

Vineyards at Coram

Middle Country Road

Town of Brookhaven, Suffolk County

PREPARED FOR

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Introduction

1.1 Project Overview

This report has been prepared by the request of Ornstein Leyton Company (the “Applicant”). The Applicant is seeking Town of Brookhaven Industrial Development Agency (IDA) tax benefits (i.e., payment-in-lieu-of-taxes [PILOT] agreement, sales tax exemption and mortgage recording tax exemption) associated with the Applicant’s proposed 74-unit planned retirement community (PRC) (the “Proposed Project”). The proposed 74-unit PRC would be located on a 12.43±-acre Subject Property on the south side of Middle Country Road (NYS Route 25), in the hamlet of Coram, Town of Brookhaven, Suffolk County, New York (Figure 1). The Subject Property comprises two parcels, identified on the Suffolk County Tax Map as District 0200 – Section 475.00 – Block 01.00 – Lot 012.004 and Block 02.00 – Lot 001.002 (Figure 2).

The Subject Property is situated along the south side of the Middle Country Road commercial corridor, which contains a mix of retail, commercial recreation and undeveloped properties, as well as existing multi-family residential developments. Currently, the Subject Property is zoned J Business 2, and is wooded/undeveloped throughout.

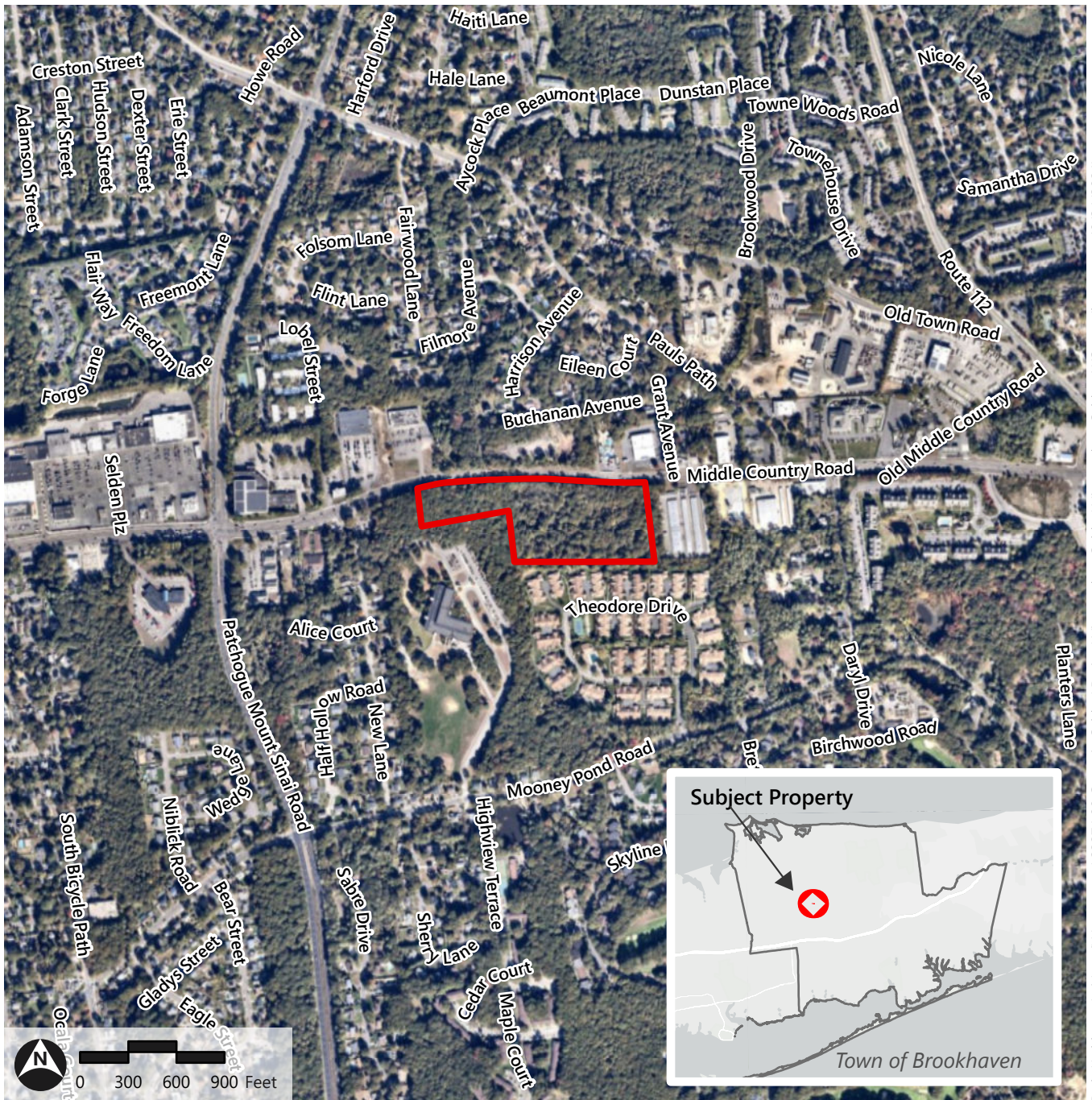
The Proposed Project involves a request for a change of zone to the PRC District to allow the construction of 74 rental residential units (including 12 affordable units), which would be age-restricted in accordance with the Town of Brookhaven Town Code (i.e., 55 years of age and older). The development would consist of six two-story residential buildings, a one-story community building, outdoor recreational amenities, a sewer pump station, stormwater management infrastructure, landscaped areas, and 119 surface parking spaces. Site access would be provided by a single-full movement driveway on Middle Country Road near the eastern limit of the Subject Property’s frontage. The Proposed Project also involves the preservation of 4.99± acres (over 40 percent) of land as open space in its existing, vegetated state.

