baseline improvements could be made to enhance access and improve regional trail connectivity. While security concerns with the airport would need to be considered, these improvements could help create public value for Hartford residents and increase the utility of the site in the near term. Multiple airports, including Boston's Logan Airport and San Jose's Mineta Airport, have strong adjacent trail connections that allow for public access to open space near the airport.

Possible enhancements include, but are not limited to:

- North-South Trail improvements that use the Levee and/or the adjacent tow path as a bicycle-pedestrian connection
- Creation of new pedestrian bridge(s) or local access streets across the Connecticut River
- Improvement of existing underpass and street connections to Folly Brook Natural Area and Old Wethersfield
- ADA upgrades to existing ramp/levee access structures and creation of new ramps that meet accessibility requirements
- Development of bicycle-pedestrian connections through or around the MIRA plant and potential reuse of jetty structure at MIRA plant
- Creation of on-street bike connections along Airport Rd, Murphy Rd, and Brainard Rd
- Enhanced pedestrian and vehicular connections to Charter Oak Landing and the Connecticut Regional Market
- New street connections through the South Meadows Industrial Area



3.2 Logistics & Distribution

Market analysis indicated that one of the strongest potential uses of the site would be as a logistics & distribution center. These findings were supported consistently by stakeholder interviews with local and regional real estate brokers and confirmed by market informants. Over the past ten years and in particular since the pandemic, e-commerce has expanded dramatically, fueling demand for distribution centers, storage, and warehousing in proximity to major urban centers. Multi-level, last-mile distribution centers have been constructed in many cities where space is at a premium and secondary centers have witnessed spillover effects from the rising demand of major hubs like Boston and New York City.

With direct connections to I-91, I-84, State Route 5, and freight rail, the Brainard site has the right infrastructure and location as a logistics hub. A similar site across the river at Rentschler Field in East Hartford will soon see the construction of a 200-acre distribution center, which is being developed in combination with a research and development facility. Two other sites north of Hartford are being developed as distribution centers by Amazon.

While the site's size, adjacent uses, and infrastructural connections make a strong case for logistics, several interviewees indicated that the logistics market may already be reaching a saturation point in the region and that the development of another logistics center may not be necessary. The high property tax rates in the City of Hartford (especially as compared to neighboring jurisdictions) and the relative ease of greenfield development in the region, may make this site less appealing to developers.

Additionally, many expressed reservations about such a large and unique site, one of the last large sites in the city, being given over to a use that may not serve as a catalyst for broader economic development. While many pointed to the benefit of bringing middle-skill/ wage jobs to surrounding working class communities, others suggested that a distribution hub may be a missed opportunity for a larger community benefit.

With this in mind, several additional land use synergies and public benefit overlay options were explored as part of this paradigm, including a sports complex, renewable energy production, and urban farming. While these uses have not traditionally been developed in tandem with distribution centers (and may deter some developers), they are important to consider if the City wants to yield a greater public benefit from one of its last remaining large scale sites.

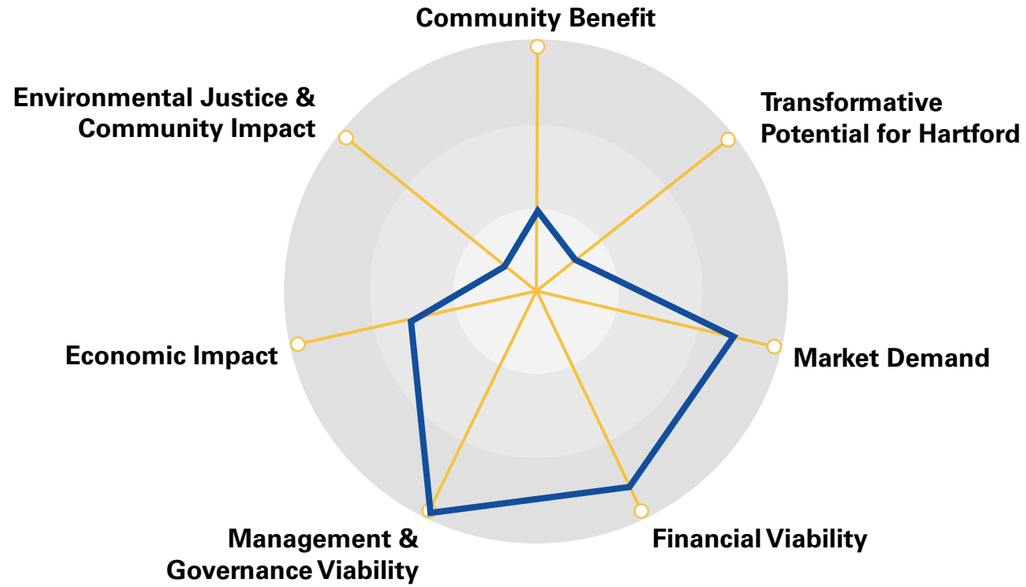
Synergistic Uses Considered

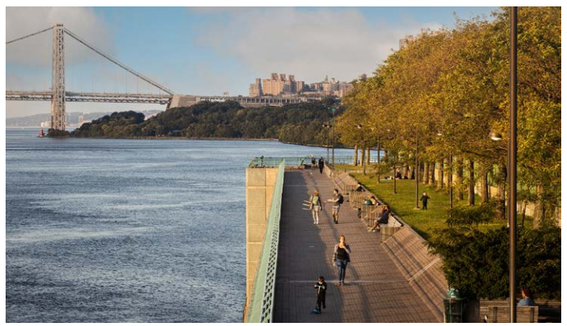
- Data Centers
- Film Studios

Public Benefit Overlays

- Riverfront Recreation
- Sports Complex
- Urban Agriculture
- Renewable Energy

A logistics and distribution hub will require significant infrastructure and access needs due to high volumes of truck traffic that would be moving in and out of the area. This use may be combined with public amenities, including open space or urban farms on rooftops (similar to New York's Riverbank State Park (right), which sits atop a wastewater treatment plant). Public access to these rooftop amenities could tie into the levee from the roof of the building, with separate circulation from truck and distribution center access.

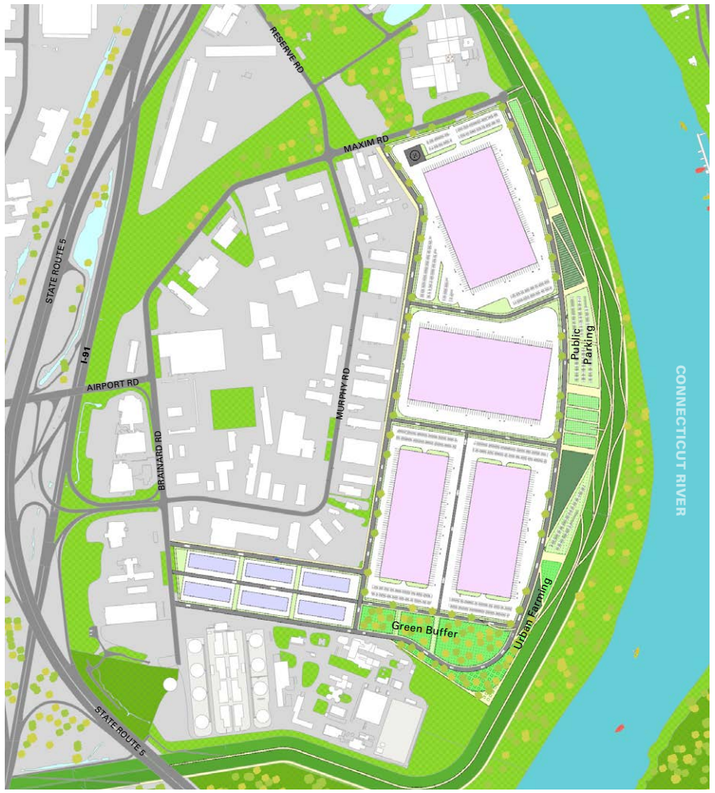




Riverbank State Park, NYC

Logistics & Distribution

Site Plan



Light Manufacturing & Industrial

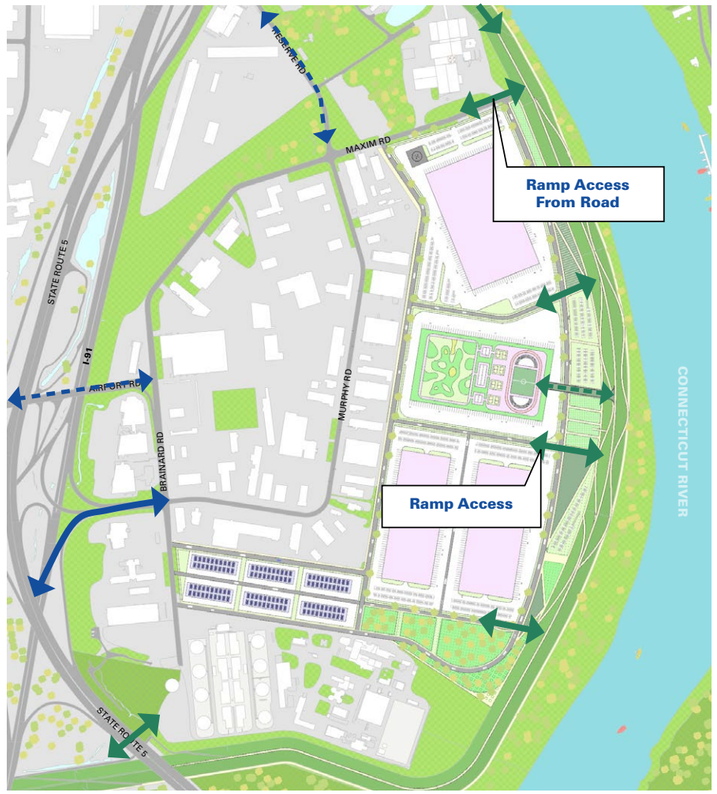
Logistics & Distribution

A logistics center could take advantage of strong connections to regional and interstate highways and be combined with other light industrial uses.

Typical distribution centers and fulfillment centers can be as large as 0.5 to 1 million square feet (roughly 23 acres), assuming a large percentage of the site. Distribution centers require significant loading dock infrastructure and must account for the wide turning radii of flatbed trailers and trucks.

Other truck-intensive industrial uses or uses such as film studios and data centers, could be contemplated as part of this paradigm and would tie into the general land use character of the South Meadows Industrial Area.

Site Access



Secondary Site Access

Primary Site Access

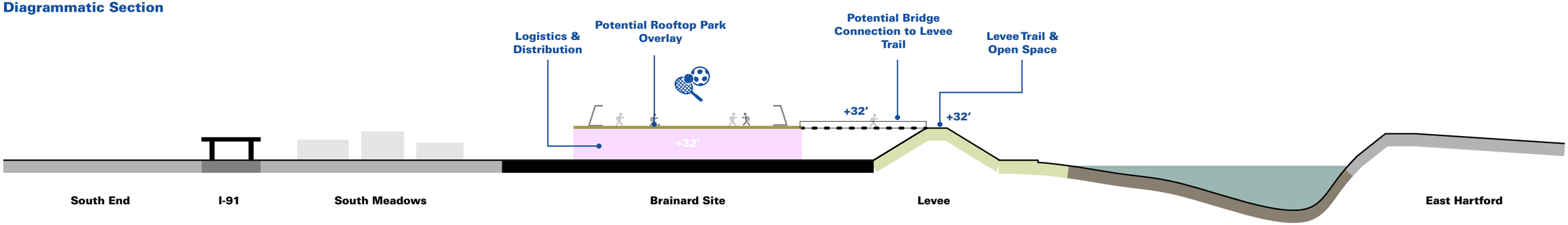
Levee Trail Access Points

Potential Roof Top Access Directly From Levee Top Via Bridge

The rooftops of the logistics buildings could be used to provide different possible public benefits, such as recreation space, events, urban farming, or renewable energy production. Examples of such uses are provided on the following page.

Access to and from these complementary uses will require careful consideration of how trucks conflict with pedestrian, bicycles, and private vehicles. As a result, public access would need to separated from the logistics uses as much as possible. Areas directly below the levee could serve as a buffer zone to separate these use, while providing space for landscape and public parking.

Diagrammatic Section



Logistics & Distribution

Pros
- High market demand and financial feasibility
- Low barrier to entry
- Relatively minimal infrastructure costs
- Middle wage/middle skill jobs
- Potential for public benefit overlays and riverfront access
- Compatible with existing South Meadows Industrial Area uses

Cons
- Increased truck traffic and pollution
- Loss of “catalytic” site with broader economic development potential
- Potential for traffic bottlenecks at key access points
- Low employment densities
- Highly space consumptive

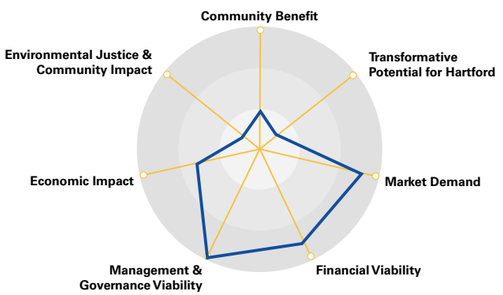
Phasing
The site could be developed by one entity or by several logistics companies over several phases. The phasing will depend on overall market demand and could result in a site with multiple parcels with different uses (similar to Rentschler Field).

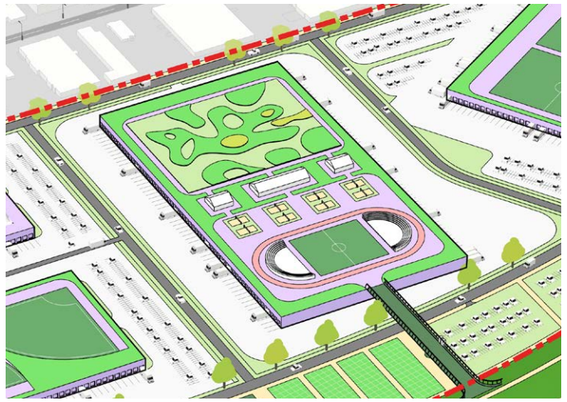
Timeframe
2-5 years
Logistics would require less environmental remediation and new site infrastructure than other uses. As a result, a new logistics center could be realized on the site relatively quickly.

Public Benefit Overlays
Logistics & Distribution

Logistics & Distribution Only

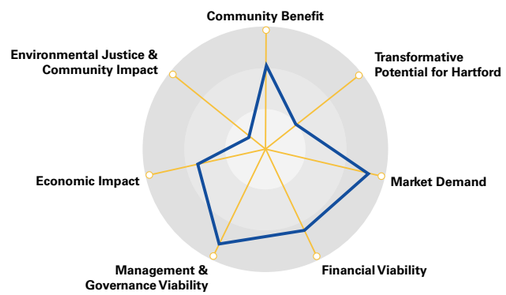
Without any additional overlay, a logistics center could produce negative externalities for surrounding communities, including additional truck traffic, carbon emissions, and access constraints. While some of these concerns would be offset by new jobs and economic activity, the legacy of environmental justice concerns in these neighborhoods and the current existence of polluting infrastructure must be taken into account.

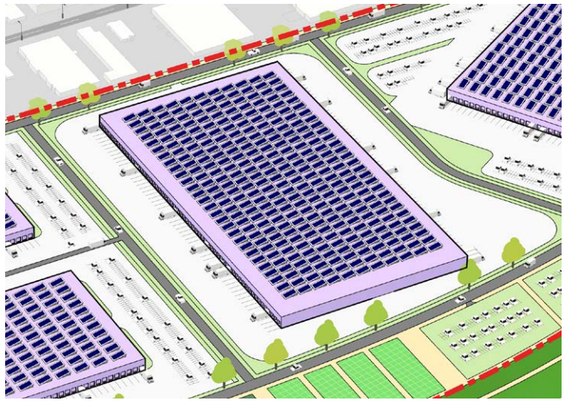




+ Sports Complex & Recreation

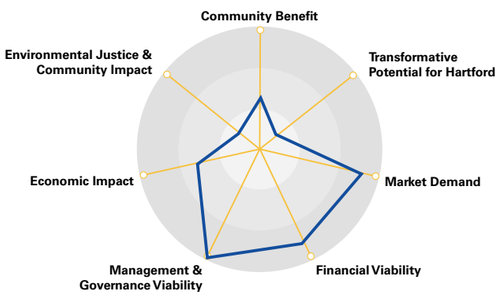
Large-scale sports complexes and venues, such as indoor gyms, soccer fields, golf, and other recreational uses, can be combined with heavy infrastructure and distribution systems. While this public benefit overlay would yield tremendous community benefit, it would also require significant investment to ensure that access ways, including paths, parking, and pedestrian access, are safely separated from distribution and logistics uses.

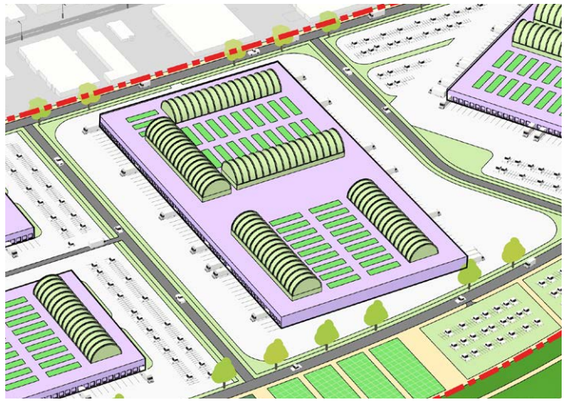




+ Renewable Energy

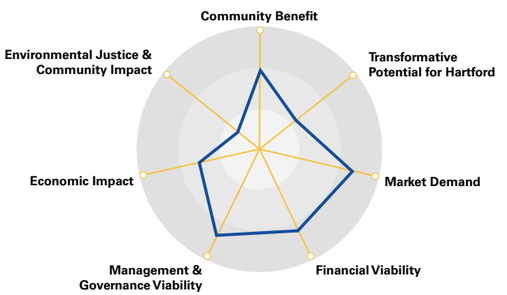
The combination of renewable energy and distribution has been explored by logistics companies in past projects. Installing solar PV panels on 2.8M sf of rooftop atop a potential distribution center developed on the airport site could yield roughly 8.1W of renewable energy per year, enough to power over 5000 homes.





Urban Farming/Food Production

Urban farming and food production, while not a use with a lot of precedent in combination with distribution centers, could be strategically located on the roof and benefit from proximity to the regional market. Large scale urban farming could provide access to fresh food in an area that has traditionally been a food desert and could offer a significant community benefit to surrounding neighborhoods.



3.3 Mixed Use Activity Center

The ambitious idea to create a large scale mixed use community on the Brainard site has a long legacy and generated significant interest, as well as debate, during the engagement and visioning process. Prior to the development of the airport, Hartford's 1912 City Plan by Carrère and Hastings envisioned the airport as a community of working class homes (Carrère and Hastings, 1912) with a flood control project similar to Boston's Back Bay. While this vision was never realized, similar themes reemerged in the 2006 MDC Plan, which recommended creating an energy independent community with residential, commercial, and entertainment uses.

Contemplated in tandem with the redevelopment or adaptive reuse of the MIRA Plant, a mixed use community on the airport site would immediately represent Hartford's most ambitious expansion in over half a century and would follow in the footsteps of other recent large-scale airport redevelopments, such as Stapleton Airport in Denver, CO, Mueller Airport in Austin, TX, Santa Monica (CA) Airport, and Downsview Park in Toronto, among many others.

While a mixed use activity center could be desirable and visionary from a community planning and development perspective, interviewees expressed significant reservations about the market and financial viability of this development paradigm. Many developers, including those with interests in Downtown Hartford and Downtown North, said that a large-scale development on the airport site could sap development activity away from Downtown, imperiling decades of investment and revitalization activity that is finally coming to fruition in the city center and DoNo (Downtown North). Others expressed serious concerns about the upfront infrastructure investment and environmental remediation that would be required to realize such a large scale vision, including the presence of coal tar on the site, years of pollutants that have accumulated from the airport itself, and potential MIRA plant.

The existence of the 32' levee further challenges this paradigm, given the tremendous expense that would be required to raise the site in order to have the riverfront views that would make it most valuable for multi-family residential development. While layering of the site, through earthwork and parking, could be achieved and has some precedent in Hartford, the uncertain market conditions for residential, office, and retail make this upfront investment impractical in the current market.

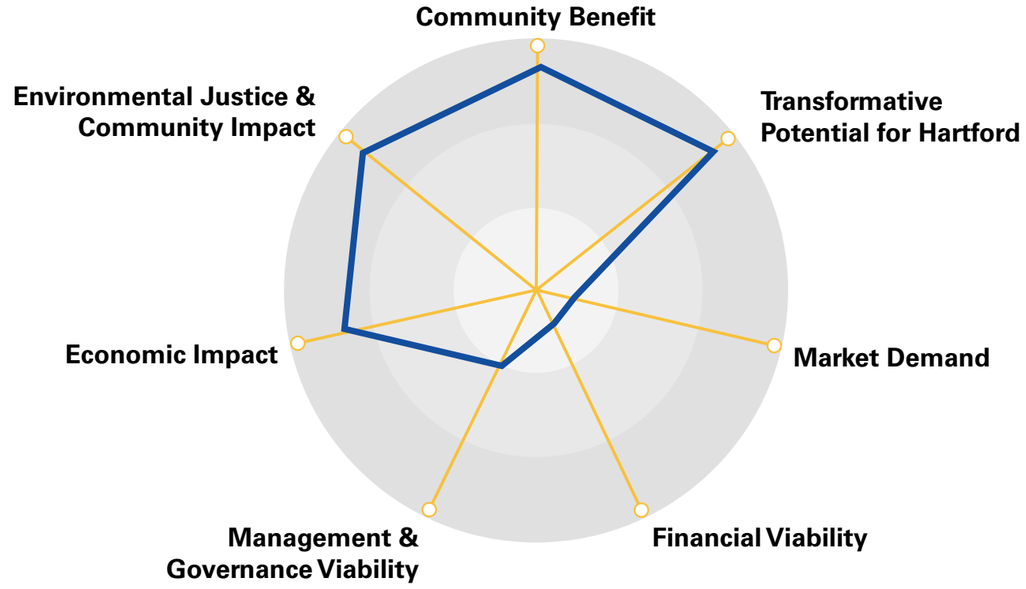
A mixed use activity center, while challenging from a development perspective, could also yield immense public benefit, including new parks, schools, mixed-income housing, offices, and light industrial spaces. Existing economic development activity and new investments across the river in East Hartford, spurred by Goodwin University, could be leveraged to support a broader vision for the airport site, especially if new physical and programmatic links were created across the Connecticut River. Mixed use development, if successful, could have the highest long-term return on investment for the City, generating significant tax revenue over the next 30 years.

Synergistic Uses Considered

- Events & Entertainment
- Big Box Retail
- Food & Beverage
- Manufacturing
- Institutional/Academic

Public Benefit Overlays

- Riverfront Recreation
- Sports Complex



Right: Riverpoint Condominiums, East Hartford
An example of how to use parking and landscape to integrate housing into the levee along the river.

Mixed Use & Activity Center

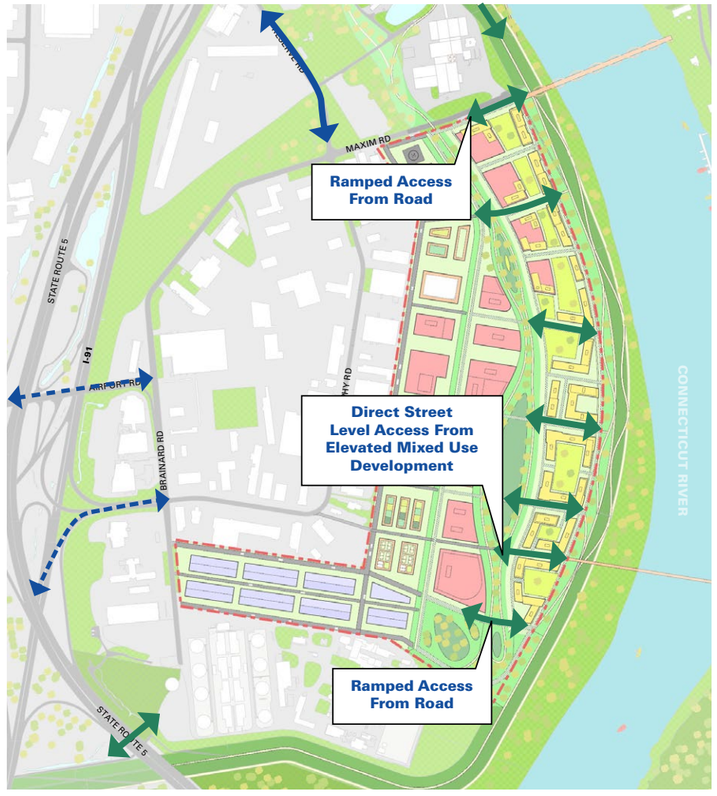
Site Plan

- Light Manufacturing & Industrial
- Event / Entertainment / Recreation
- Commercial / Office / Retail
- Residential / Mixed Use

Site access for a medium-density, mixed use development would require a complex, multi-level system of earthen berms, parking structures, and underground utilities and infrastructure systems.

The illustrative site plan at left envisions three tiers or levels of use, with multi-family residential (4-12 stories with ground floor retail) at the highest point overlooking the river, commercial office and retail in the middle tier alongside a central park, and event, commercial, indoor recreation/sports, and light industrial along the bottom and rear of the site. Landscape and industrial space would be used as a buffer to the wastewater plant. Two new pedestrian bridges are envisioned crossing the river, with an enhanced riverfront park along the levee and adjacent tow path.

Site Access

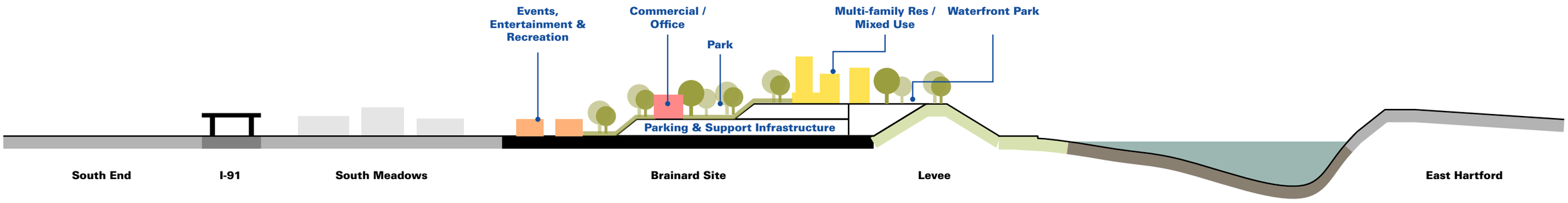


- Secondary Site Access
- Primary Site Access
- Levee Trail Access Points

Portions of the development could be 100% car-free and include a variety of publicly accessible amenities above the underground infrastructure. The majority of parking would be situated underground, including loading, trash, freight, and other utilities.

Multiple new points of public access to the river would be established, including improved crossings under the highways at the north and south end of the site, new connections to and through the south meadows industrial park, and improved connections to the regional market. Internal circulation would prioritize bicycle and pedestrian traffic and could leverage Hartford's leadership in electric vehicle planning to improve access to EVs, carshare, and other car-light infrastructure.

Diagrammatic Section



Mixed Use Activity Center

Pros

- High community benefit
- Significant open space and connectivity, including potential pedestrian bridge connections and trails
- New amenities, including retail, office, mixed-income housing, entertainment spaces
- Potential catalyst for citywide development with positive spillover effects
- Generates potential for adaptation of MIRA plant and connections to Sheldon-Charter Oak Landing
- Potential for increased connection to East Hartford marina

Cons

- Residential development may be isolated from the rest of the city, despite potential new trail connections
- Lack of financial feasibility under current market conditions
- High upfront investment in environmental remediation, infrastructure, etc.
- Adjacent industries and uses less compatible with mixed use development, including MIRA plant and wastewater treatment plant.
- Challenging staging of infrastructure requirements

Phasing

Phasing of a large-scale mixed use development would occur over decades, not years. The City would need to engage a multi-agency team and partner with a consortium of developers to begin realizing such an ambitious vision. A project of this complexity would likely require 4+ phases of development.

Timeframe

10-30 years

Similar large sites have come to fruition over 20-30 years of development.

3.4 Advanced Manufacturing, R&D & Aviation Technology

Historically, the Hartford region has thrived in both the service sector, as a home to major insurance companies, and the manufacturing and research sectors, as home to Pratt & Whitney, Black & Decker, and other companies that produced everything from firearms to typewriters. While Hartford is no longer a major center of industrial production, the region's highly educated workforce, buoyed by strong local institutions, continues to attract residents, companies, and investors to the region.

As adjacent markets like Boston, New York, and New Haven have grown increasingly expensive, Hartford has become a more attractive and low cost place to start a business, attracting small start-ups, young entrepreneurs, and local residents in search of opportunity. Some of the region's fastest growing jobs are in non-traditional sectors like micro-breweries and distilleries, indicating that the spirit of entrepreneurship is alive and well in the city.

While very few interviewees indicated that they would want to maintain the airport in its current state, several suggested considering a use or combination of uses that could reframe and reinvent the airport's role in aviation, advancing the site as a testing facility for drones and autonomous vehicles, while also creating a research hub that could partner with local institutions and carve out a unique niche for the city.
Numerous post-industrial cities, most notably Pittsburgh and Detroit, have sought to reinvent themselves as hubs of advanced research, manufacturing, and technology. With strong links to local institutions and companies and an existing airport proximate to Downtown, Hartford could reinvent the Brainard airport as a high-tech testing ground for experimental new technologies, leveraging the city's proximity to major knowledge centers, its relatively low cost of living and real estate, and its access to skilled labor.

Other cities are already paving the way. In September 2021, New York State announced the implementation of 50-mile 5G unmanned drone corridor running between Syracuse and Rome, New York, cities with markets more similar to Hartford's. Rome's airport is registered as one of the only unmanned aircraft testing sites in the United States, a designation that Hartford-Brainard could explore and would make it competitive for technology firms from the surrounding region.

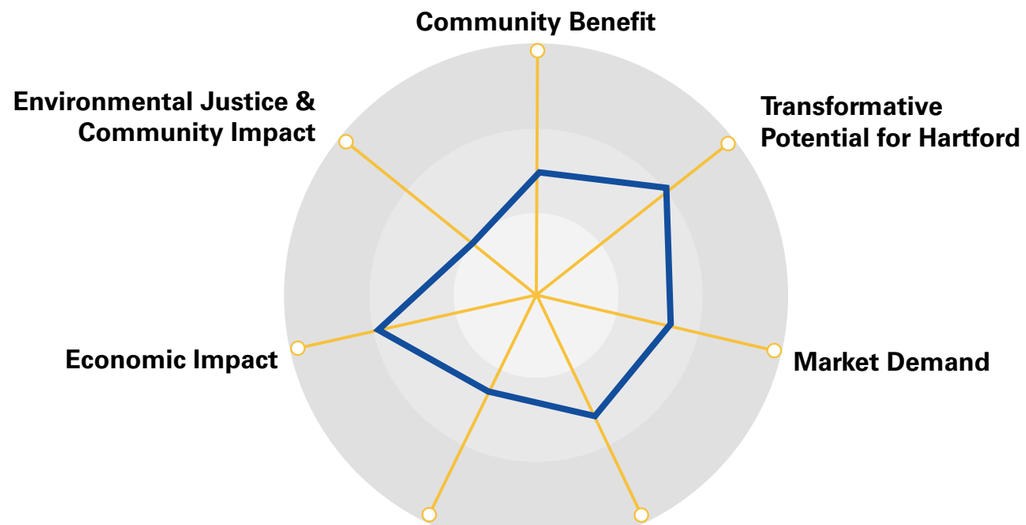
In addition to fostering new research and advanced manufacturing that builds on the airport's legacy in flight, the site could establish stronger linkages with the plans afoot to make the Regional Market into a nexus of local food production. New production spaces for breweries, food production, and light industry could even be combined with the adaptive reuse of the MIRA Plant. Silo City in Buffalo and Bethlehem (PA)Steel Works (SteelStacks) both offer strong precedents for the reuse of industrial sites around placemaking, arts, and events.

Synergistic Uses Considered

- Corporate Campus
- Institutional Campus
- Biomedical

Public Benefit Overlays

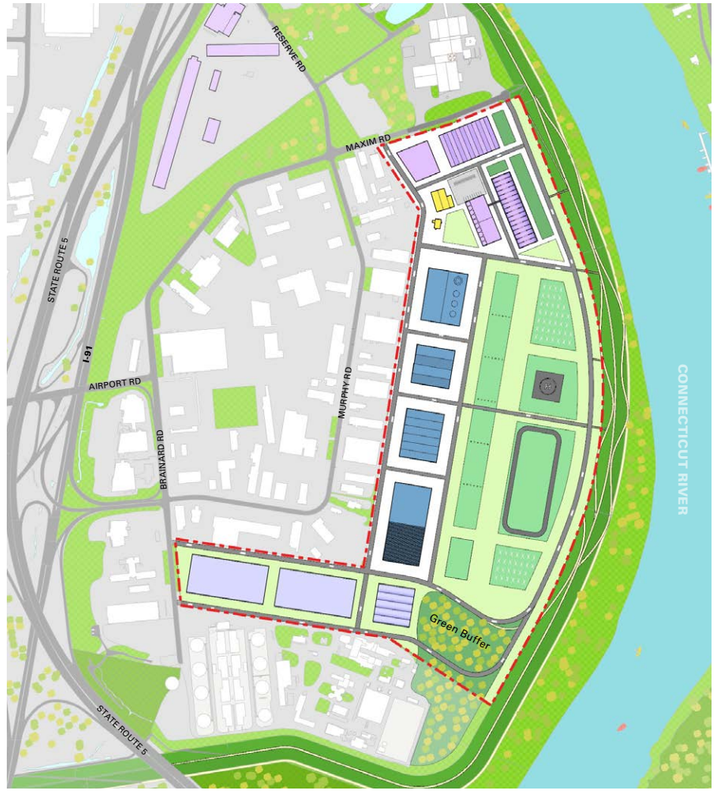
- Riverfront Recreation
- Adaptive Reuse



University of Buffalo Drone Testing Center

Aviation Technology / Advanced R&D / Drone Testing

Site Plan

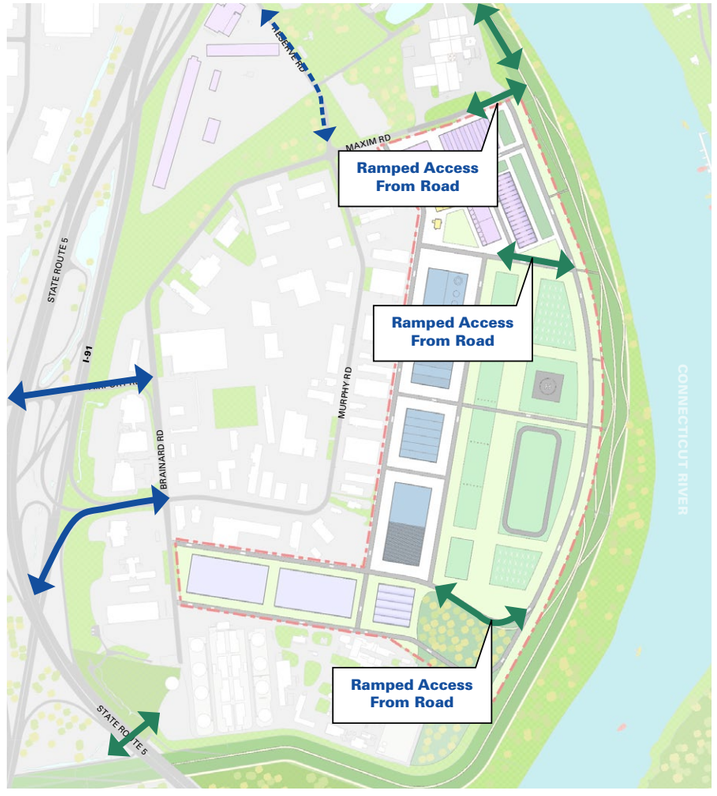


- Adaptive Reuse
- Food & Beverage Manufacturing
- Light Manufacturing & Industrial
- Advanced R&D
- Aviation / Drone Testing

As an existing FAA designated airfield, Brainard already has much of the infrastructure to support unmanned aircraft testing. Nevertheless, to take full advantage of the site and adapt to the future, the City should strongly consider limiting or eliminating the airport for recreational flight, which could pose significant obstacles to future development of sites and place restrictions on the use of land that would impede development.

The site at right illustrate how much of the site could be allocated to researching and testing, with area at the north and south reimagined as light-industrial spaces for warehousing, small-scale production, and breweries.

Site Access

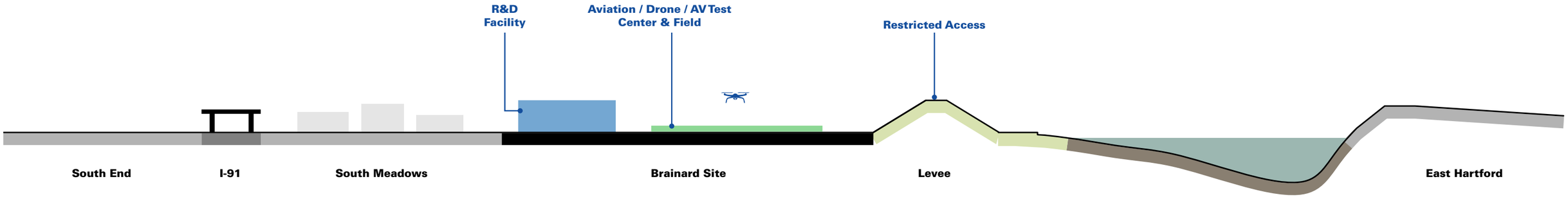


- Secondary Site Access
- Primary Site Access
- Levee Trail Access Points

As with the other paradigms explored, here, public access and riverfront recreation are possible as part of an aviation testing and R&D development. Trail development would need to account for potential access and security concerns raised by FAA, as well, potential access constraints for any secure testing sites or facilities.

To make the highest use of public access, land uses that invite the public into the site (like breweries or urban agriculture) could buffer the site from the research area, separating the two uses while safeguarding the public.

Diagrammatic Section



Aviation Technology/ Advanced R&D/ Drone Testing

Pros

- Leverages connections to adjacent regional hubs and knowledge centers
- Takes advantage of existing FAA designation as airfield
- Strengthens industrial core of South Meadows with potential positive spillover effects to the larger area
- Create opportunities for new niche light manufacturing industries like brewing and food production
- Links to Regional Market revitalization strategy

Cons

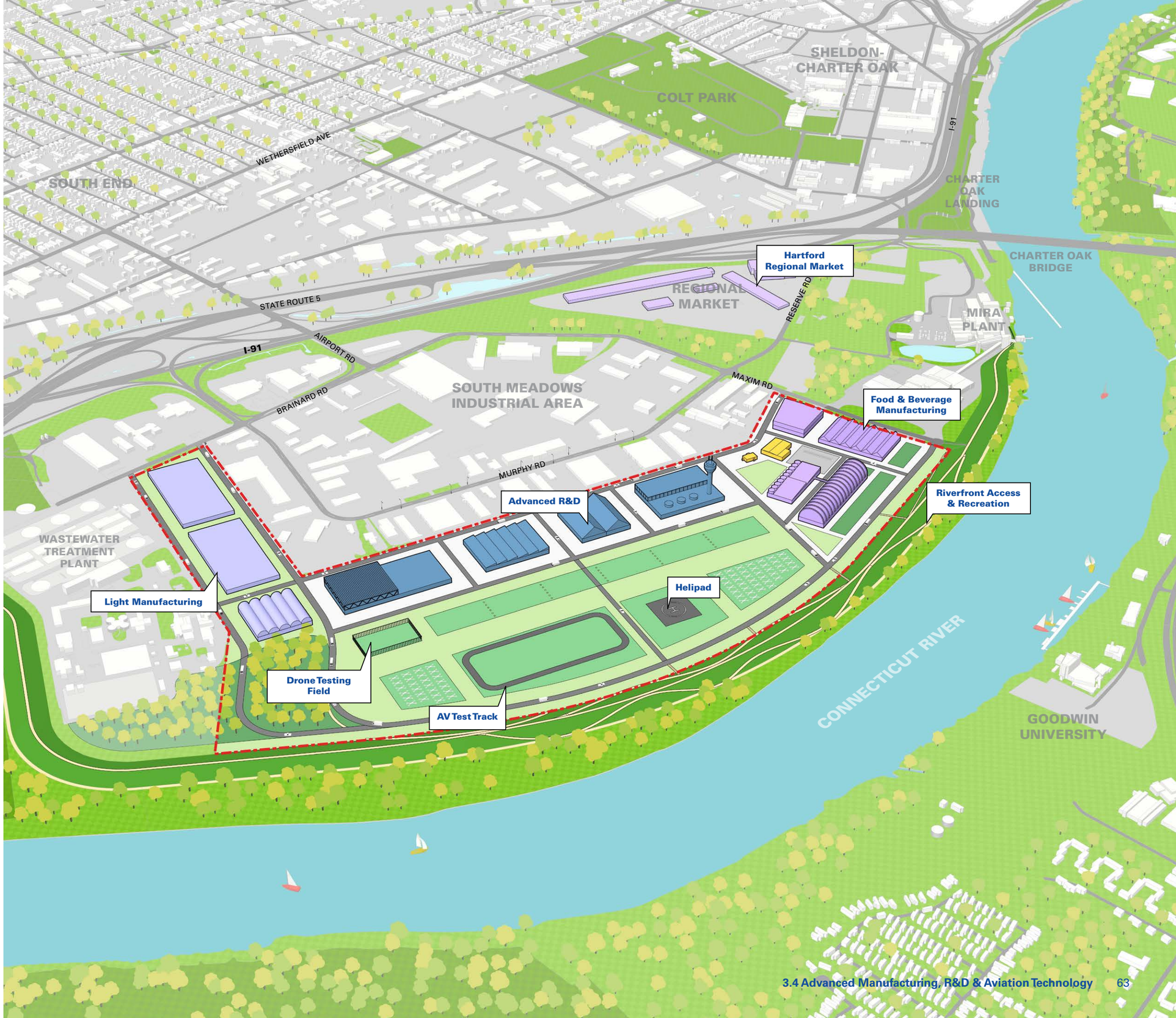
- Closure of airfield to recreational pilots may be challenging if site remains open to drones and helicopters
- Speculative market and unproven economic value for testing sites
- Research positions may not benefit working class communities, depending on structure of job growth plans and community benefits
- Large portions of existing site remain relatively underutilized

Phasing

Depending on the timeframe in which the State and its partner entities can designate the site as a testing ground for unmanned drone flights and the ability to obtain partners for implementation and execution, transformation of the site could take anywhere from 5 to 20 or more years and would most likely take place over 3 to 4 separate phases of development.