The purpose of this report is to evaluate the Proposed Project with respect to the guidelines to determine eligibility for Town of Brookhaven IDA approval of certain benefits (i.e., sales tax exemption, mortgage recording tax exemption and PILOT agreement). Specifically, the socioeconomic and community benefits and need for the Proposed Project, including economic activity during the construction and operational phases, and the purchasing power of the Proposed Project residents, are evaluated.

Figure 1: Site Location

Vineyards at Coram

Middle Country Road, Town of Brookhaven, Suffolk County




 Subject Property (boundaries are approximate)

Figure 2: Tax Map

Vineyards at Coram

Middle Country Road, Coram, Town of Brookhaven, Suffolk County



Subject Property (boundaries are approximate)

Suffolk County Tax Parcels

1.2 Comprehensive Planning Documents

The Project's consistency with relevant comprehensive planning documents including the *1996 Town of Brookhaven Comprehensive Land Use Plan* (the "1996 Comprehensive Plan") and the *2006 Middle Country Road Land Use Plan for Coram, Middle Island and Ridge* (the "CMIR Land Use Plan"), is summarized below.

1.2.1 1996 Town of Brookhaven Comprehensive Land Use Plan

The *1996 Comprehensive Plan* is the latest effective Town-wide land use plan. The *1996 Comprehensive Plan* is largely based upon hamlet studies conducted leading up to the plan. It is noted that a hamlet study pertaining to Coram was not completed prior to the *1996 Comprehensive Plan* and, as such, one was not included in same (the *2006 Land Use Plan* that includes the hamlet of Coram is discussed later in this section). The *1996 Comprehensive Plan* includes an assessment of existing land uses; existing zoning and related codes; demographic data concerning the population, housing, social and economic conditions in the Town; historical and cultural facts; discussion of previous land use plans such as Brookhaven's 1975 and 1987 plans; and analyses of community services and facilities, traffic circulation and transportation infrastructure, and environmental resources. The *1996 Comprehensive Plan* also identifies existing problems, deficiencies and needs, as well as community strengths and assets, and sets forth goals and objectives to be achieved. Lastly, alternatives and implementation programs for achieving the goals and objectives are proposed in the *1996 Comprehensive Plan*.

In the *1996 Comprehensive Plan*, the future Land Use Plan, in which the location of the Subject Property appears, is shown as a high-density area in Figure 3. "High-density" is the densest of all the residential categories that are designated on the Land Use map. This category includes multi-family housing and PRCs.