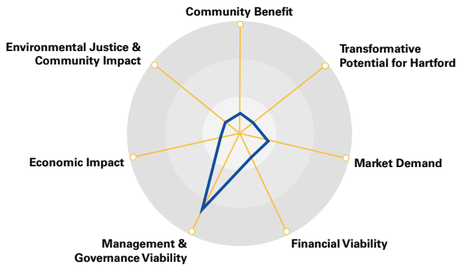
Timeframe

5-20+ years



3.5 Development Paradigm Summary

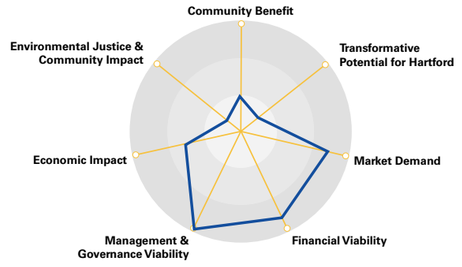
Existing Use | Airport

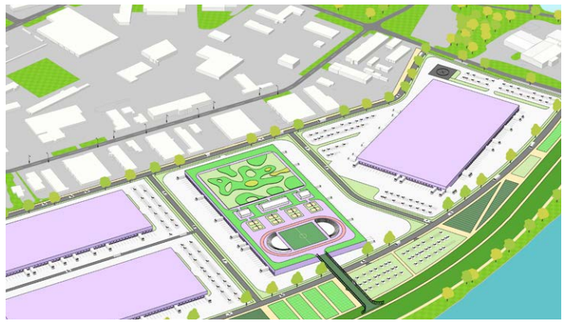


Pros
- Could still allow for north-south riverfront trail and general access improvements in South Meadows even if no redevelopment occurs
- Fosters local aviation industry, workforce training, and small companies
- Provides airfield for single and twin-engine recreational flight
- Maintains emergency functions for health and security (may also be possible under alternative redevelopment scenarios)

Cons
- Annual operating loss of $500,000 - $1M (CAA)
- Lost potential development opportunities in tandem with Regional Market and MIRA Plant
- Continued pollution and negative environmental impacts of air travel
- Low site utilization with lack of access to the riverfront for Hartford residents

Logistics & Distribution Center

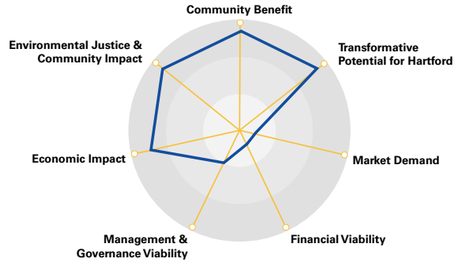




Pros
- High market demand and financial feasibility
- Low barrier to entry
- Relatively minimal infrastructure costs
- Middle wage/middle skill jobs
- Potential for public benefit overlays and riverfront access
- Compatible with existing South Meadows Industrial Area uses

Cons
- Increased truck traffic and pollution
- Loss of “catalytic” site with broader economic development potential
- Potential for traffic bottlenecks at key access points
- Low employment densities
- Highly space consumptive

Mixed Use Activity Center



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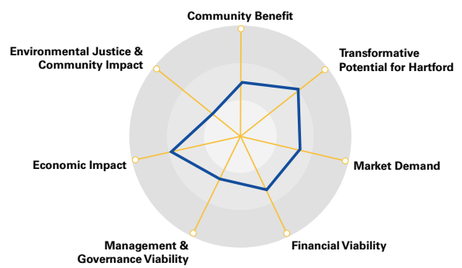
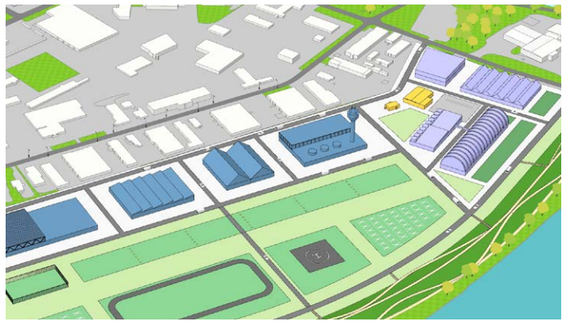
Advanced Manufacturing, R&D, and Aviation Technology Hub





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- Large portions of existing site remain relatively underutilized

4. Implementation & Next Steps

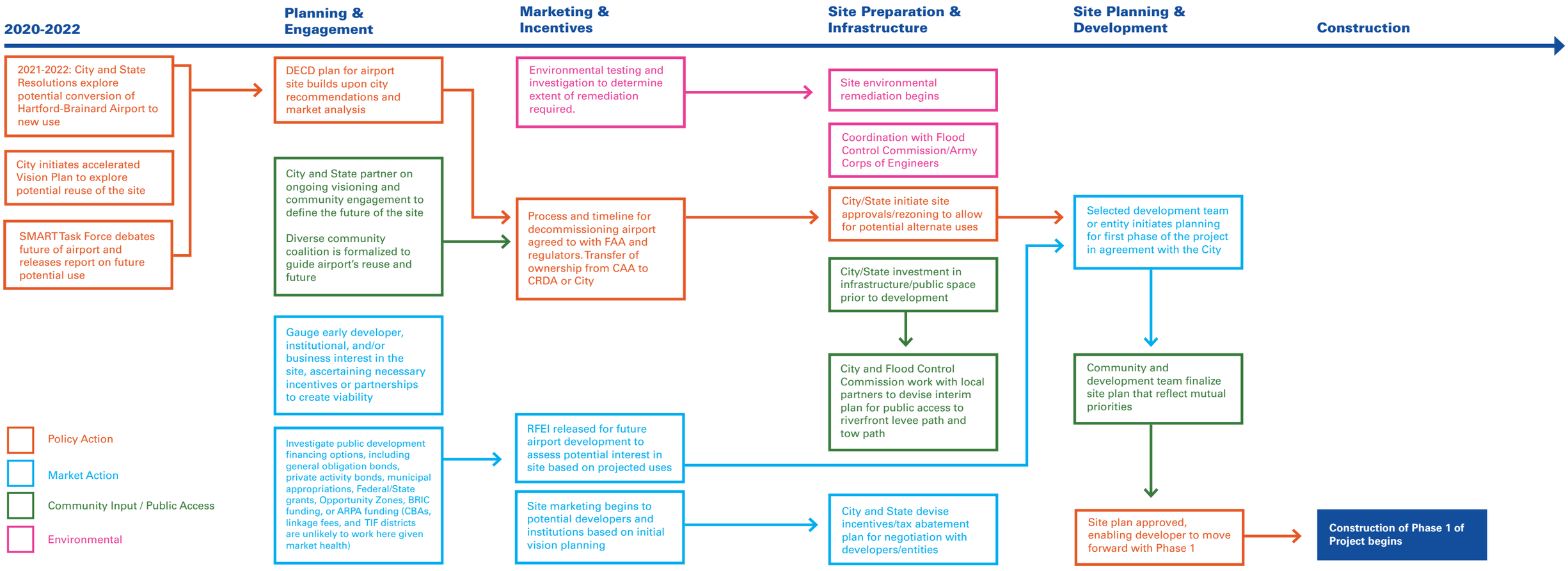
Implementation & Next Steps

The development paradigms set forth in this report reflect three illustrative potential visions for the future use of the airport. Each of these uses will require a unique implementation timeline and strategy, demand further study, outreach, and engagement, and necessitate strategic partnerships to bring them to fruition.

While each of these scenarios necessitates different sets of analyses and considerations, certain baseline steps need to be taken for all of these options. Suggested next steps are illustrated in the hypothetical implementation timeline below.

Critical Near-term Action Items

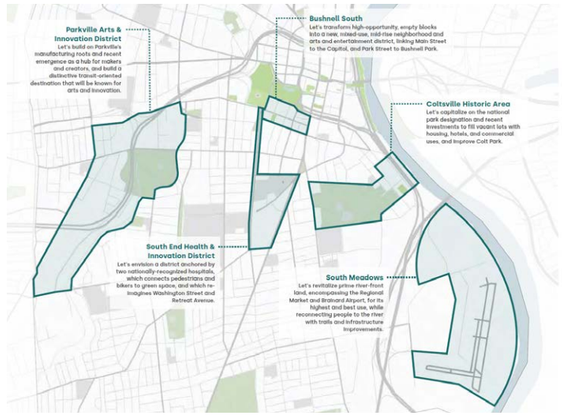
- Align with DECD on planning goals and scope for future study on airport reuse
- Build on SMART Task Force by organizing a coalition of key stakeholders to guide the future development of the airport
- Assess impacts and economic potential of study uses, including any unforeseen obstacles, permitting concerns, etc.
- Present report and next steps to community stakeholders, elected officials, and developers



5. Appendix

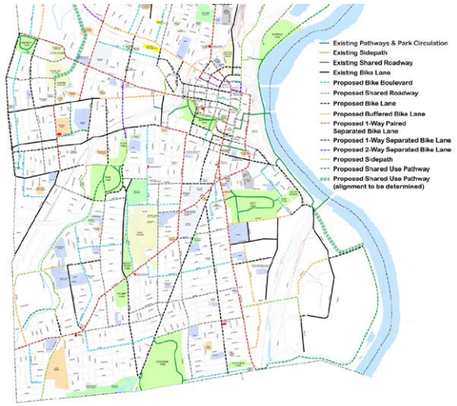
5.1 Past Plans Review

Past Plans Review



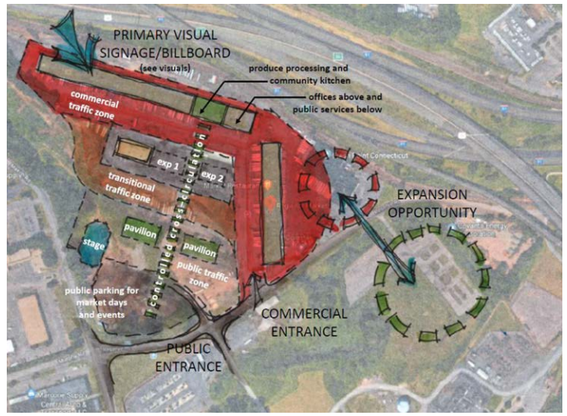
City of Hartford POCD 2035 Plan
City of Hartford
2020

- South Meadows one of 10 transformative projects proposed
- Revitalize riverfront and connect resident to river through trails and infrastructure
- Calls for City to make a plan for the future of under-utilized Brainard airport by 2035, either redevelopment or significantly increasing air service
- Sees Hartford as being well located and as "having natural beauty and agriculture, mountains and the sea; a central position along the "knowledge corridor"; and a mid-point position between the Northeast's two major metropolitan areas, Boston and New York"



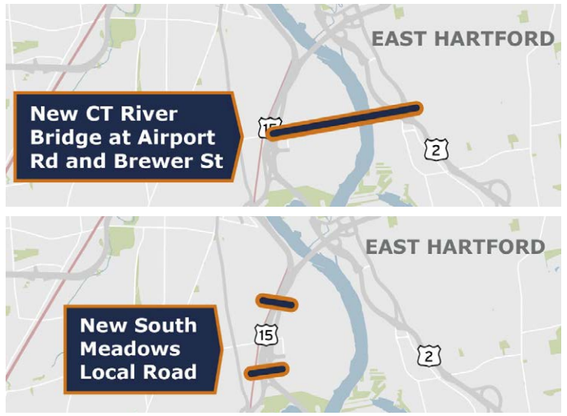
City of Hartford Bicycle Master Plan
City of Hartford
2019

- Proposes a shared use pathway along the River that will connect the area to existing riverfront paths and parks to the north, starting at Wilbur Cross Hwy/Charter Oak Bridge
- Added one way paired separated bike lane on Wethersfield Ave. will offer bike access to South End extending up through Downtown Hartford and all the way to North End
- Proposes smaller buffered bike lanes and side paths within the study area, offering connections from Wethersfield Ave. eastward (note: these are Phase 4, or lowest priority



Connecticut Regional Market Report
Capital Regional Development Authority (CRDA)
2018

- Says that the CRM is the largest perishable food distribution facility between New York and Boston
- Development of a property management plan
- Marketing plan to attract new core businesses and expand the Farmer's Market & leasing strategy to stabilize and grow the tenant base
- Capital Plan and budget to address ongoing operations and future development
- Development of strategic partnerships to support funding needed to take the business and Farmer's Market to the next level

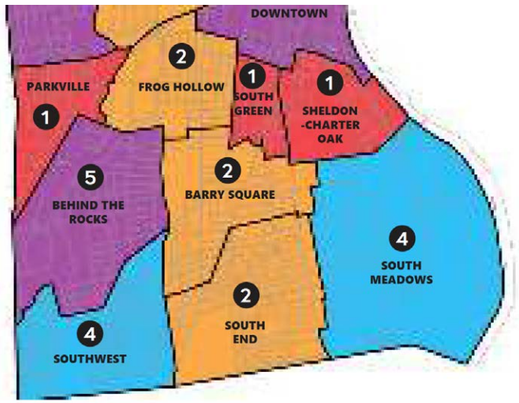


Greater Hartford Mobility Study (Draft)
CT Department of Transportation
2020 - 2022 (Ongoing)

It is a study of the greater Hartford region aimed at addressing mobility challenges and making transportation recommendations for improving public safety and expanding mobility choices to all users. Some relevant capital projects its lists are:

- **New CT River Bridge at Airport Rd and Brewer St:** Add a multi-modal connection between Hartford and East Hartford, reduce the need for short-distance trips to use the freeways, and improve access to the South Meadows.
- **New South Meadows Local Roads:** Improve east-west connectivity between residential and industrial areas in this area and reduce traffic demand on Airport Road.

Past Plans Review

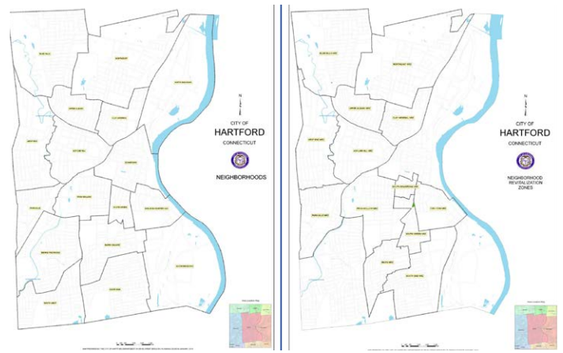


Tree Canopy Action Plan
City of Hartford
2020

- Plan aims to increase citywide tree coverage from 25% to 35% within 50 years
- South End neighborhood has about 175 acres of existing tree canopy, and about 125-50 additional acres of possible tree canopy
- South end neighborhood is high priority based on low existing tree canopy and neighborhood vulnerability/needs (2nd tier out of 5) for reforestation; South Meadows is lower priority (tier 4 out of 5)

Sheldon-Charter Oak Neighborhood Strategic Plan
CSS/CON & CoH
2007

- Capitalize on proximity to the Brainard airport
- Increase density in the surrounding neighborhood (both commercial and residential)
- Historic preservation and restoration, including restoration of the Colt Factory and a national historic park on the Colt site
- The south side of Wawarme Avenue should be rezoned as high density residential. While this area is not within their neighborhood boundary, developing this area into housing would bring more users to the park and more patrons to support local businesses.



OOne City One Plan: Plan of Conservation and Development for 2020
City of Hartford
2011

Goals for South Meadows community:

- Improve traffic conditions on Airport Road
- Conduct a study in the reuse of Brainard Airport
- Eliminate incompatible uses such as adult entertainment, and environmentally sensitive uses

Reimagining Main Street
DDS & City of Hartford
2021

- Though not the focus area of the plan, the plan considers the southward extension of main street (Wethersfield Ave.) as a critical corridor

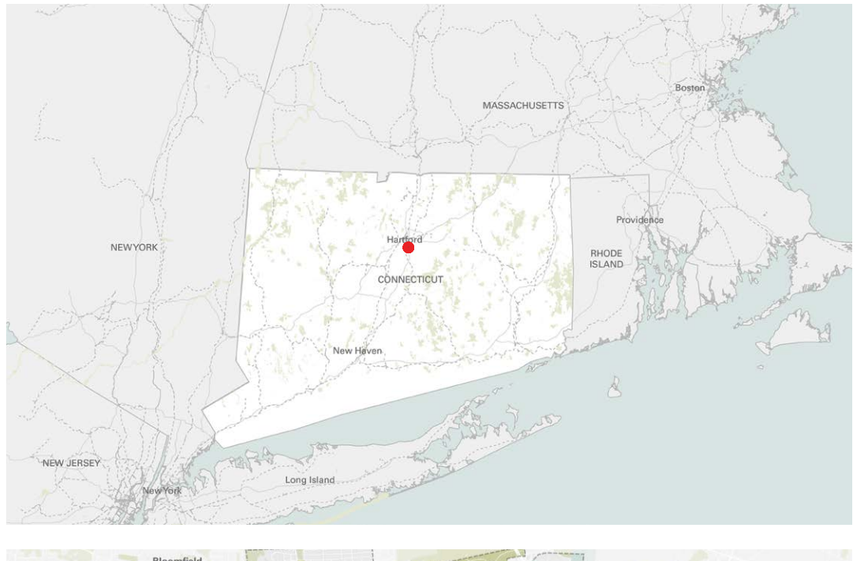
Complete Streets Plan
City of Hartford
2020

- The plan is an overall guideline and provides standards on complete streets, what its various aspects are and a rough plan on how to organize and implement it.
- This includes which stakeholders and experts to engage, how to phase and how to find funding.
- The plan is not area specific and does not map the specific streets/target areas.

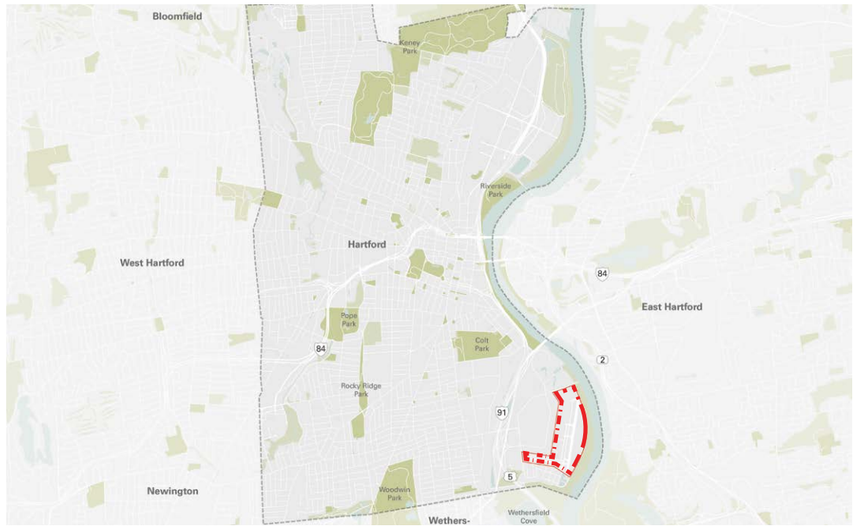
5.2 Supplemental Maps

Airport Site in Context

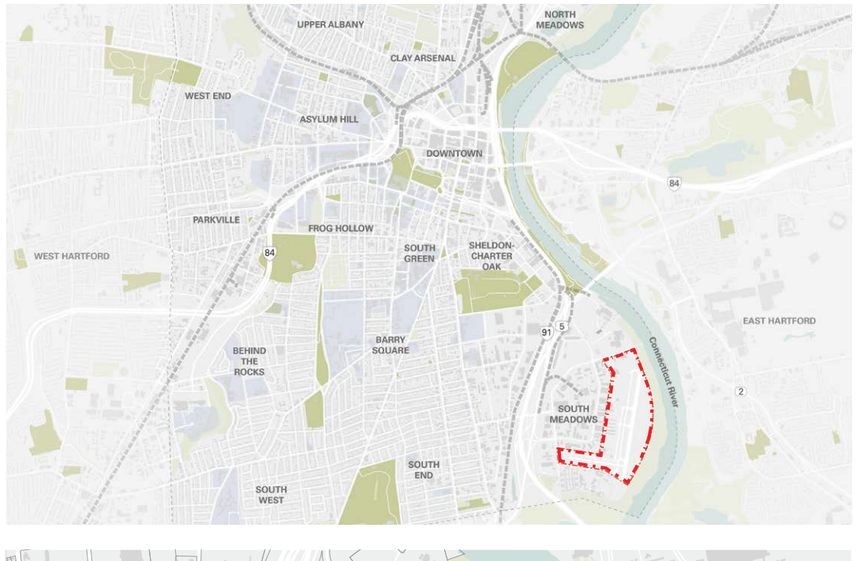
1. Region



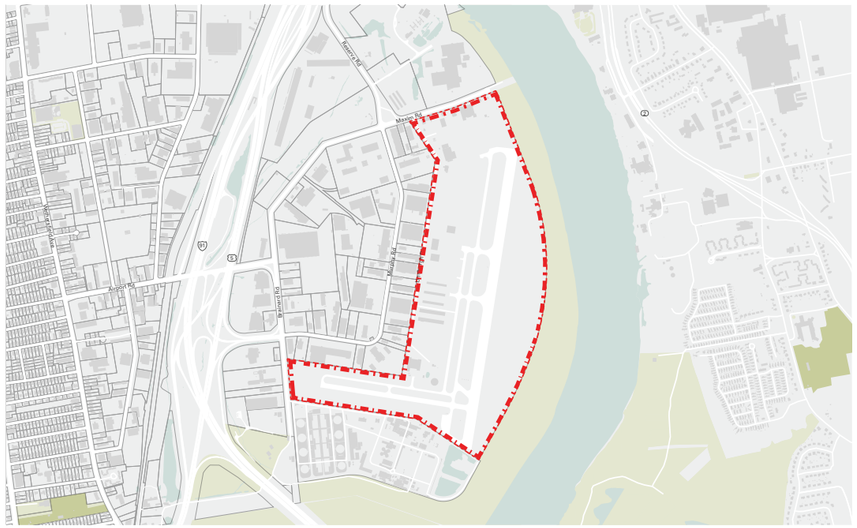
2. City



3. Neighborhood



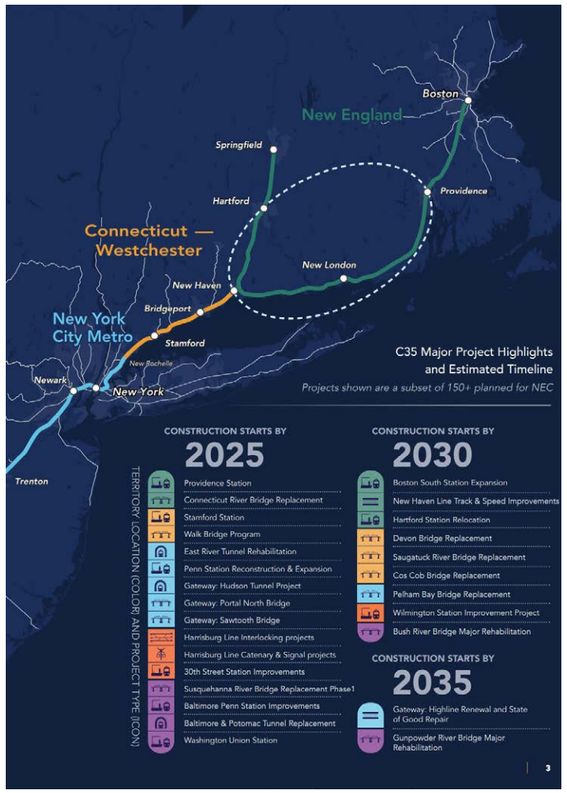
4. Site



Regional Scale

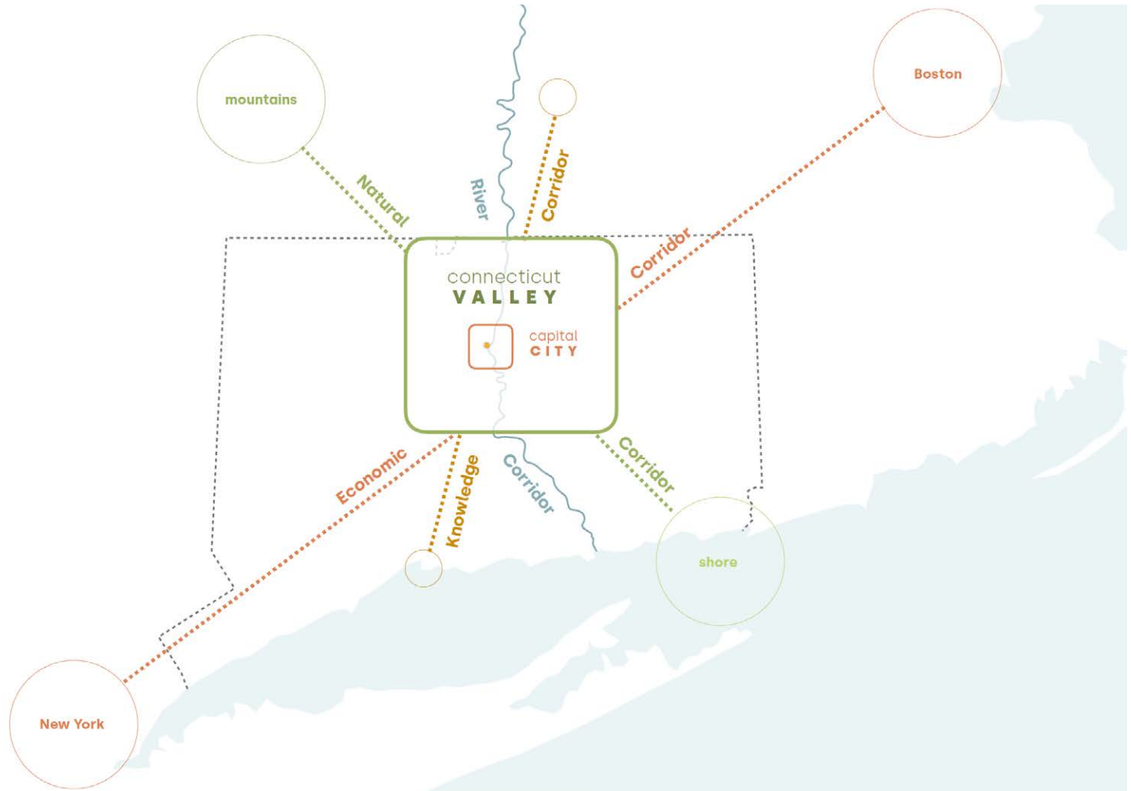
Key Connections: CONNECT NEC 2035

The CONNECT Northeast Corridor 2035 plan hopes to speed up rail transit times between Boston & NY by proposing a new direct rail connection from NY to Hartford. This new rail line would make Hartford a key in between destination with a very strategic location, and open up opportunities to grow jobs in emerging industries.



Hartford's 2035 Plan of Conservation and Development (POCD)

Points to Hartford's strategic location at the heart of several critical corridors. Located between Boston & NY it also falls between the economic, knowledge & ecological corridors.

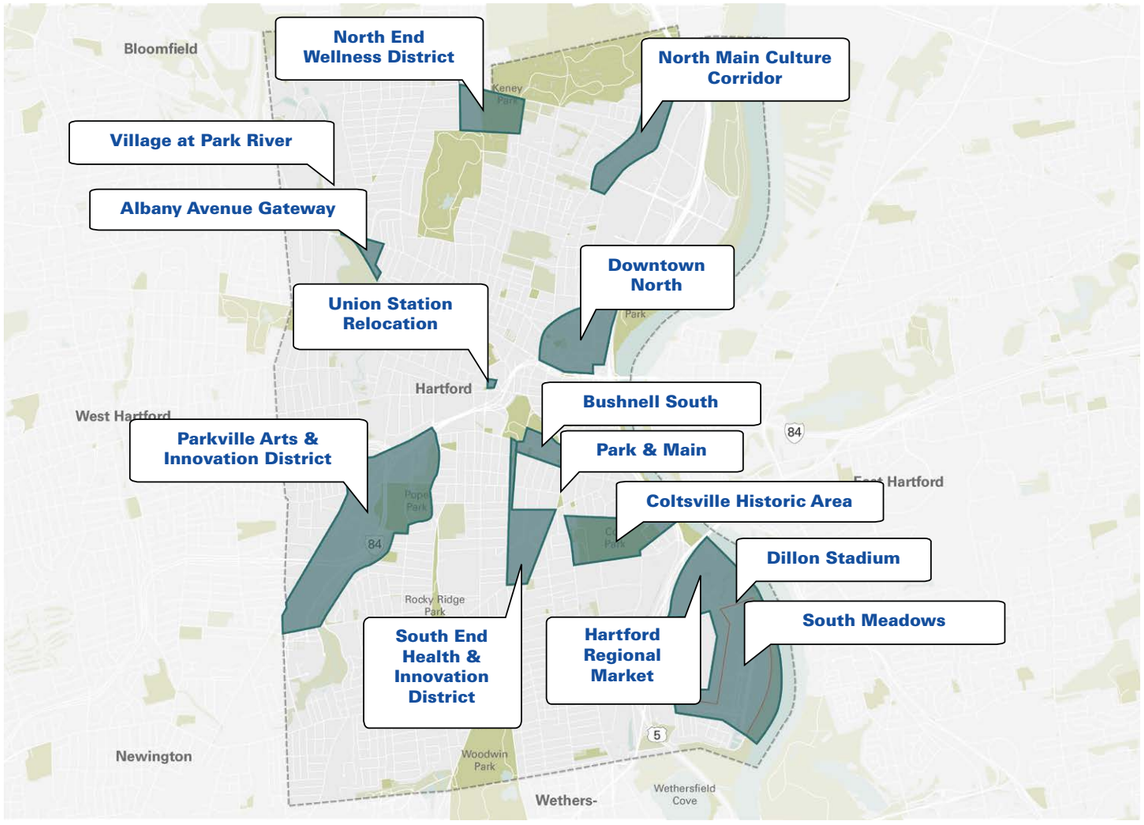


City Scale

POCD 2035 Transformative Projects

Hartford's 2035 Plan of Conservation and Development (POCD) aims to "make the Capital City more sustainable, prosperous, equitable, mobile, and vibrant in the hopes of increasing overall community well-being". It has a focus on public space, environment and healthcare.

South Meadows is one of the 10 transformative proposals which Revitalizes the riverfront, connecting residents to the river through trails and infrastructure.



Water

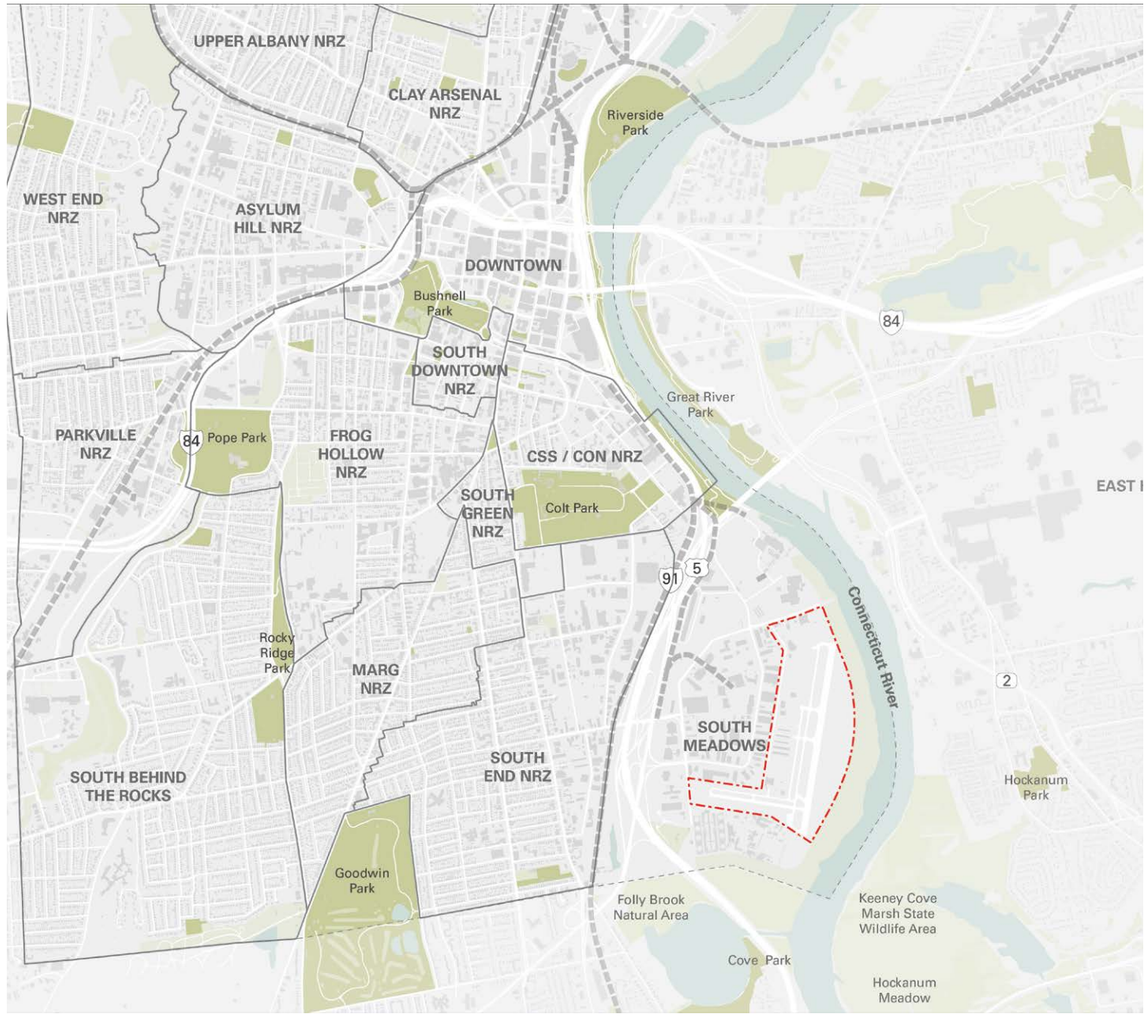
Open Space

Project Boundary

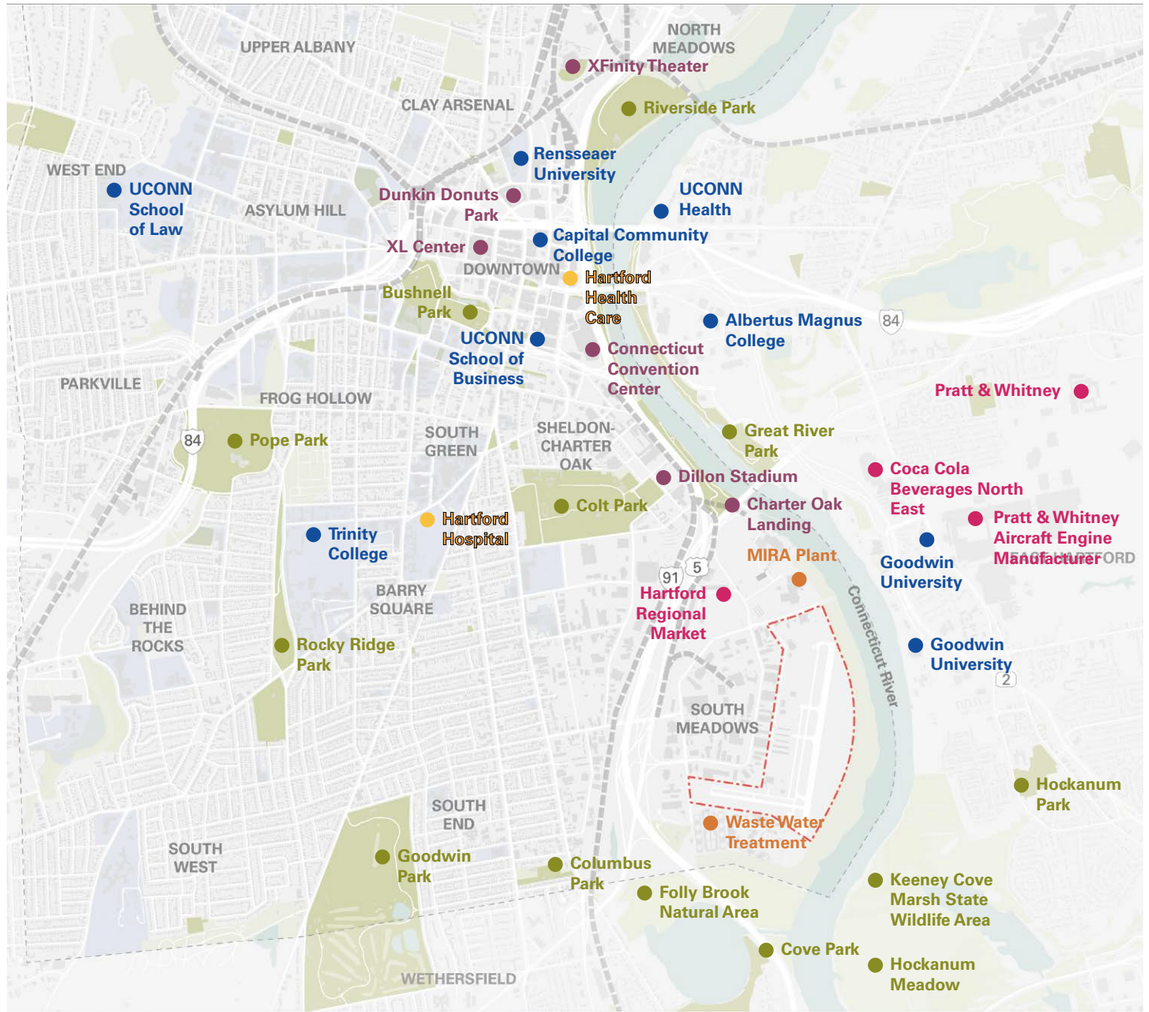
Bike / Walk Shed

Neighborhood Scale

NRZ Boundaries



Institutional Context



Site Scale

Zoning

Downtown Districts

DT-1 DT-2 DT-3

Main Street Districts

MS-1 MS-2 MS-3

Comm. Ind. Mix Dist.

CX-1 CX-2

Industrial Districts

ID-1 ID-2

Multi-Use Mix Districts

MX-1 MX-2

Neighborhood Mix Districts

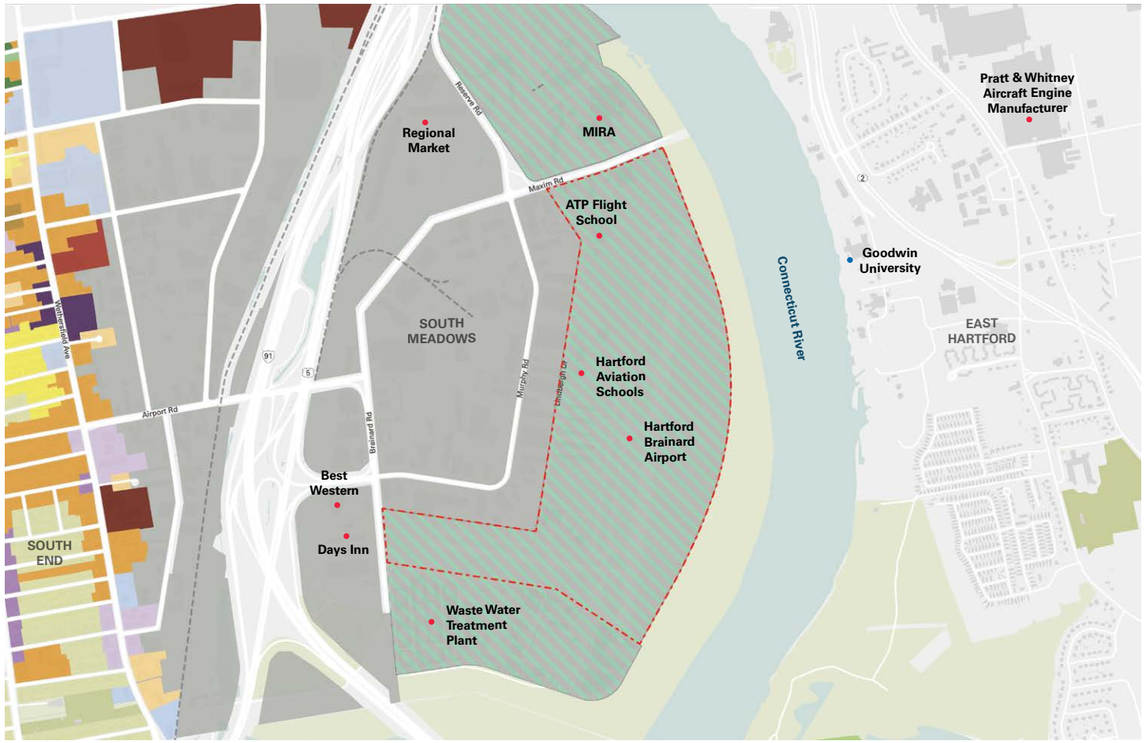
NX-1 NX-2 NX-3

Neighborhood Districts

N-1-1 N-1-4 N-2-1 N-2-2 N-2-3 N-3-1 N-3-2 N-3-3 N-4-1 N-4-2 N-5-1 N-5-3

Zoning Overlays

CT River



Parcel Ownership Map

Federally Owned

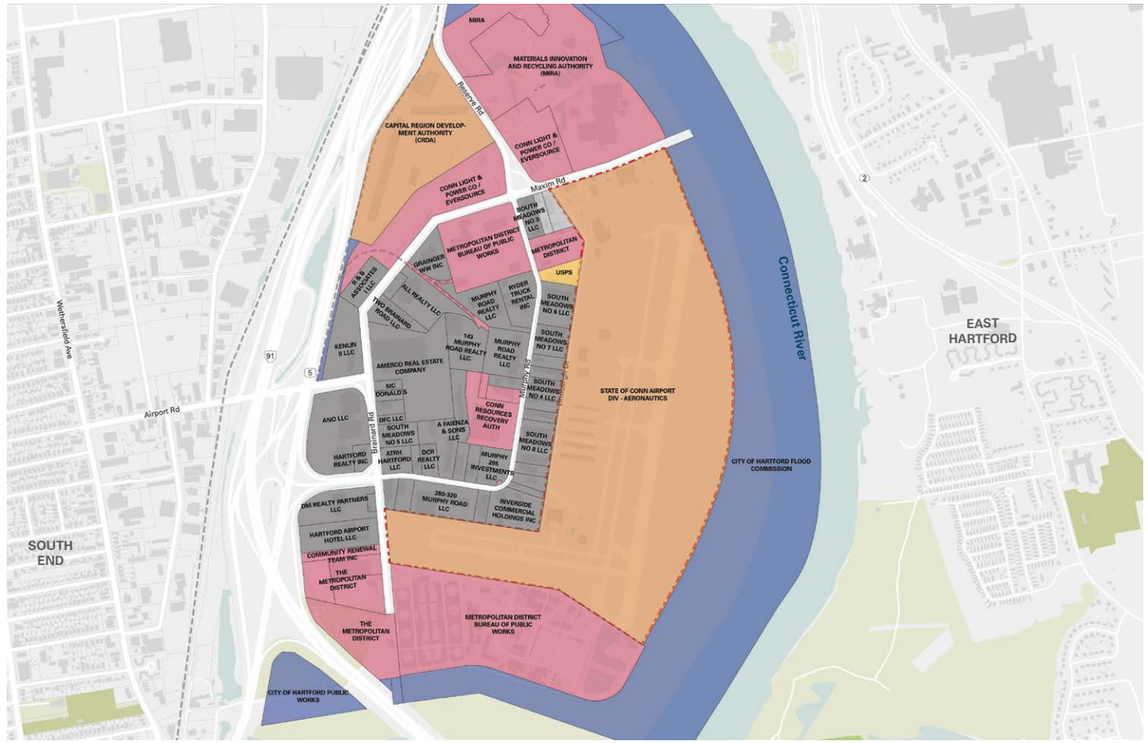
State Owned

City Owned

Utility / Public Benefit Corporation

Privately Owned

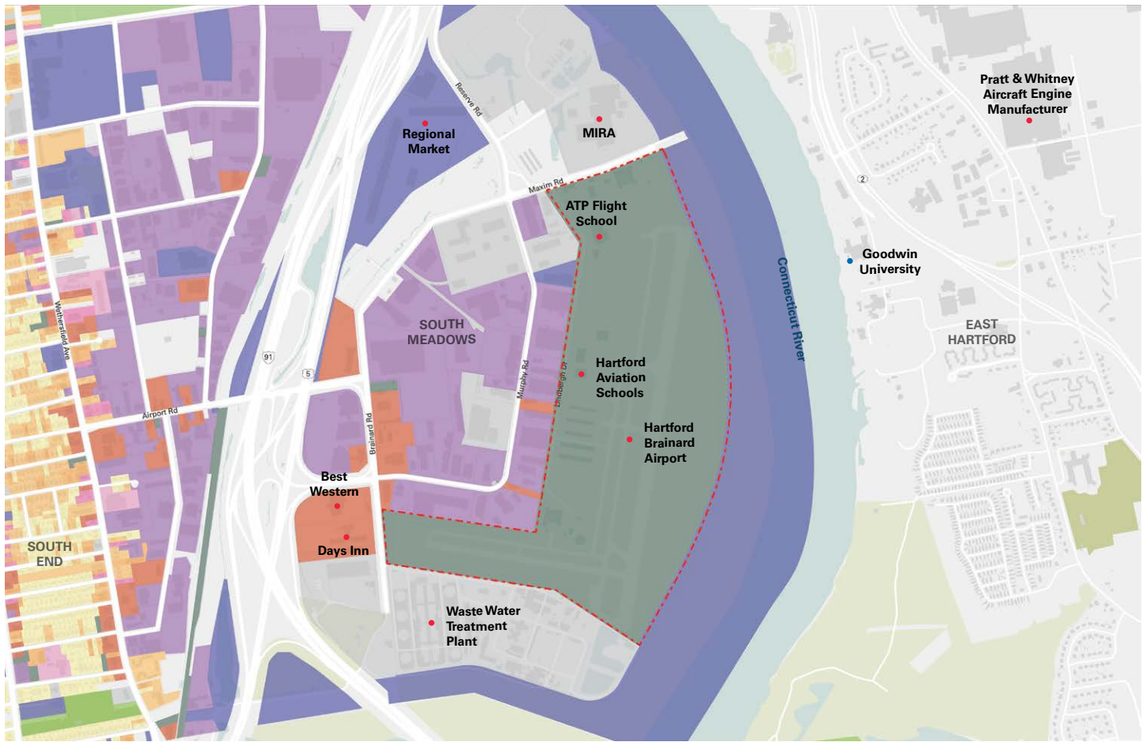
Unspecified



Site Scale

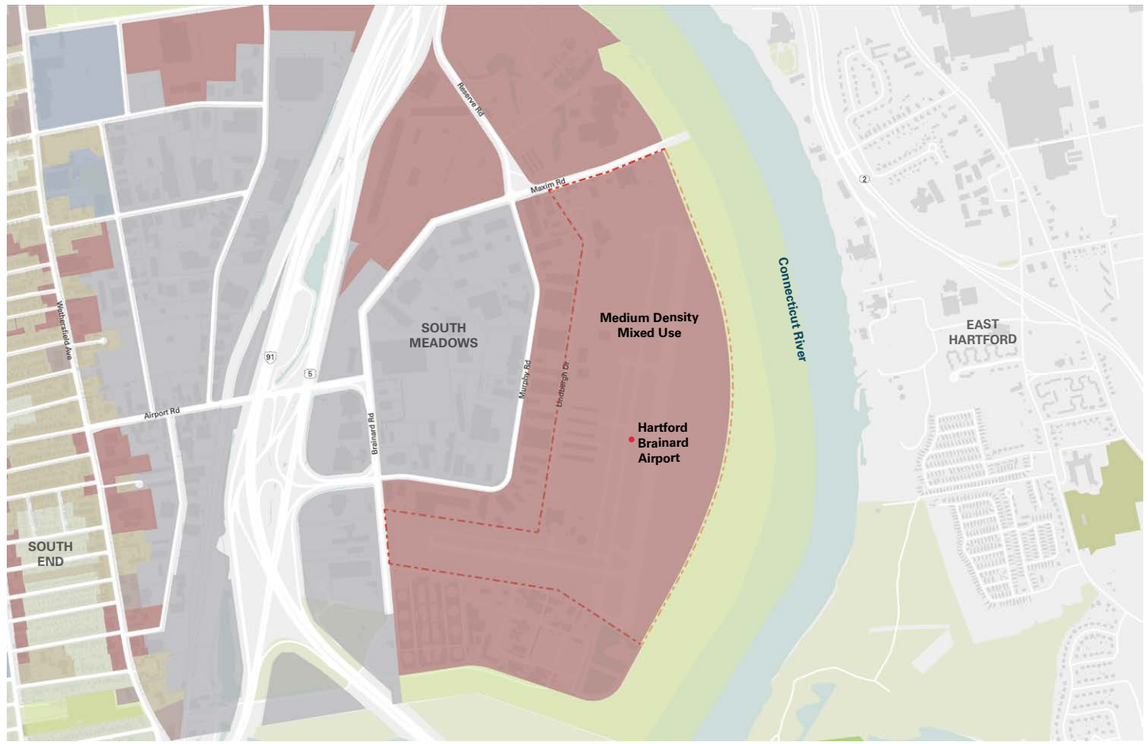
Existing Land Use

- Mixed Use
- Transportation
- Religious
- Commercial
- Parks
- Public / Civic
- Industrial
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Miscellaneous