The *1996 Comprehensive Plan* identifies the following Needs and Opportunities relevant to the Proposed Project:

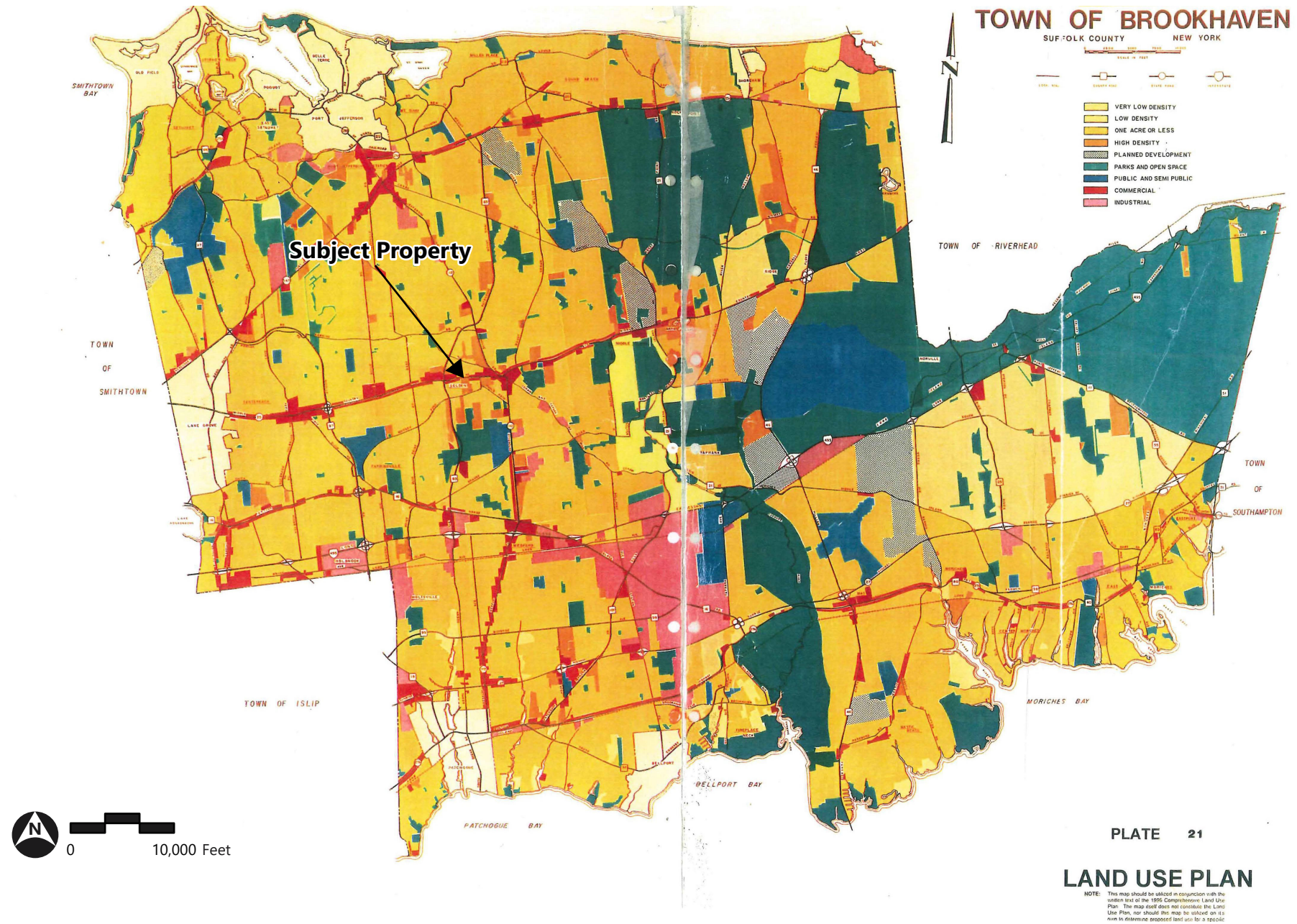
- › Eliminating overabundant commercial zoning, including commercial strip zoning
- › Supporting and promoting senior citizen housing, to meet a growing need
- › Siting multi-family housing along major roadways, near activity centers
- › Clustering to maintain and create open space, especially in the Central Pine Barrens

The proposed Vineyards at Coram would accomplish these Town-wide goals with respect to residential and commercial development.

Figure 3: Town of Brookhaven Comprehensive Land Use Plan

Vineyards at Coram

Middle Country Road, Coram, Town of Brookhaven, Suffolk County



1.2.2 2006 Middle Country Road Land Use Plan for Coram, Middle Island, and Ridge

It is noted that because the specific hamlet plan for Coram was prepared 10 years after the *1996 Comprehensive Plan*, the corridor plan provides more up-to-date information and recommendations for this hamlet.

As previously mentioned, the Subject Property is located within the area covered by the *CMIR Land Use Plan*. In contradiction to the *1996 Comprehensive Plan*, the *CMIR Land Use Plan* identifies the Subject Property as Park/Open Space on "Figure 34 – Coram Land Use Plan" (Figure 4). For the parcels identified for Park/Open Space, the *CMIR Land Use Plan* states, "[a]cquisition or TDR [transfer of development rights] can be used to ensure preservation of these parcels" (p. 88). The *CMIR Land Use Plan* envisions the Middle Country Road corridor as a series of "hamlet centers and transition areas, where a greater density can be provided within the center and a lesser density at its perimeter..." (p. 67). The Subject Property is situated in a transitional area of Coram, west of the Coram Hamlet Center and east of Suffolk County Road 83 (CR 83). Other land uses envisioned for the transition area include single-family residential, low intensity commercial uses, farmers' markets, general stores, and religious uses.

The layout of the proposed Vineyards at Coram maintains a natural buffer throughout the front yard along Middle Country Road, will have a residential scale and appearance, and preserves a substantial portion of the Subject Property as naturally vegetated open space. As a result of these design features and site planning measures, the Proposed Project would maintain the transitional character of the Subject Property and achieve these relevant goals of the *CMIR Land Use Plan*. The proposed development would be set back within the Subject Property behind the natural buffer area with a minimum depth of 50 feet from Middle Country Road, with landscaped areas providing supplemental buffers between the natural area to be maintained on Middle Country Road and the development area within the interior of the Subject Property. The combination of the proposed natural buffer, interior landscaped areas, and the substantial setback of the proposed buildings within the Subject Property (i.e., a minimum of 93± feet for the community building and greater setbacks for all other buildings) would limit the visibility of the development from Middle Country Road.

The site layout of the Proposed Project would achieve open space/natural vegetation preservation at the Subject Property through the designation of a conservation area comprising the northwest portion of the Subject Property, and the buffer along Middle Country Road, with other portions of the site contiguous to these areas, resulting in a total of 4.99± acres of open space (i.e., 40.1 percent of the site). The proposed development would be concentrated within a 7.44±-acre area (59.9± percent of the site) on the eastern and central portions of the Subject Property, whereas the remainder of the site (western portions, along with the natural buffers to be retained along the northern and southern property boundaries) would remain natural, as noted above.

The Proposed Project includes a change-of-zone from J Business 2 to PRC Residence District. As noted in the Town Code, § 85-134, *Designation of districts*, the PRC Residence District is a more restrictive zoning district than the J Business 2 District, (i.e., reducing the intensity of development from the current zoning to the proposed zoning). The proposed PRC zoning, which is residential in character, is compatible with the relevant goals for the "transitional" portions of the corridor between hamlet centers, whereas the prevailing J Business 2 zoning would continue

to enable the retail commercial sprawl that is discouraged by the goals of the *1996 Comprehensive Plan* and the *CMIR Land Use Plan*.