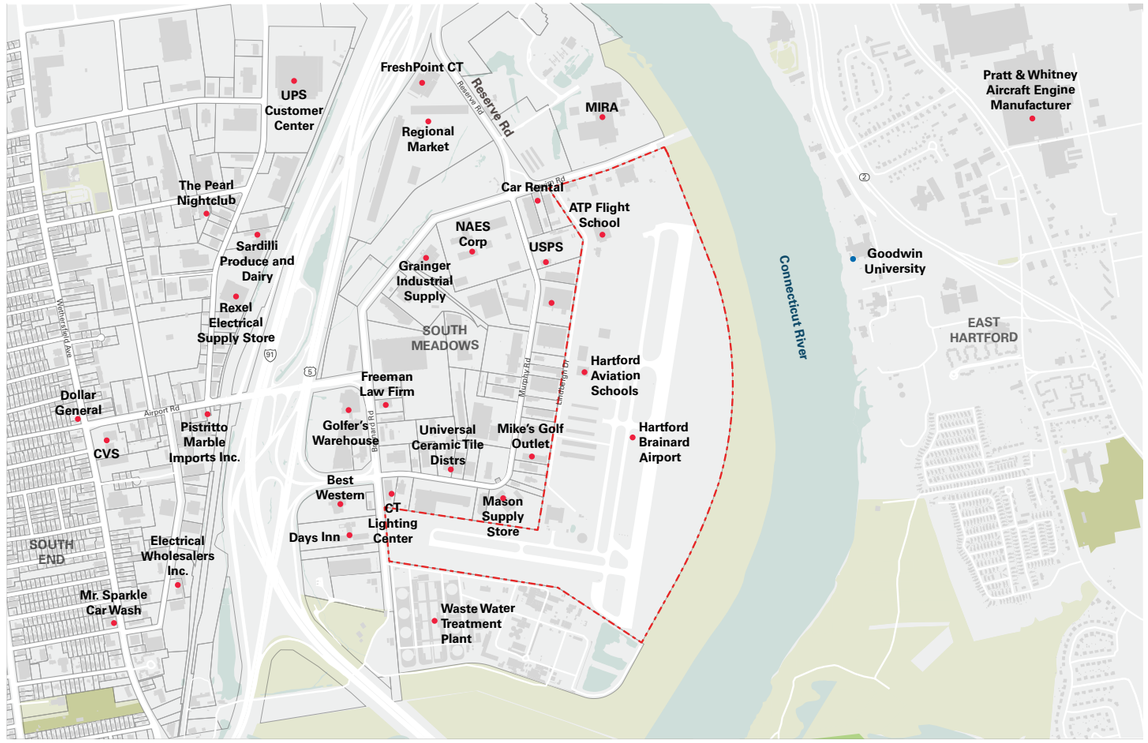
Future Land Use

- High Density Mixed Use (5+ Stories)
- Medium Density Mixed Use (3-6 Stories)
- Low Density Mixed Use (1-3 Stories)
- Civic / Institutional
- Industrial
- Medium Density Residential (3-6 Stories)
- Low Density Residential (1-3 Stories)



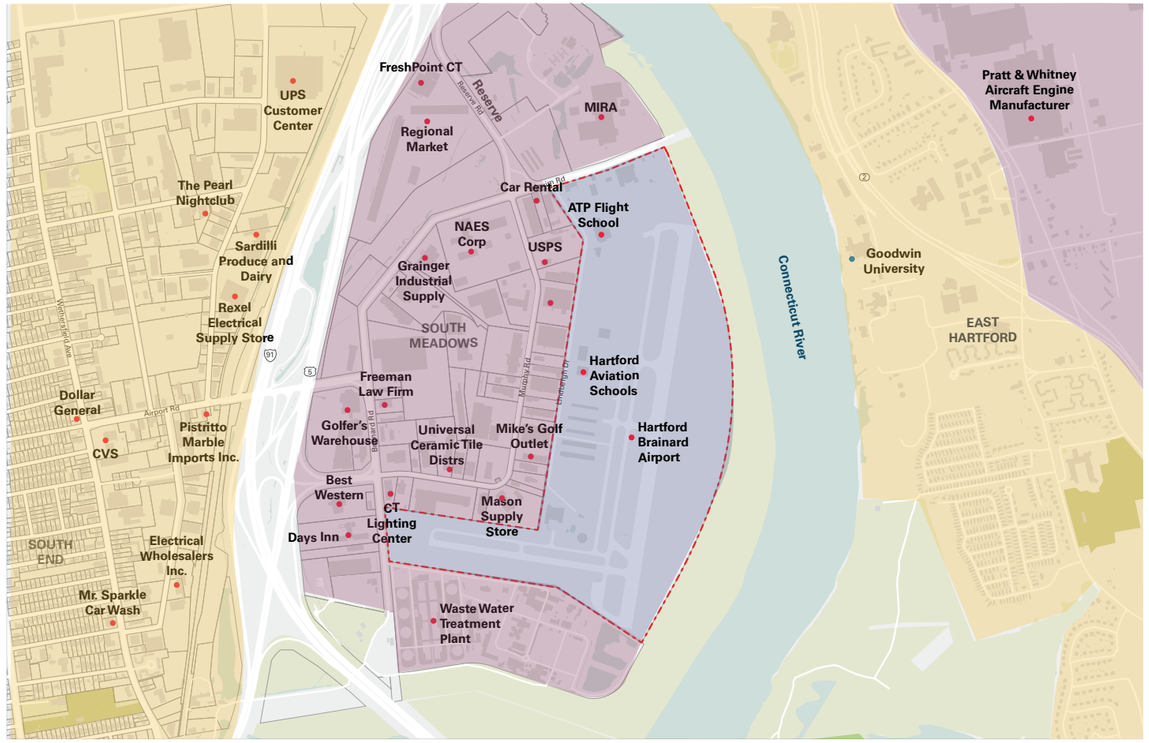
Site Scale

Context / Program



General Land Use

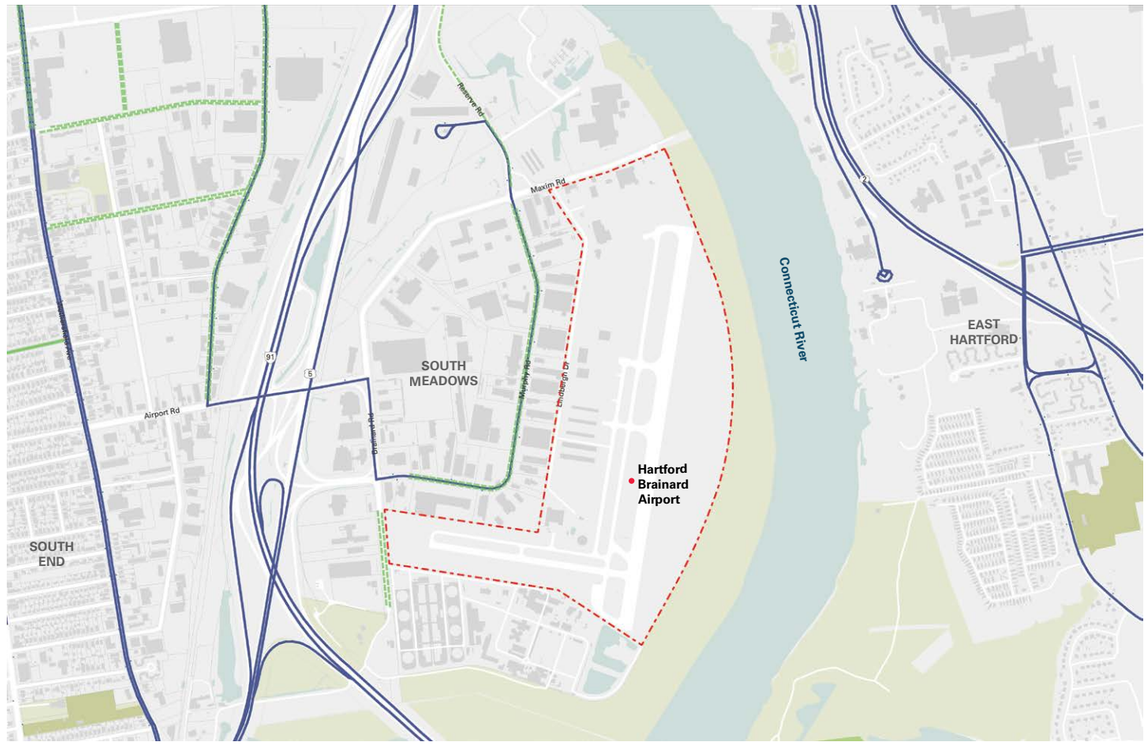
- Brainard Airport
- Comm./Light Industrial
- Res./Light Comm.



Site Scale

Bikes & Bus Networks

- Bike Network
- Bus Network
- Water
- Open Space
- Project Boundary



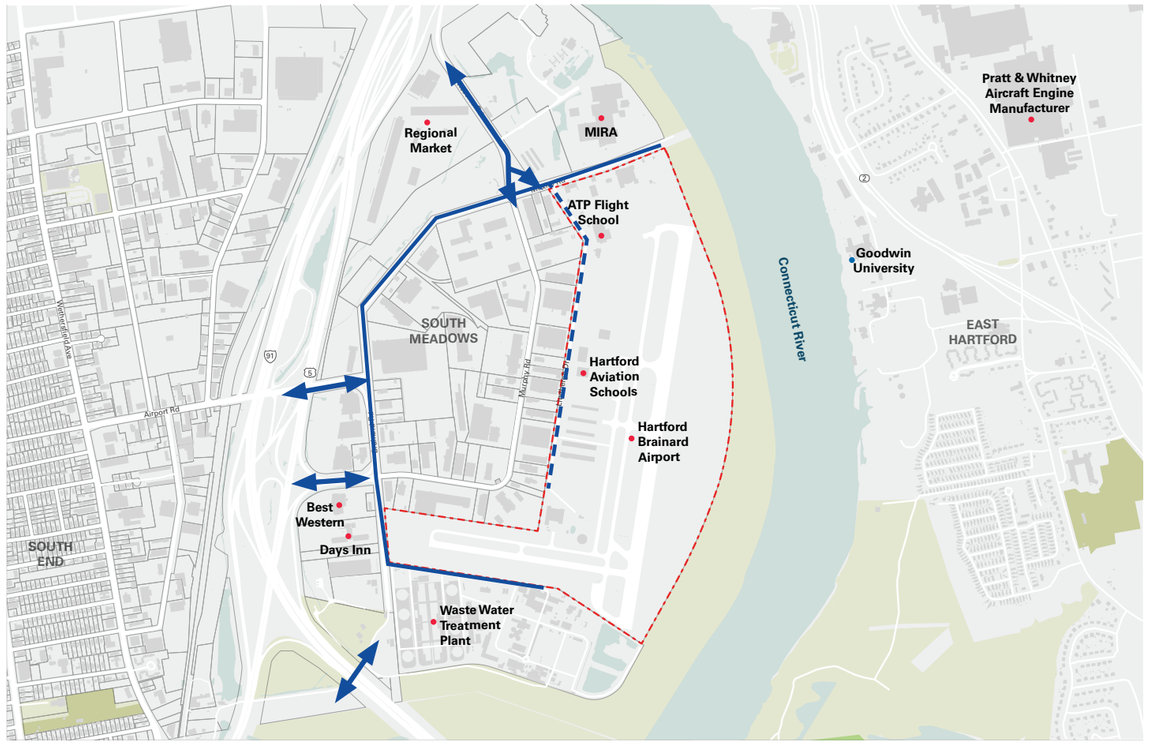
Site Access Points

Reserve Road

Airport Road

Murphy Road

I91 & Levee Underpass



5.3 SWOT Analysis

SWOT Analysis Summary

Strengths:

- **Unique Site Location & Scale:** 200 Acres of developable land close to key infrastructure, in an urban setting and strategically located in the region.
- **Access To Riverfront, Trails & Natural Assets.**
- **Embedded In An Institutional Landscape:** Goodwin University, Trinity College, UCONN etc.
- **Surrounded By Cultural Activities:** Riverfront dragon boat race, food truck festival, taste of the Caribbean, regional market and farmers market.

Riverfront Dragon Boat Race (August)

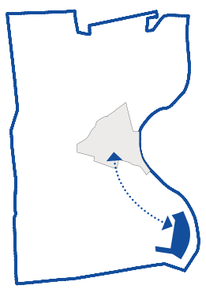
Food Truck Festival (July)

Taste of the Caribbean & Jerk Festival (August)

Farmers Market at CT Regional Market (Weekends)

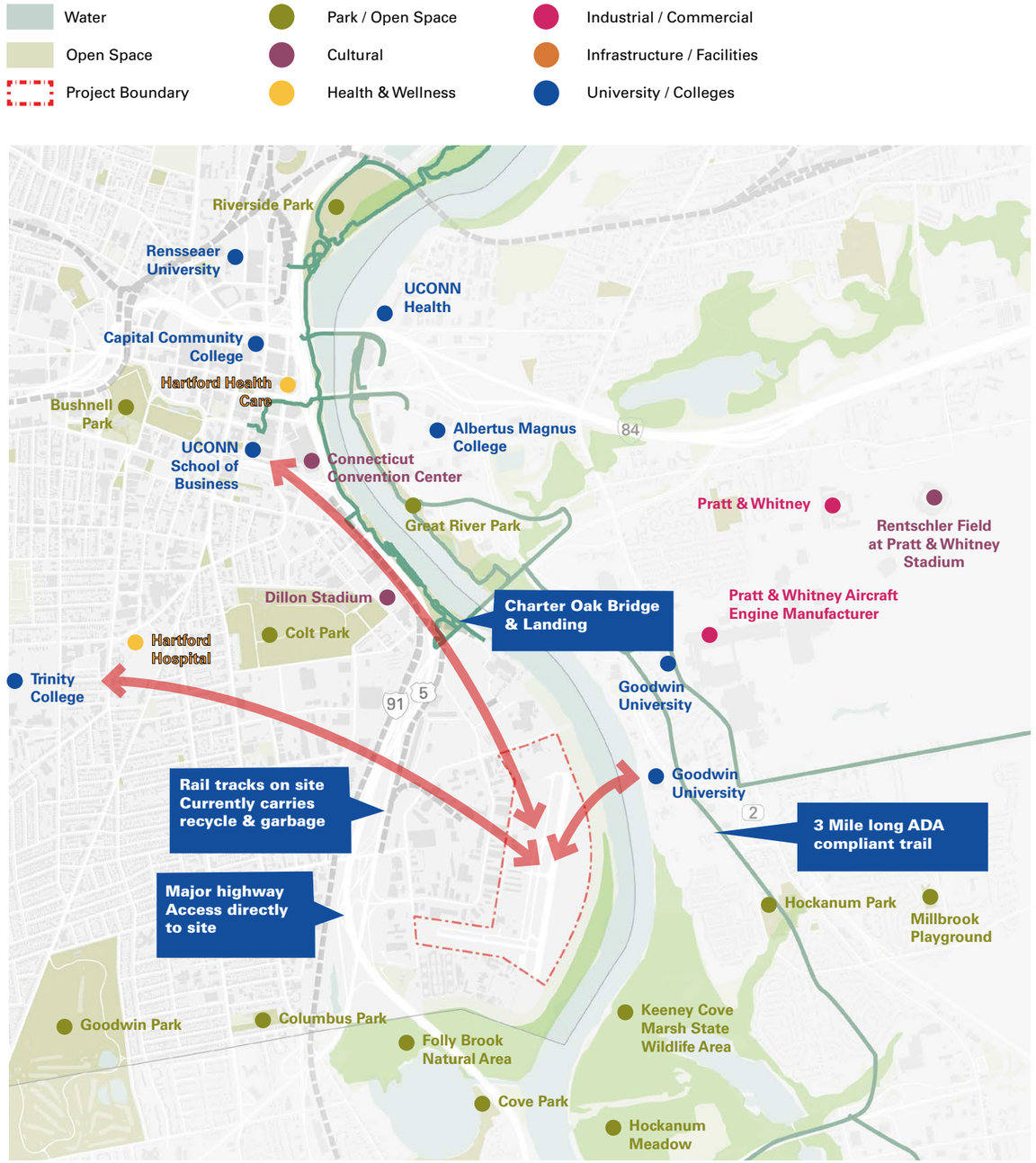
200 Acres Developable Land

Proximity to Infrastructure



Urban Setting

Strategically Located



SWOT Analysis Summary

Weaknesses:

- **Visual & Physical Barrier:** Cut off by I91 & Existing MIRA plant blocks access to waterfront, and severs direct, walkable connection from Sheldon-Charter Oak and Downtown
- **Industrial Character, Traffic & Pollution Concerns**
- **Key Adjacencies:** Waste water treatment plant, MIRA plant, industrial programs etc.
- **Environmental Concerns:** Flood risk, ground contamination and drainage concerns.

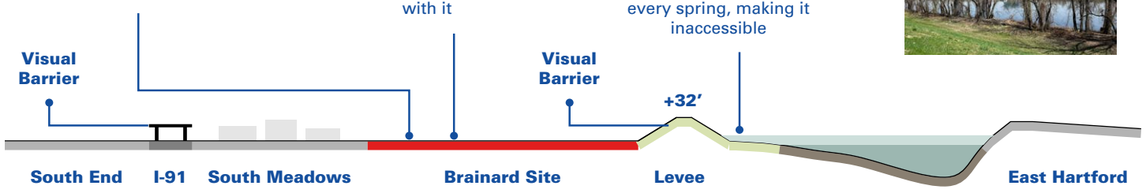
MIRA Plant as Physical Waterfront Barrier

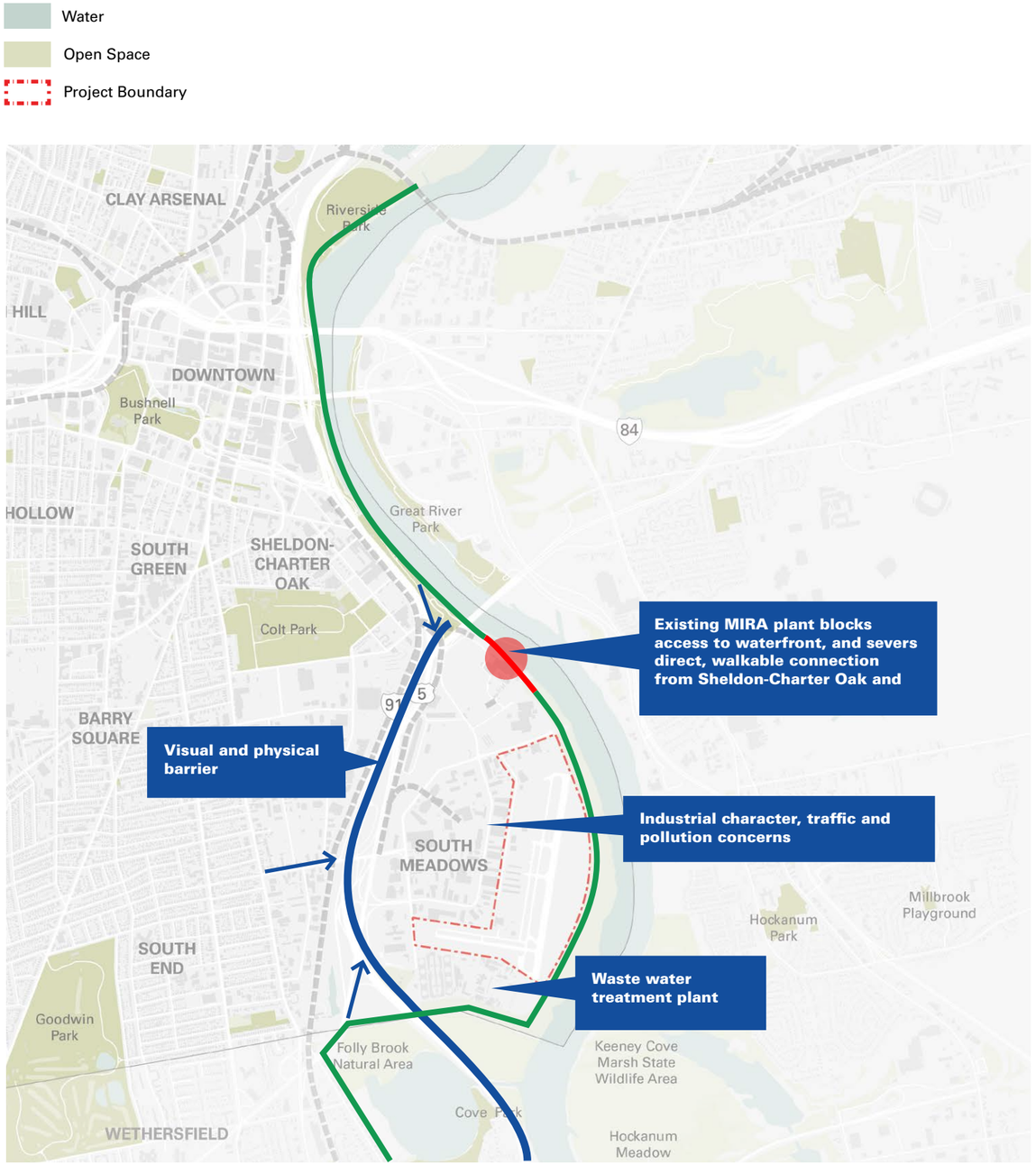
Highway as Visual Barrier

Drainage Concerns
Site drainage identified as a key concern

Ground Contamination
Unknown ground contamination levels and challenges associated with it

Flood Risk
Site is vulnerable to flooding, waterside of the Levee floods every spring, making it inaccessible





SWOT Analysis Summary

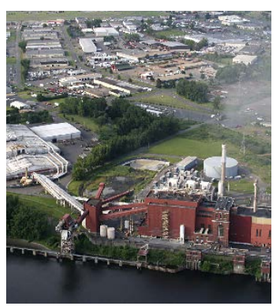
Opportunities:

- **Riverfront Connections & Destinations:** biking, walking, boating, kayaking, environmental education etc.
- **Adaptive Reuse & Placemaking:** MIRA plant offers an opportunity to open up the connection to downtown and charter oak, and become a destination in itself.
- **Activity & Recreation Hub:** facilities for sports and recreation.
- **Job Creation:** opportunity for green jobs, light manufacturing, aviation/drone advance technology jobs etc.
- **Urban Connections:** Linking to upcoming developments like Goodwin University's marina, Hartford regional market,etc.

Threats:

- **Competition:** Neighboring municipalities may have better opportunities.
- **Push back to Development:** Constituencies that would prefer to maintain existing airport as is
- **Cost:** Costs associated with laying groundwork to attract development potential
- **Existing market conditions & context**

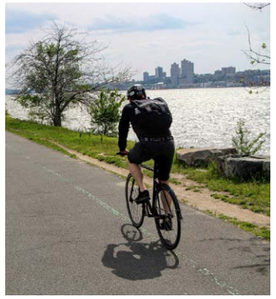
Adaptive Reuse & Placemaking



MIRA Plant

SteelStacks, Bethlehem

Riverfront Connections



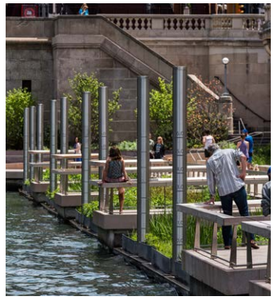
Bike Paths

Pedestrian Paths

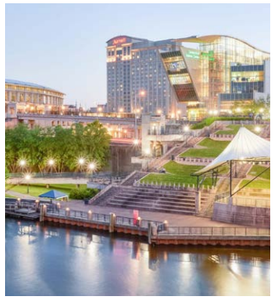
View Points

Riverfront Destination

Boating/Kayaking



Ecological Education/Floating Garden



Promenade

Activity & Recreation

Active Recreation Like Sky Zone/Jump Gyms

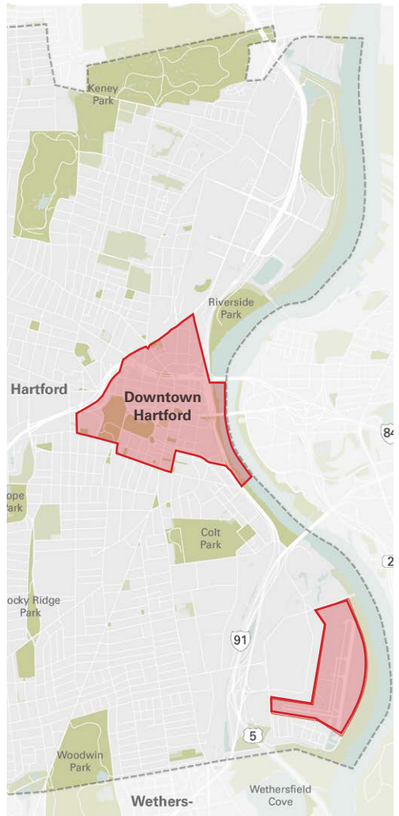
Indoor Batting Cages

Sports Fields and Facilities

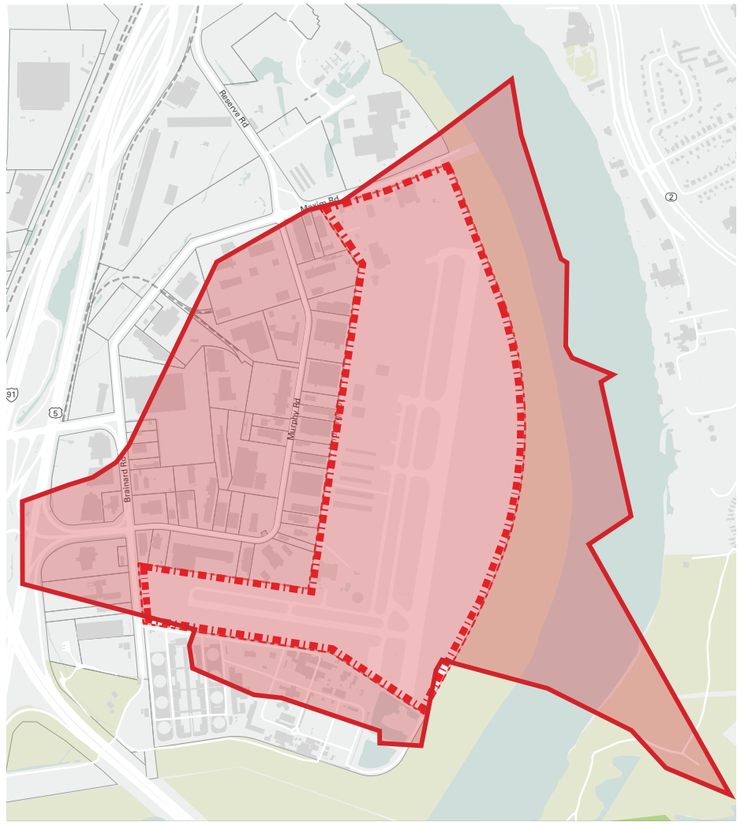
5.4 Scalar Comparisons & Case Studies

Site Scale Comparisons

Downtown and Hartford-Brainard Airport Scale Comparison:

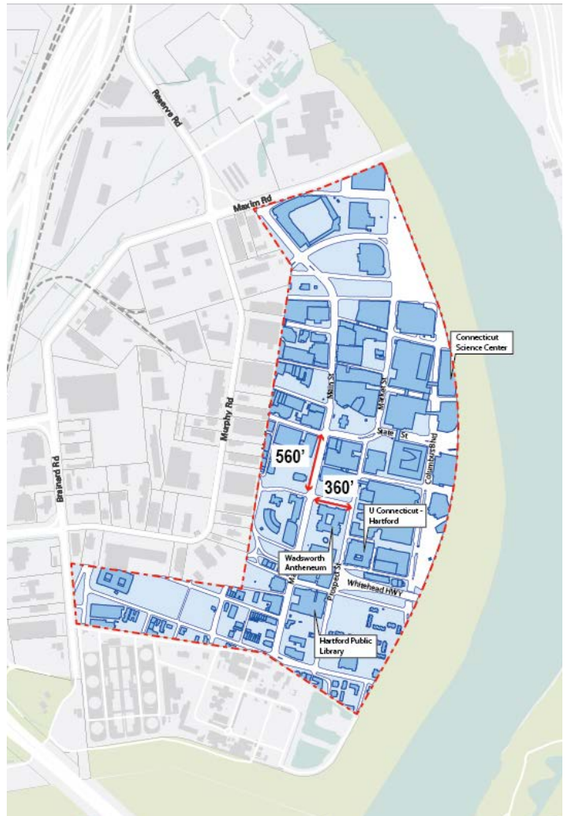


Downtown Scale Overlay:
Downtown Hartford



Hartford-Brainard Airport is roughly equivalent in size to the city center and around 60 percent the size of the greater Downtown.

Downtown Texture Overlay:
Downtown Hartford



Scale comparison illustrating Downtown Hartford's street grid within the airport site.

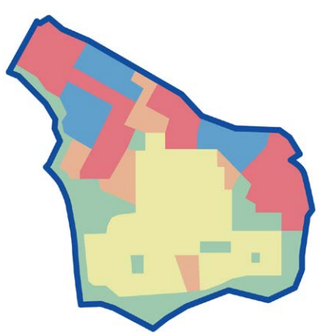
Residential Texture Overlay:
South End Neighborhood

Scale Comparison illustrating the South End neighborhood grid within the airport site. The site is approximately equivalent in size to 15 blocks of the adjacent neighborhood.

Airport Redevelopment in Context

Mueller Airport

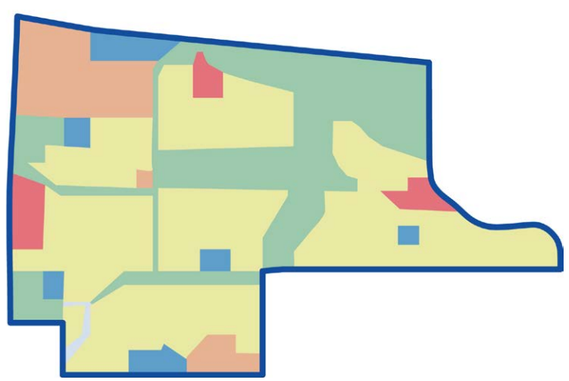
Austin, TX
711 acres



A former municipal airport northeast of downtown Austin, Mueller Airport was developed as a live, work, shop, play environment with detached homes, townhomes, multifamily, and retail amenities.

Stapleton Airport

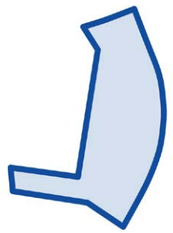
Denver, Colorado
1800 acres



On the site of Denver's decommissioned Stapleton airport, the site will, upon completion, include 30,000 new residents, 13,000 jobs and approximately 1,100 acres of new parks and open space.

Hartford Brainard Airport*

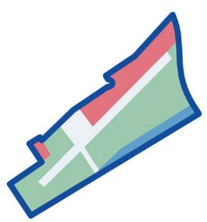
Hartford, CT
200 acres



Residential
Mixed use
Commercial
Institutional / Civic
Open Space
* Proposed / In Development

Santa Monica Airport*

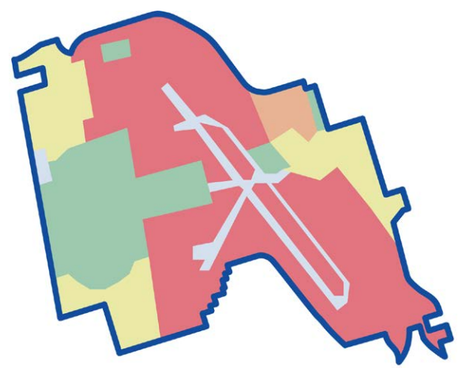
Santa Monica, CA
200 acres



Still in the planning process, Santa Monica aims to transform a former municipal airfield into a thriving public park including public amenities, a small museum, and mixed uses that connect to nearby developments.

Parc Downsview Park*

Toronto, Ontario
1300 acres



A large scale urban park and mixed use redevelopment that is intended to be financially self-sustaining, Downsview Park includes multiple event venues, sports complexes, and a new transit line extension.

Case Studies

The study team explored six case studies as comparable sites to the Hartford-Brainard Airport. These redevelopment examples broadly reflect the site conditions of the airport, including proximity to downtown, post-industrial environmental issues, and consideration of mixed use typologies. For each case study, the team looked at the relative scale, character, and financial/policy tools used for development.

Below:
Scale Comparison of Hartford-Brainard Airport to comparable redevelopment sites in US cities.

*case study only used for scale

Hartford Brainard Airport, CT

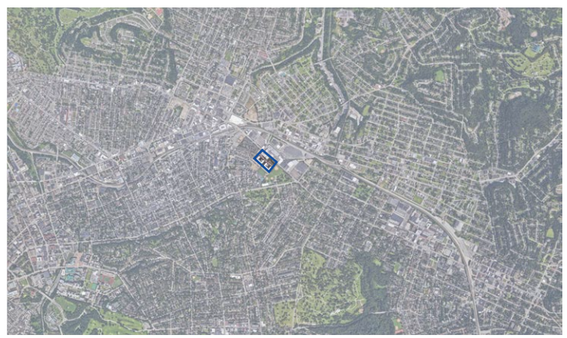
Philadelphia Navy Yard, PA

Albany NanoTech Complex, NY

Assembly Row, Somerville, MA

Kearny Point, NJ

Port Covington, Baltimore , MD



Pittsburgh Innovation District Bakery Square, PA

Cortex Innovations, St. Louis, MO*

PHILADELPHIA NAVY YARD, PA
2004-2013

A Naval shipyard for almost 200 years, the Philadelphia Navy Yard is in the process of being redeveloped into a vibrant mixed use campus, with a focus on biotech, corporate, and residential development.

Program Mix

- Corporate center of 72 acres with 1.4m sq feet office, 11,000 sq ft of potential retail, and 5600 parking
- Historic core of 167 acres with 950,000 sq ft office space, 850 residential units, 110,000 sq ft of cultural use, and 64,000 sq ft of retail
- Marina district with 115 acres, a 250 slip marina, executive conference center, recreation, and marina support facilities
- Research park - 81 acres for R&D, office, light manufacturing, and distribution
- East end - 87 acres of 1.5m sq ft industrial development, 3500 unit residential neighborhood, and a golf course

Financial Tools

PIDC led the planning, development, and operation of the Navy Yard on behalf of the Philadelphia Authority for Industrial Development (PAID). This included:

- $2 billion in private investment through public/ private partnerships
- The Navy Yard provides the following financing options and incentives to qualifying companies :
  - Keystone Innovation Zone
  - Keystone Opportunity Zone
  - Real Estate Tax Abatements
  - Federal and State Historic Tax Credits
  - Research and Development Tax Credits
  - City of Philadelphia Job Creation Tax Credit
- Navy Yard Electric Utility (NYEU), a self-funding entity within PAID, provides electric supply and distribution on the campus

1200 Acres

$900M Cost

30,000 Jobs Created

$1.1B Annual Economic Output

KEARNY POINT, NJ
2012-2017

Situated between New Jersey's two largest municipalities and easily accessible to the Greater New York area, Kearny Point was a former shipyard that is now being redeveloped into an innovation campus situated within historic buildings and a newly restored, natural landscape.

Program Mix

- 15 Acres of restored shoreline for 4100 sq ft waterfront promenade
- 10 Acres of civic and open space,
- 20,000 Sq ft amphitheater
- 90,000 Sq ft of office space

Financial Tools

Hugo Neu Group, the developer received three loans to fund the construction and rehabilitation of The Annex at Kearny Point:

- New Market Tax Credit loan from Capital One's Community Renewal Fund
- New Market Tax Credit loan from NJ Community Capital
- Term loan from NJ Community Capital
- Hugo Neu has also created a Qualified Opportunity Zone (QOZ) Fund for capital expenses associated with The Annex

130 Acres

$1B Cost

5,000 Jobs Created

PORT COVINGTON, BALTIMORE, MD
2016-PRESENT

Located along the Middle Branch of the Patapsco River, Port Covington is a former rail yard and industrial zone which is today being redeveloped as a mixed use site.

Program Mix
- 1.5 Million sq ft of destination retail
- 7500 Residential units
- 500,000 Sq ft of maker and industrial space
- 200 Hotel rooms
- 3.9m sq ft under armor global headquarters
- 1.5 Million square feet of office space

Financial Tools
Sagamore Development requested the funds in the following ways and sources for the development of the project:
- Tax Increment Financing from Baltimore City
- State and federal funds
- Self-contribution

260 Acres

$5.5B Cost

35,000 Jobs Created

$1.7B in revenue projected for the city

CORTEX INNOVATIONS, ST. LOUIS, MO
2007-2017

Located on a underutilized industrial site, Cortex Innovations is an innovation district for technology and biological science research.

Program Mix
- 129 Room hotel
- 5 Level parking garage
- 13,800 Sq ft event space
- Office space for 370 companies

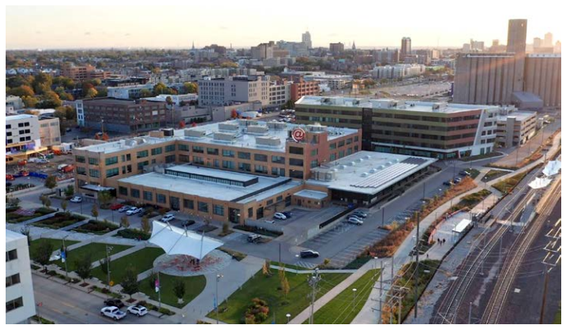
Financial Tools
Founded as a nonprofit consortium of multiple founding partners and called for a $2.3 billion development:
- Land costs were absorbed by its founding members - Washington University, BJC HealthCare, University of Missouri, and Missouri Botanical Garden
- The founding partners contributed to collaterals for loans for construction
- Tax abatements were provided towards the development of the site

200 Acres

$2.3B Cost of Construction Cost

13,000 Jobs Created

$2.1B generated in economic output for St. Louis Region 2018



ALBANY NANOTECH COMPLEX, NY
1997-2015

Albany NanoTech complex is an R&D, prototyping and educational facility that houses SUNY Poly's College of Nanoscale Science and Engineering.

Program Mix
- 152,000 Sq ft of cleanroom
- 250,000 Sq ft of offices, laboratories, and classroom space
- 350,000 Sq ft facility for high tech partnerships

Financial Tools
- Mix of public incentives and an intensive campaign from former Governor Cuomo not only to build NanoTech but to make Albany a center for semiconductors; $400M in public investment to SUNY's local campus; in short, an effort to create an entire ecosystem was underway
- Audit into use of funds by the NYS Comptroller
- Scandal regarding funds funneled to preferred contractors
- More recently in 2022, American Institute of Manufacturing Photonics at Albany Nanotech secured $321 million in funding: Department of Defense awarded AIM Photonics a $110 million grant; and New York agreed to provide $250 million in funding; other funds came from businesses, states and academic institutions that became members of AIM

38 Acres

$150M Cost

9,000 Jobs Created

$1B in investments

PITTSBURGH INNOVATION DISTRICT
BAKERY SQUARE, PA. 2007-2010

The site of a former Nabisco factory, Bakery Square has been redeveloped into a dynamic mixed use site that houses many tech companies, restaurants, retailers and apartments.

Program Mix
- 380,000 sq ft of office
- 120 hotel rooms
- 800 space parking garage

Financial Tools
Innovate PGH led the development of this district.
- Said to be a "naturally occurring" innovation district
- Article regarding investment is behind a paywall, but notes $1.9B
- Funding for specific initiatives within Oakland:
  - "In January of 2017, an independent, public-private partnership institute founded by Carnegie Mellon University (CMU) was awarded the Advanced Robotics Manufacturing (ARM) Innovation Hub by the Department of Defense. Funding for ARM is set for just over $250 million, with $80 million awarded by the Department of Defense and an additional $173 million in matching funds committed from a variety of partner organizations, including industry, state and local government, universities, and nonprofit organizations."
  - Below average VC funding for Pittsburgh-based start ups (same source)
  - Firms like PNC, UPMC, Google, Uber, Alcoa, Bayer, Allegheny Technologies, Duolingo investing in Oakland footprint
  - Brookings report lists many funding sources for smaller initiatives within the district, including public-private partnerships, Federal grant monies, and but not the funding/investment mechanisms for the district itself.
- Another innovation district in Pittsburgh, The Assembly: a $330 million development for high-tech biomedical research. This was developed by Wexford Science & Technology and was supported by capital financing from Centas and Historic Tax Credit Financing from Bank of America.

6.5 Acres

$113.5K Cost

2,000 Jobs Created

$1.4M in tax revenue 2016

ASSEMBLY ROW, SOMERVILLE, MA
2006-2014

Located along the west bank of the Mystic, the site of Assembly Row used to be an industrial/manufacturing area that housed an assembly plant for Ford Motor Company. The site was later redeveloped into a mall and has since undergone a conversion into a mixed use district with larger retailers, a main street with open space and hotels, and a regional healthcare anchor. The site was connected to Boston with the creation of a new subway stop along an existing line.

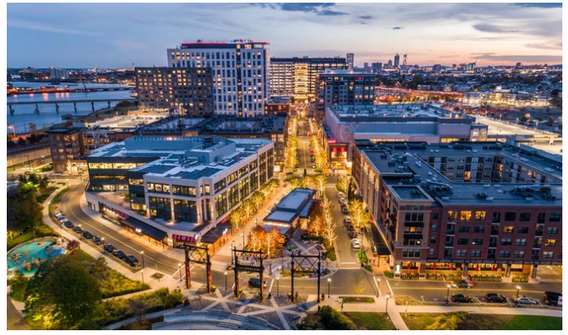
Program Mix
- 58,000 Sq ft of civic open space
- 1,200,000 Sq ft of office/lab space
- 80,000 Sq ft of innovation space
- 330 Residential units
- 25,000 Sq ft of retail space
- 1,900 Parking spaces

Financial Tools
Assembly Row DIF used a mix of grants and debt for the investment of more than $70 million:
- American Recovery and Reinvestment Act (grant)
- ASQ Multi-Modal Congressional Earmark (grant)
- Massachusetts Housing and Economic Development Growth District Initiative (grant)
- I-Cubed (debt)
- City of Somerville General Obligation District Improvement Bonds (debt)

4.5 Acres

$1.2B Cost

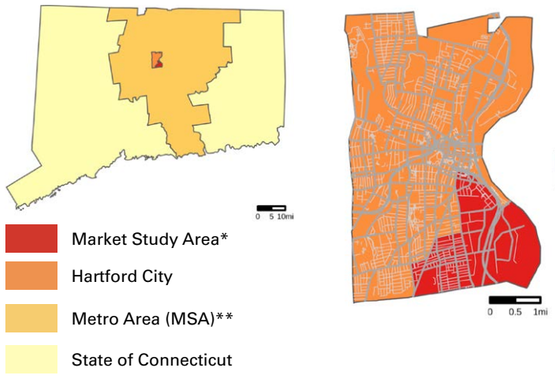
30,000 Jobs Created



5.5 Market Analysis

Real Estate & Economic Conditions

Geographies of Interest



** Census tracts 5004, 5005, 5023, 5024, & 5025*
*** MSA refers to the Census-designation Hartford-East Hartford-Middletown, MA-NH.*

Industrial

- Industrial inventory in the Hartford MSA is among the fastest-growing in all New England Metros, adding 600,000+ square feet (SF) every year since 2011. While the Study Area is still predominantly industrial, it did not experience the MSA's growing industrial demand. Instead, the Study Area lost 9.9% of its industrial inventory over the last decade, and the vacancy rate increased to 7.7%. Industrial-intensive sectors in the Hartford MSA with the highest job growth are: warehousing and storage, research and development, pharmaceutical and medicine manufacturing, and e-commerce. Over the last decade, breweries and wineries also evinced growth from no market presence in 2011. Industrial inventory in the MSA has increased by 600,000+ SF every year since 2011, while vacancies dropped by 50%, and market rent has increased 40%. Vacancies are currently at 4.8%, with rents commanding $7.36 per SF (PSF).
- Currently, ~1.7 million SF are under construction (1.4% of total inventory) in the MSA. The vast majority, over 1.4 million SF, are for logistics facilities.
- The Study Area accounted for 62% of the City of Hartford's decline in industrial inventory over the last decade. Two buildings account for most of that loss: 7 Sequassen St (at 155,195 SF and demolished in 2018); and 80 Popieluszko Ct (at 161,000 SF and converted into an apartment building after 2016).
- Real estate brokers interviewed suggested that the 200-acre airport site offers a unique location for industrial companies due to its proximity to the potential workforce, the I-91 highway, and Hartford's strategic position between New York And Boston. However, two interviewees with in depth knowledge of Hartford's industrial market questioned whether this product type is nearing capacity.

Industrial Related Job Growth

The below table summarizes job growth in industries of interest at the 6-digit NAICS code level (as jointly determined by the Client and consultant teams). Rows in green evince job growth of 45% to 121,500% between 2011 and 2021, which reflects the relative market strength noted above.

Job Growth in Selected Industries for the Hartford MSA

Industry	*Jobs in 2011*	*Jobs in 2021*	*Change*
Aerospace product and parts manufacturing	58,401	60,069	3%
Warehousing and storage	11,783	27,667	135%
Semiconductor and electronic component mfg.	3,828	3,518	-8%
Data processing, hosting, and related services	3,549	3,393	-4%
R&D in the physical, engineering, and life sciences	2,285	3,308	45%
Medical equipment and supplies manufacturing	3,388	3,237	-4%
Greenhouse and nursery production	2,373	1,976	-17%
Electronic shopping and mail-order houses	426	1,696	298%
Pharmaceutical and medicine manufacturing	953	1,613	69%
Power generation and supply*	1	1,216	121,500%
Breweries*	1	942	94,100%
Freight transportation arrangement	973	860	-12%
Performing arts companies	1,354	719	-47%
Wineries*	1	157	15,600%
Couriers and express delivery services	0	0	0%

** 2011 may be inaccurate due to missing data or classification changes*
Data Source: Census Bureau, Bureau of Labor Statistics

Comparable Industrial Sites in the MSA

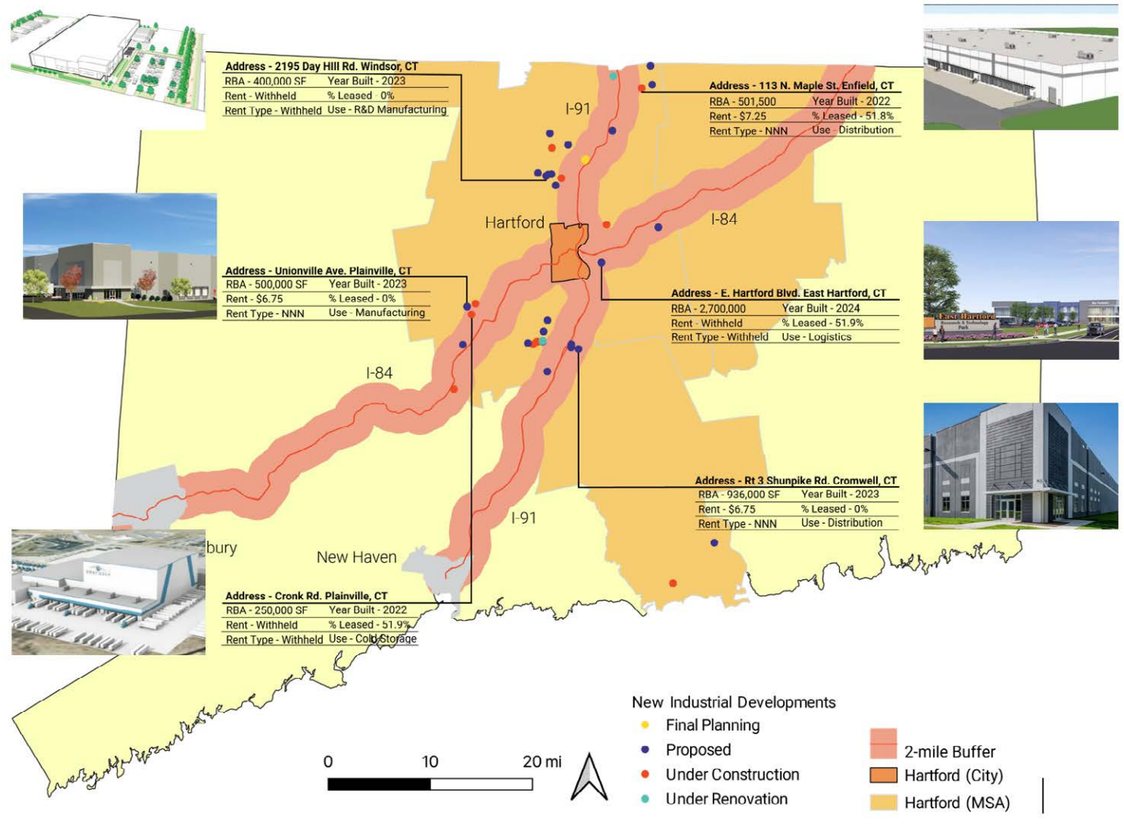
Karp Strategies reviewed comparable industrial sites within a two-mile buffer of the I-91 and I-84 corridors surrounding Hartford. As evinced in the map and table below, no other site compares to the size available at Hartford-Brainard airport (though the recent Pratt & Whitney sale at East Hartford Boulevard is for a 300 acre site, current development is only expected on 60 acres). In addition to site size, no other large parcels are currently available within City boundaries.

Comparable Industrial Sites in the MSA

Property Address	*RBA*	*Land Area (~Acres)*	*Total Available Space (SF)*	*Property Type*	*Building Class*	*City*	*Year Built*	*Rent/SF per Year*
E Hartford Blvd	2,700,000	300*	1,200,000	Industrial	A	East Hartford	2024	-
Rt 3 Shunpike Rd	936,000	130	936,000	Industrial	A	Cromwell	2023	$6.75
113 N Maple St	501,500	71	241,500	Industrial	B	Enfield	2022	$7.25
Unionville Ave	500,000	52	500,000	Industrial	B	Plainville	2023	$6.75
2195 Day Hill Rd	400,000	35	400,000	Industrial	A	Windsor	2023	-
Cronk Rd	250,000	63		Industrial	A	Plainville	2022	$6.44 - 7.88

Data Source: Costar Group 2022

**Development is only expected to occur on 20% of the 300 acres - or 60 acres.*



Other Economic Conditions

The Study Area is commercially diverse, with no single industry accounting for more than 10% of the total jobs. For the City and MSA, Health Care and Social Assistance companies employ the largest share of people.

In the MSA, manufacturing jobs have grown 10% since 2011. The fastest-growing sub-sectors are: beverage and tobacco product manufacturing, nonmetallic mineral product manufacturing, and chemical manufacturing.

The growth in beverage and tobacco product manufacturing is mainly driven by a booming brewery industry, an insight shared repeatedly by the Hartford real estate experts interviewed.

Total Employment		
Study Site	City of Hartford	Hartford MSA
12,514	123,259	698,549

Top Employment by Industry					
	Study Site (# and share)		City of Hartford (# and share)		Hartford MSA (# and share)	
1	Other Services		Health Care & Social Assist.		Health Care & Social Assist.	
	1,306	10%	31,931	26%	119,887	17%
2	Retail Trade		Finance & Insurance		Retail Trade	
	1,241	10%	24,922	20%	75,449	10.8%
3	Wholesale Trade		Educational Services		Manufacturing	
	1,173	9%	7,546	6%	71,991	10.3%

Data Source: Longitudinal Employer-Household Dynamics, ESRI Business Analyst

Growing Manufacturing in 2010-2020					
Hartford County			Hartford Labor Market Area (LMA)		
Industry	*Growth**	*Percent*	*Industry*	*Growth**	*Percent*
Beverage and tobacco product	845	355%	Beverage and tobacco product	1,088	391%
Wood product	107	69%	Nonmetallic mineral product	254	47%
Chemical	381	30%	Chemical	321	20%
Transportation equipment	1693	9%	Food	164	7%
Fabricated metal product	630	5%	Transportation equipment	65	0%

Data Source: CT Dept. of Labor
**Growth in the number of jobs*

Multifamily

Multifamily inventory in the City of Hartford has increased significantly in the past ten years. This increase is due to a flight to quality, after a lack of new construction for almost 30 years (from the 1980s to 2010). Data around vacancy rates should be considered within this bifurcated market between new and old product; experts interviewed noted that higher vacancies are driven by this flight to quality, with aging product experiencing high vacancies and new product seeing strong demand. From 2010 to 2020, the City of Hartford lost 2,211 residents, while the MSA's population only grew by 0.2%. Despite a low vacancy rate in the MSA (2.6%), the City's rate is close to 6%. Multifamily inventory in the City has grown 8% in the past three years.

According to Hartford real estate experts interviewed, new rental units coming online have been rented at a pace that exceeds expectations.

Multifamily Inventory and Change between 2011-2021									
	Study Area			City of Hartford			Hartford MSA		
	Inventory (Units)	*Inventory Growth (Units)*	*Vacancy Rate*	*Inventory (Units)*	*Inventory Growth (Units)*	*Vacancy Rate*	*Inventory (Units)*	*Inventory Growth (Units)*	*Vacancy Rate*
2011	1,810		4.60%	15,059		6.88%	54,173		5.23%
2012	1,810	0	4.7%	15,059	0	7.0%	54,809	636	5.6%
2013	1,810	0	4.6%	15,059	0	6.8%	55,041	232	5.5%
2014	1,810	0	3.9%	15,029	-30	6.6%	55,433	392	5.5%
2015	1,810	0	4.0%	15,408	379	7.6%	56,602	1,169	5.4%
2016	1,882	72	5.4%	15,480	72	6.1%	57,713	1,111	5.4%
2017	1,882	0	4.9%	15,465	-15	6.2%	59,170	1,457	5.8%
2018	1,882	0	3.2%	15,456	-9	4.6%	59,713	543	4.8%
2019	1,882	0	4.3%	15,674	218	5.3%	61,011	1,298	5.6%
2020	1,882	0	2.7%	16,531	857	7.0%	62,077	1,066	4.3%
2021	1,882	0	2.6%	16,696	165	5.8%	62,402	325	3.3%

Data Source: Costar Group 2011-2021

Office

The MSA office market has remained stable over the last decade in terms of inventory and vacancy, but has very few projects in the pipeline. Notwithstanding The Hartford's 600,000+ SF demolition in 2016, the MSA inventory grew over the past decade, suggesting some development activity taking place. Post-pandemic working trends remain uncertain, and new office projects in the MSA remain scarce. Only 0.1% of additional SF is expected to come online in the next two years. This insignificant growth could potentially be explained by a negative growth of -0.7% in year-over-year asking rent rate during 2021.

The trend is more pronounced for the City of Hartford and the Study Area, which both lost inventory from the demolition of older buildings and no new construction, prompting a steeper decline in the vacancy rate (from 13.7% in 2011, to 8.3% as of Q4 2021). Hartford real estate experts corroborated the lack of interest in new office projects associated with the high uncertainty of the post-pandemic working trends.

Office Inventory and Change between 2011-2021

	Study Area			City of Hartford			Hartford MSA		
	Inventory (SF)	Inventory Growth (SF)	Vacancy Rate	Inventory (SF)	Inventory Growth (SF)	Vacancy Rate	Inventory (SF)	Inventory Growth (SF)	Vacancy Rate
2011	1,607,476		6.08%	25,395,839		13.70%	70,982,123		10.51%
2012	1,607,476	0	4.5%	25,161,320	-234,519	13.6%	70,728,293	-253,830	10.4%
2013	1,597,476	-10,000	4.1%	25,115,284	-46,036	13.1%	70,799,832	71,539	10.3%
2014	1,596,047	-1,429	4.0%	25,009,487	-105,797	11.2%	70,756,958	-42,874	8.9%
2015	1,591,647	-4,400	4.4%	24,618,587	-390,900	9.7%	70,468,242	-288,716	9.2%
2016	1,591,647	0	6.2%	24,618,587	0	11.4%	69,968,357	-499,885	8.3%
2017	1,591,647	0	4.0%	24,539,469	-79,118	10.4%	70,497,798	529,441	8.6%
2018	1,591,647	0	2.1%	24,361,321	-178,148	9.0%	70,415,579	-82,219	7.7%
2019	1,591,647	0	2.0%	24,323,851	-37,470	9.1%	70,520,221	104,642	8.7%
2020	1,591,647	0	2.8%	24,323,851	0	7.8%	70,606,395	86,174	8.7%
2021	1,591,647	0	3.7%	24,323,851	0	8.3%	70,598,307	-8,088	9.4%

Data Source: Costar Group 2011-2021

Retail

Retail square footage appears stable in the MSA, but the market shows a decline in overall jobs. Rents have increased for the MSA and the City, while vacancy rates remain low; total retail job growth has decreased by 1% for the MSA for the past ten years. In the City and MSA, retail square footage has grown slightly over the last decade, expanding by 6.3% and 3.5%, respectively. The City of Hartford serves most retail needs of the surrounding suburbs, except for clothing retail which is typically found in shopping malls surrounding the MSA.

Retail Inventory and Change between 2011-2021

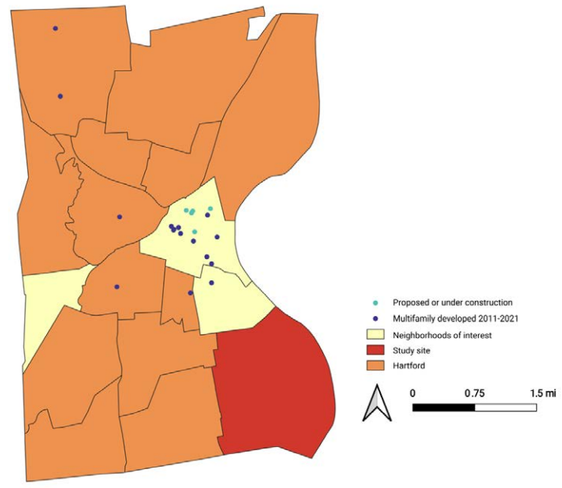
	Study Area			City of Hartford			Hartford MSA		
	Inventory (SF)	Inventory Growth (SF)	Vacancy Rate	Inventory (SF)	Inventory Growth (SF)	Vacancy Rate	Inventory (SF)	Inventory Growth (SF)	Vacancy Rate
2011	973,892		8.11%	7,464,679		6.71%	76,011,520		6.18%
2012	973,892	0	6.2%	7,512,304	47,625	4.9%	76,149,070	137,550	5.9%
2013	973,892	0	4.0%	7,528,881	16,577	4.8%	76,754,631	605,561	6.0%
2014	973,892	0	5.1%	7,547,956	19,075	4.5%	76,873,140	118,509	5.5%
2015	973,892	0	2.2%	7,567,255	19,299	3.7%	77,248,358	375,218	4.8%
2016	956,392	-17,500	2.3%	7,547,863	-19,392	2.6%	77,320,810	72,452	3.8%
2017	975,784	19,392	1.5%	7,563,581	15,718	1.5%	77,375,675	54,865	3.9%
2018	982,384	6,600	3.2%	7,532,451	-31,130	1.9%	77,420,634	44,959	3.8%
2019	982,384	0	2.1%	7,931,819	399,368	1.7%	78,061,362	640,728	4.0%
2020	979,321	-3,063	2.1%	7,931,819	0	2.6%	78,243,070	181,708	4.5%
2021	970,995	-8,326	1.8%	7,931,819	0	2.2%	78,683,174	440,104	4.5%

Data Source: Costar Group 2011-2021

New Multifamily Projects

There are five noteworthy multifamily developments in the City of Hartford expected to be finished in the next 12 months. Most of them, in the downtown area, will bring a total of 1,453 new units online, representing the largest one-year inventory increase over the last 10 years.

New Multifamily Developments in Hartford (2011 to "Currently Proposed")



New Multifamily Development Pipeline in Downtown Hartford 2022-2024

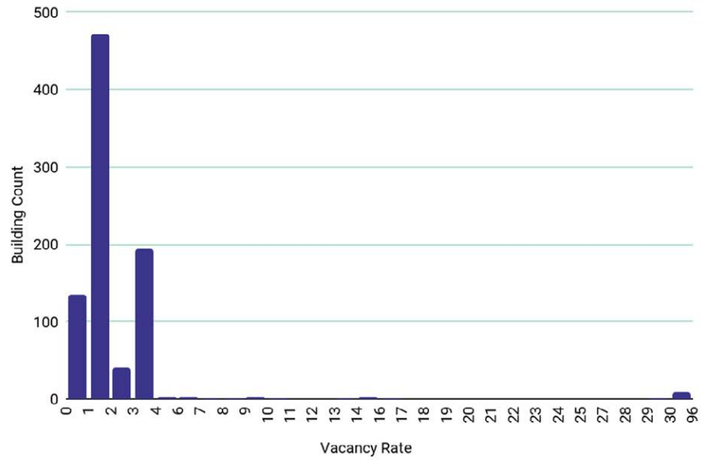
Property Name/- Addres	Size	Year Built	Phase	Neighborhood
DoNo Phase II & III	650 Units	2024	Proposed	Downtown
Stadium Phase III	208 Units	2023	Proposed	Downtown
Stadium Phase II	228 Units	2023	Proposed	Downtown
The Pennant	270 Units	2022	Under Construction	Downtown
99 Pratt St	97 Units	2022	Under Construction	Downtown
Total	**1,453**			

Multifamily Vacancy Rates

At an aggregate level, the multifamily vacancy rate for 2020 in the City of Hartford was reported at 7%. However, only 3% of buildings had a rate above 4%, meaning that most vacant units are concentrated in five properties with rates spanning 13.9% to 30.5%.

Recent and more localized inventory data by building class shows that there are small but significant outliers, and the majority of the market is seeing high occupancy and low vacancy rates. This trend is in line with what stakeholders have reported, and also points to the considerable demand for new product.

Hartford Vacancy as of 4/30/2022 (City Proper)



High Vacancy (Selected Properties)

Address	Vacancy Rate	Neighborhood	Year Built	Building Class
86 Newton St	30.49%	Parkville	1925	C
30 Cleveland Ave	29.79%	North End	1920	C
38-40 Sanford St	15.20%	North End	1900	C
148-150 Clark St	14.67%	North End	1925	C
49-51 Kibbe St	13.86%	Parkville	1915	C

Data Source: Costar Group

	Class A Multifamily						
	Inventory Units	Market Asking Rent/SF	Market Asking Rent/Unit	Vacancy Rate	Absorption %	Absorption Units	Under Construction Units
2027	2,986	$2.16	$1,791	11.4%	2.5%	75	330
2026	2,656	$2.16	$1,790	11.7%	2.9%	76	343
2025	2,313	$2.15	$1,785	11.9%	3.2%	75	331
2024	1,982	$2.14	$1,772	11.3%	2.9%	58	258
2023	1,724	$2.10	$1,744	8.1%	0.9%	15	61
2022	1,663	$2.03	$1,682	6.0%	0.1%	1	0
2021	1,663	$1.94	$1,610	6.4%	0.2%	4	0
2020	1,663	$1.74	$1,441	15.2%	5.1%	84	0
2019	1,310	$1.83	$1,513	6.0%	0.3%	4	353
2018	1,092	$1.79	$1,481	4.9%	1.1%	12	571
2017	1,092	$1.74	$1,440	6.6%	-0.6%	-7	165
2016	1,092	$1.75	$1,452	7.4%	0.5%	6	0
2015	1,092	$1.76	$1,454	21.8%	11.1%	121	0
2014	902	$1.69	$1,403	18.7%	0.7%	6	190
2013	902	$1.64	$1,360	17.5%	0.4%	4	190
2012	902	$1.61	$1,334	17.9%	-0.1%	-1	0
2011	902	$1.56	$1,294	17.8%	-0.1%	-1	0

2023-2027 values are predictions assuming current market conditions

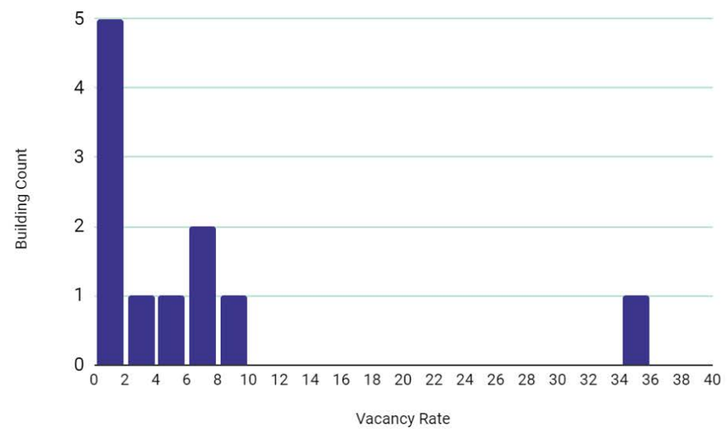
Data Source: Costar Group 2011-2021

	Class B Multifamily						
	Inventory Units	Market Asking Rent/SF	Market Asking Rent/Unit	Vacancy Rate	Absorption %	Absorption Units	Under Construction Units
2027	4,966	$1.80	$1,415	5.9%	0.7%	16	85
2026	4,881	$1.79	$1,407	5.6%	0.7%	16	87
2025	4,794	$1.78	$1,395	5.3%	0.7%	16	84
2024	4,710	$1.75	$1,375	4.9%	0.6%	14	66
2023	4,644	$1.71	$1,344	4.7%	0.8%	15	17
2022	4,627	$1.65	$1,293	6.9%	4.5%	84	365
2021	4,262	$1.54	$1,204	11.0%	7.7%	136	367
2020	4,138	$1.53	$1,205	12.1%	17.1%	244	491
2019	3,634	$1.54	$1,188	7.6%	-0.9%	-20	504
2018	3,634	$1.51	$1,164	5.8%	2.2%	36	8
2017	3,634	$1.48	$1,143	8.9%	1.7%	41	0
2016	3,634	$1.47	$1,133	9.6%	1.3%	29	0
2015	3,562	$1.42	$1,096	8.4%	10.0%	79	72
2014	3,367	$1.36	$1,047	7.0%	0.4%	7	195
2013	3,367	$1.34	$1,030	7.3%	0.9%	15	74
2012	3,367	$1.31	$1,008	7.4%	0.1%	-3	0
2011	3,367	$1.28	$988	7.1%	-0.1%	-2	0

2023-2027 values are predictions assuming current market conditions

Data Source: Costar Group 2011-2021

Hartford Vacancy for Class A Multifamily as of 4/30/2022 (City Proper)



	Class C Multifamily						
	Inventory Units	Market Asking Rent/SF	Market Asking Rent/Unit	Vacancy Rate	Absorption %	Absorption Units	Under Construction Units
2027	10,947	$1.37	$1,081	3.5%	-0.2%	-10	-5
2026	10,952	$1.36	$1,073	3.2%	-0.2%	-10	-3
2025	10,955	$1.35	$1,061	2.8%	-0.2%	-8	-3
2024	10,958	$1.32	$1,043	2.6%	-0.1%	-2	-5
2023	10,963	$1.29	$1,017	2.6%	-0.2%	-11	-3
2022	10,966	$1.24	$977	2.5%	0.1%	6	-2
2021	10,968	$1.16	$930	2.9%	0.5%	47	0
2020	10,968	$1.14	$911	3.6%	0.8%	13	0
2019	10,968	$1.11	$892	4.3%	-0.4%	-19	0
2018	10,968	$1.09	$873	4.0%	1.0%	50	0
2017	10,977	$1.06	$853	5.1%	0.9%	64	0
2016	10,992	$1.04	$835	4.7%	0.9%	25	0
2015	10,992	$1.02	$814	5.8%	-2.0%	-47	0
2014	10,998	$0.99	$791	5.4%	-0.1%	1	0
2013	11,028	$0.97	$779	5.6%	0.3%	13	0
2012	11,028	$0.96	$768	5.9%	0.0%	1	0
2011	11,028	$0.95	$762	5.8%	-0.1%	-8	0

2023-2027 values are predictions assuming current market conditions

Data Source: Costar Group 2011-2021

Housing Affordability in Hartford County

The latest Connecticut Housing Finance Authority (CHFA) housing needs assessment from 2020 provides a more nuanced picture of potential gaps between supply and demand for units in Hartford County . In 2016, there was a large deficit of 26,200 housing units for the lowest-income households, those making less than 30% of the area's median income (AMI). The households in the opposite end of the income spectrum, making more than 80% of the AMI, also experienced a significant gap of 30,775. The high earning households could be potentially pressuring the supply of lower-priced apartments, crowding out the households in the AMI levels below 80%, particularly the ones making less than 30%. Despite the County showing declining household projections for 2040 for all income levels, the ones making less than 30% AMI are projected to remain relatively stable.

Area Median Income (AMI)		
Family Size	*30% AMI*	*80% AMI*
1	$21,950	$55,950
2	$25,050	$63,950
3	$28,200	$71,950
4	$31,300	$79,900
5	$33,850	$86,300
6	$36,350	$92,700
7	$40,120	$99,100
8	$44,660	$105,500

Hartford County						
	2016					*2019-2040*
AMI %	Households	% of Total Households	Units Affordable for AMI Level	Units Occupied by Other Income Levels	Gap	Projected Household Growth
Less than 30%	43,170	35%	24705	7735	26200	-780
31 - 50%	23,925	19%	49380	33020	7565	-410
51 - 80%	20,525	16%	47550	37396	10370	-1,960
More than 80%	36,945	30%	9095	3410	30775	-1,370

Data Sources: CHFA, Connecticut Housing Needs Assessment 2020
Urban Institute, Connecticut Housing Assessment 2020

STUDY AREA DEMOGRAPHICS PROFILE

Population & Housing*

- The Study Area's population remained relatively stable between 2000 and 2020, increasing slightly by almost 4% (from 16,466 to 17,096 in that period), a greater percent increase than the 1% and 2% gains at the City and MSA levels, respectively. However, within this modest growth, population at the Study Area and City levels declined slightly between 2010 and 2020 (where the Study Area lost 59 residents, and the City lost 2,211 residents, as the MSA continued to gain population).

- The Hartford region currently has a population of 1,205,842. The region has grown by 1.9% since 2000, including 0.2% growth since 2010.

- Hartford is home to 122,549 people, which is a 0.8% increase from 2000 but a 1.5% decrease since 2010.

- The Study Area currently has a population of 17,096 residents. The population has increased by 3.8% since 2000, but declined slightly (-0.4%) since 2010.

- This Study Area and Hartford have both declined in population since 2010 as the surrounding region has grown. However, the Study Area has declined at a slower rate than the city as a whole.

- The Study Area is primarily home to renters, with 69.5% of households renting as of 2020 compared to 30.5% homeowners. Rentership has slightly declined in the past 20 years, down from 71.4% in 2010 and 71.5% in 2000.

- The broader region differs substantially from both the Study Area and City of Hartford. Only 32.3% of households were renters in 2020, while the remaining 67.7% owned their homes. There has been somewhat larger variation across the region, with rentership up from 2010 (29.9% rentership rate) but down from 2000 (36.1%).

- Household income has increased significantly in the past decade within the Study Area: the current median household income of $45,743 is a 27% increase from the inflation-adjusted median in 2010 ($35,992), compared with a 4.5% decrease from 2000 to 2010.

- Rent burden is higher in Hartford than in the Study Area: only 43.9% of renters were not cost burdened in 2020, while 32.1% were severely cost burdened. Both figures do represent improvements from 2010, when only 31% of households were not cost burdened and 38.8% fell into the severe category. Cost burden for homeowners has followed similar patterns, with 39.1% of households cost burdened in 2020 compared with 49.8% in 2010 and 31.4% in 2000.

** Most of the Study Area population (17,000 people) live in the residential neighborhoods surrounding South Meadows.*

Education Levels

- Within the Study Area, 61.8% of residents have a high school diploma or lower. Only 14.4% of residents have a Bachelor's or advanced degree. The area has become more highly educated in the past 10 years, with the percentage of residents with a Bachelor's degree or higher growing 4.2% over that time.

- Hartford has slightly higher educational attainment than the Study Area, with 17% of residents that have a Bachelor's degree or higher and 69.2% that have a high school diploma or lower. However, educational attainment has grown more slowly across Hartford than in the Study Area over the past 10 years. The percentage of Hartford residents with a Bachelor's degree or higher has grown by only 3.7% since 2010.

- The Hartford metropolitan area has much higher educational attainment than both Hartford city and the Study Area, with 39.6% of adults that have a Bachelor's degree or higher. This figure has grown by 5.4% since 2010, a faster growth rate than the city and the Study Area. The region also only has 34.8% of residents that have a high school diploma or lower, a figure which has dropped by 5.3% over the past 10 years.

Racial Diversity

- The Study Area is fairly diverse racially. As of 2020, the population is 28.1% white, 25.8% black, 3.2% Asian/Pacific Islander, and 42.6% other race/multiracial. Additionally, 56.4% of residents of all races identify as Hispanic/Latino, including over 90% of residents that identify as other race or multiracial. Today, Hispanic/Latino residents that do not identify with a particular race make up the largest demographic group in this area at 40.4%.

- The racial composition of this Study Area has changed significantly in the past two decades, especially from 2010 to 2020. The white population has decreased by 15% since 2000 (including 12.9% since 2010), while the black population has risen by 8.9% since 2000 (8.7% since 2010). The other race/multiracial category has also grown by 5% since 2010, a change which is largely attributable to a significant increase in the Hispanic/Latino population. Overall, the latter group has grown by 9.1% since 2000 (1.7% since 2010).

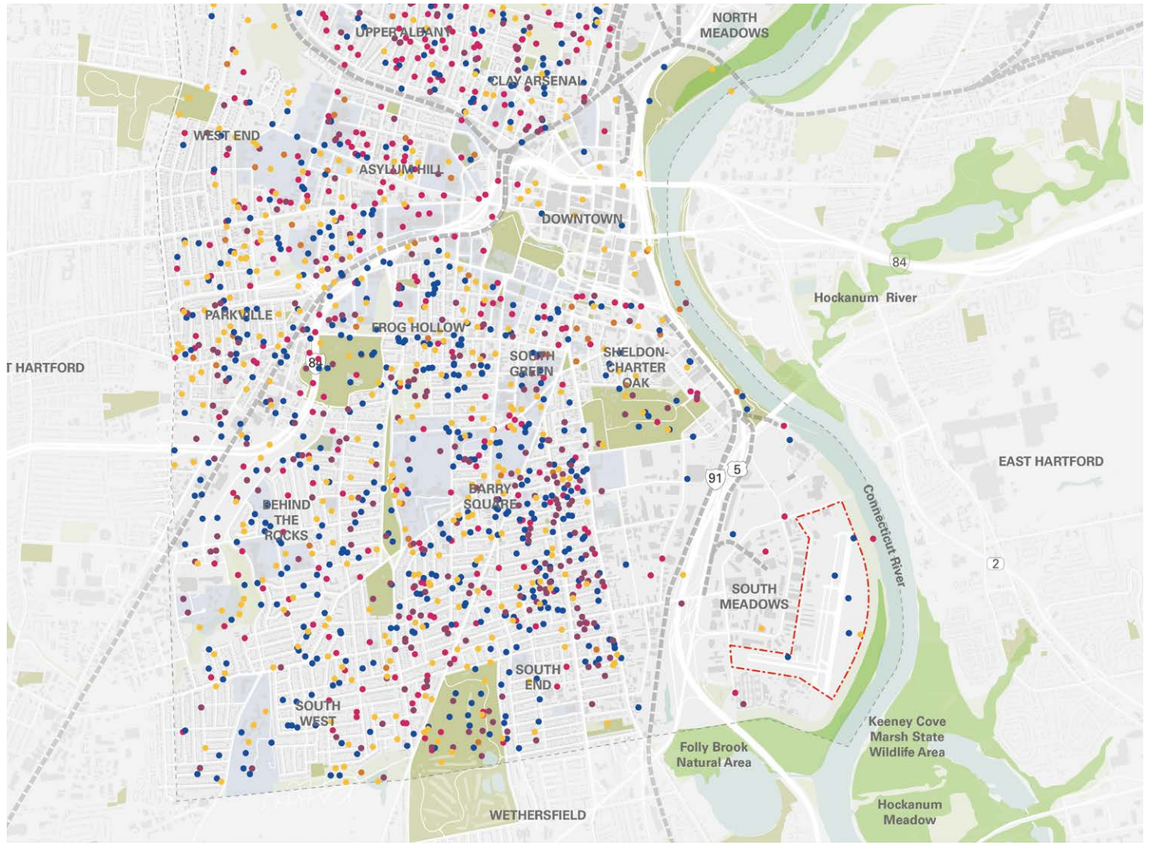
- Hartford city has a similar white population to the Study Area at 29.6%, but the black population is higher (37.2%) and other race/multiracial representation is lower (30.2%). Asian/Pacific Islanders are a small share of the city's population at 2.6%. The Hispanic/Latino population is also lower than in the Study Area, at 44.7% of all races and 89.9% of those that identify as other race or multiracial. However, Hispanic/Latino residents that do not identify with any race remain the largest demographic group in Hartford, with a 40.2% share of the population.

- While the Study Area has undergone significant racial and ethnic change in recent years, Hartford has remained relatively consistent. No racial or ethnic group has grown or shrunk by more than 4.2% since 2000. The greatest change is in the Hispanic/Latino population, which has grown by 4.2% since 2000 and 2.7% since 2010.

- The Hartford metropolitan area has a much different racial and ethnic population distribution than the city or the Study Area. The metro area is 73.5% white, roughly two and a half times more than the city. The Asian/Pacific Islander population is also larger at 5.1% across the metro area. However, the black (11.3%) and other race/multiracial (9.8%) populations are much smaller across the region. Hispanic/Latino residents also make up a much smaller percentage of the population at just 15.2%.

- While the region remains much whiter than the city or the Study Area, it has become more racially diverse in the past two decades. Since 2000, the white population has declined by 7.2%, including 4.3% since 2010. Meanwhile, every other racial and ethnic group has increased its population share since 2000; the greatest increase has been in the Hispanic/Latino population (up 5.6%), followed by the Asian/Pacific Islander (+3.9%), other race/multiracial (+2.5%), and black (1.8%) populations.

Race & Ethnicity in Hartford

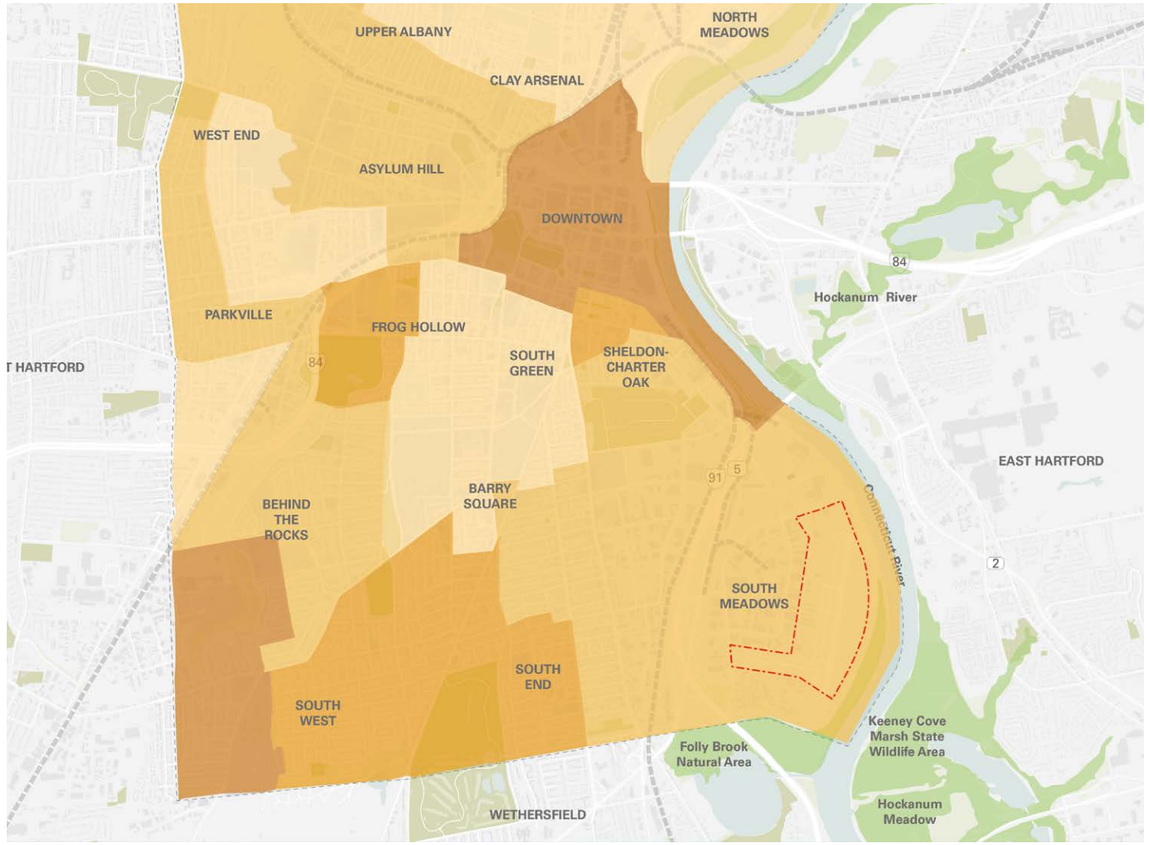


White
Hispanic
Black
Asian
Other

**100 Residents per dot.*

Hartford continues to be home to a racially and ethnically diverse population. A majority minority city, over half (56.4%) of Hartford residents of all races identify as Hispanic/Latino.

Median Household Income Map



- $0-$28,000
- $28,000-$46,000
- $46,000-$65,000
- $65,000 & Above

The area surrounding the airport is composed of some of the poorest census tracts in the city, with lower incomes than surrounding jurisdictions and downtown.

Development Paradigm Overall Area Calculations

Using the three paradigms presented in Section 3, the tables below break down each development scenario by overall square footage and footprint acreage per land use. These space break downs represent rough estimates apportioned to the different uses shown illustratively in the different development paradigms.

Paradigm 1: Logistics and Distribution

Proposed Program	Square Footage	Acreage
Logistics	6,593,733	151.4
Light Industrial	729,173	16.7
Road / Infrastructure	774,776	17.8
Open Space	657,878	15.1
Potential Roof Program	**Square Footage**	**Acreage**
Recreation Space	2,809,191	64.5
Solar Panel	2,809,191	64.5
Urban Farm	2,957,387	67.9
Solar Energy Generated	8.1 MW	
TOTAL AREA	8,755,560	201.0

Paradigm 2: Mixed Use Activity Center

Proposed Program	Square Footage	Acreage
Residential	1,356,820	31.1
Retail	505,706	11.6
Commercial Office	985,017	22.6
Research & Development	2,829,140	64.9
Road / Infrastructure	1,048,779	24.1
Open Space	2,030,098	46.6
Residential (Floor Area)	2,992,712	68.7
Residential Unit Count	2,693	
TOTAL AREA	8,755,560	201.0

Paradigm 3: Advanced Manufacturing, R&D & Aviation Technology

Proposed Program	Square Footage	Acreage
Research & Development	1,242,876	28.5
Light Industrial	961,337	22.1
Food Manufacturing	1,433,008	32.9
Runway / Test Space	3,364,537	77.2
Road / Infrastructure	894,789	20.5
Open Space	859,013	19.7
TOTAL AREA	8,755,560	201.0

5.6 Data Sources & Bibliography

Market Analysis Data Sources

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- ESRI Business Analyst, Business Summary by NAICS
- Codes: Esri Total Residential Population forecasts for 2021. ©2021 Data Axle, Inc.
- CoStar Group***
- Property and Market data for Office, Retail, Industrial, Flex, and Multi-Family Residential types, © 2021 CoStar Group
- Brainard's operating losses are recorded in the Connecticut Airport Authority (CAA)'s annual audited financial statements. Operating losses vary from year to year, but have generally been in the range of $500,000 to $1,000,000 per year since 2014. Financial information on Connecticut Airports is available at ctairports.org/about/financial/

*Note: Certain U.S. Census Bureau tables were sourced through Social Explorer's simplified tables.

**Note: Data on the Business Summary report is calculated using Esri's Data allocation method which uses census block groups to allocate business summary data to custom areas.

***Note: CoStar Group has its own research team that works to build and consistently augment its commercial real estate data platform by continuously investing in research operations.

Industrial Properties in Hartford (MSA)

Comparable Industrial Sites in the MSA

Property Address	RBA	Land Area (SF)	Total Available Space (SF)	Property Type	Building Class	City	Year Built	Rent/SF per Year
E Hartford Blvd	2,700,000		1,200,000	Industrial	A	East Hartford	2024	-
Rt 3 Shunpike Rd	936,000	5,667,156	936,000	Industrial	A	Cromwell	2023	$6.75
Route 20	933,300	5,662,800	933,300	Industrial	B	East Granby		-
35 Bacon Rd	817,696	7,884,360	214,356	Industrial	B	Enfield	2023	$10.25
500 Groton Rd	750,000	4,051,080	750,000	Industrial	A	Windsor	2023	-
113 N Maple St	501,500	3,092,760	241,500	Industrial	B	Enfield	2022	$7.25
Unionville Ave	500,000	2,265,120	500,000	Industrial	B	Plainville	2023	$6.75
King St	500,000		500,000	Industrial	A	Enfield	2022	-
173 Moody Rd	450,000	2,700,720		Industrial	B	Enfield		-
2195 Day Hill Rd	400,000		400,000	Industrial	A	Windsor	2023	-
34 Northwest Dr	300,000	871,200		Industrial	B	Plainville	2022	$6.18 - 7.55
1330 Blue Hills Ave	280,000			Industrial	B	Bloomfield		-
35 Great Pond Dr	270,000	1,213,146		Industrial	B	Windsor	2023	-
1190 Kennedy Rd	268,800	1,715,528		Industrial	B	Windsor	2022	-
Hamilton Rd	250,240	1,115,136	250,240	Industrial	B	Windsor Locks		-
Cronk Rd	250,000	2,740,360		Industrial	A	Plainville	2022	$6.44 - 7.88
110 Tradeport Dr	234,000	653,400	78,000	Industrial	A	Windsor	2022	$5.43 - 6.63
1190 Kennedy Rd	218,400	1,715,393		Industrial	B	Windsor	2023	-
111 Spring St	200,000	1,611,720	200,000	Industrial	B	Southington	2023	-
240 Ellington Rd	182,000			Industrial	A	South Windsor	2022	$5.31 - 6.49
105 Baker Hollow Rd	165,625	687,377	165,625	Industrial	A	Windsor	2022	$7.50
1995 Blue Hills Ave	160,000	862,000		Industrial	B	Windsor		-
King St	100,000	100,188	100,000	Industrial	A	Enfield	2022	-
337 Berlin Tpke	100,000	533,610	20,000	Industrial	B	Berlin	2022	$6.10 - 7.46
337 Wilbur Cross Hwy	100,000	533,610	4,000	Industrial	C	Berlin	1967	$30.00
85 Pane Rd	87,120	113,256		Industrial	B	Newington	2023	-
25 Phil Mack Dr	75,000			Industrial	B	Middletown		-
80 Utopia Rd	60,876	172,933		Industrial	B	Manchester	2023	-
21 Manning Rd	57,361	557,132	7,000	Industrial	B	Enfield	1968	$6.00
70 Commerce Dr	31,500	348,480		Flex	B	Cromwell	2022	-
103 Louis St	29,550	116,741		Flex	B	Newington	2023	-
204 Old Brickyard Ln	21,500		21,500	Industrial		Berlin		$6.00
1275 Cromwell Ave	13,400	466,092		Flex	B	Rocky Hill	2023	-
51 Worthington Rdg	10,000	148,104		Industrial	B	Berlin	2023	-
170 Deming Rd	8,750			Industrial	C	Berlin	2022	-
245 Christian Ln	8,000	40,511		Industrial	C	Berlin	2022	$6.04 - 7.39
130 Dennison Rd	7,500	32,670		Flex	B	Essex	2023	-
170 Deming Rd	7,500			Industrial	C	Berlin	2022	$6.03 - 7.37
9 Pequot Park Rd	5,000			Industrial	C	Westbrook	2022	$7.74 - 9.46
60 Mastrianni Place	3,200	151,153	3,200	Industrial		Southington	2022	-

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