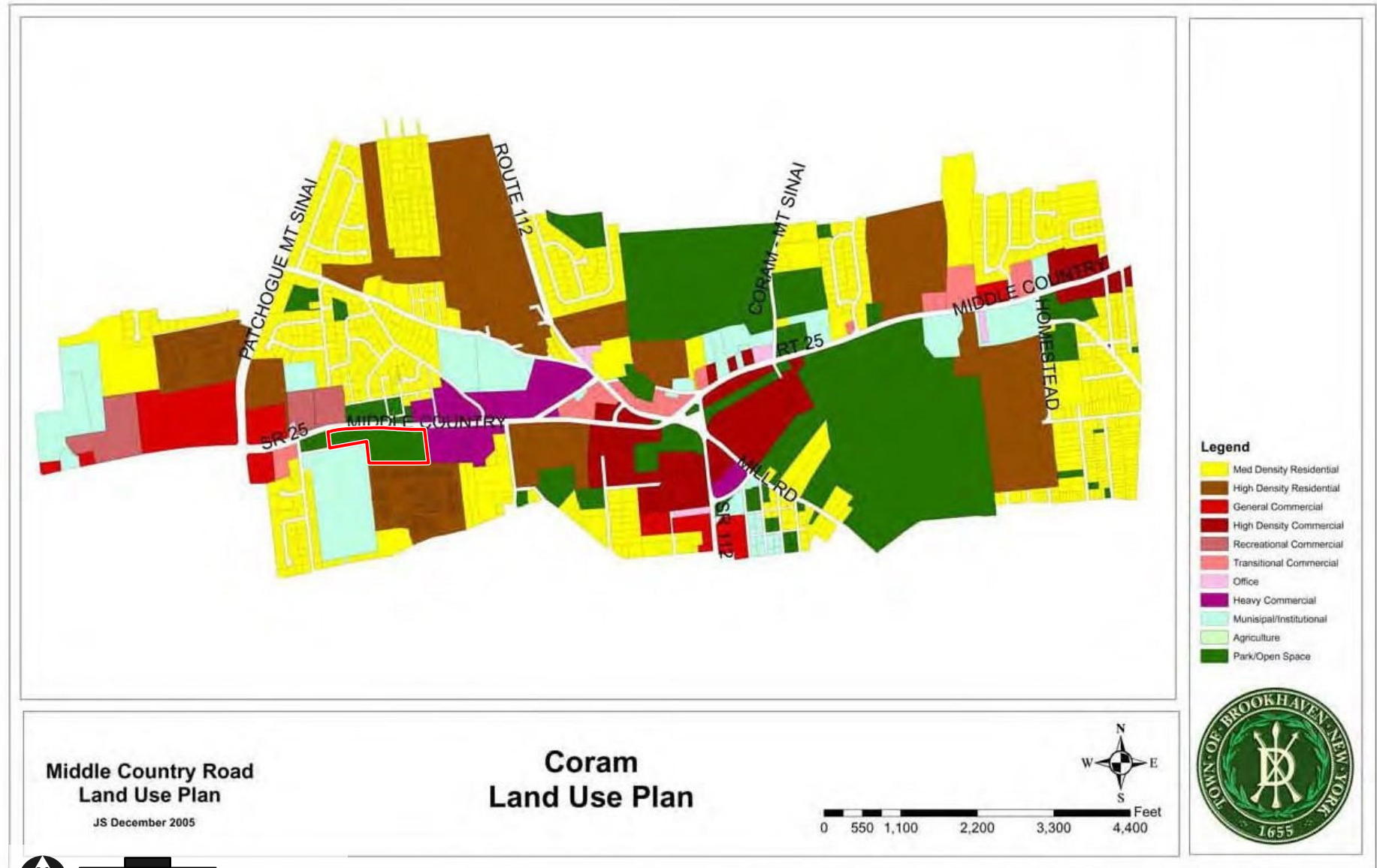
The following can be concluded based on the above analysis of the *1996 Comprehensive Plan* and the *CMIR Land Use Plan*:

- › The proposed PRC development would be residential in nature and compatible with the existing established transitional land use pattern of the corridor, and would support the nearby Coram Hamlet Center with additional shoppers and patrons.
- › While the site was identified as “open space” in the *CMIR Land Use Plan*, it has not been acquired for open space preservation in the approximately 18 years since the adoption of the *CMIR Land Use Plan*, and remains in private ownership zoned for commercial and retail use.
- › The proposed PRC development would result in the preservation of a substantial area of open space (i.e., 4.99± acres), including a substantial wooded buffer along the Middle Country Road corridor, which will be protected from development by a Conservation Easement requested by the Town of Brookhaven.
- › Additional open space would be preserved within the Town of Brookhaven (i.e., the Core Preservation Area of the Central Pine Barrens) as a result of the transfer of development rights through the redemption of Pine Barrens Credits.

Figure 4: Coram Land Use Plan

Vineyards at Coram

Middle Country Road, Coram, Town of Brookhaven, Suffolk County



1.3 Rental and Senior Housing Trends and Data

The current need for affordable rental housing on Long Island, including senior housing, is well-documented and has become increasingly urgent in recent years. A March 2024 report published by the Regional Plan Association (RPA) found that Long Island experienced one of the largest drop-offs in the Tri-state area in the number of housing unit permits issued (including owner-occupied and renter-occupied units) per 1,000 residents between 1997-2009 and 2010-2022, and had the lowest number of housing unit permits per 1,000 residents issued within the period of 2010-2022 of the comparative regions with the Tri-state area.^{1,2} Specifically, between 1997-2009 and 2010-2022, Long Island had a decrease of housing units permitted per 1,000 residents from 21.9 to 9.3. In comparison, during the same period, the Lower Hudson Valley region observed a minor decrease in housing units permitted per 1,000 residents from 22.4 to 17.8. The RPA attributes this to restrictive zoning across Long Island and states that “apartment buildings are prohibited on more than 96% of the zoned land in Nassau and Suffolk Counties... [while] single-family housing can be built on 89% of the land on an as-of-right basis.”

With regard to the need for senior housing, according to the RPA,³

Seniors account for almost 40% of extremely low-income renter households statewide, and RPA has estimated that by 2040, the population of Long Island residents over 65 will increase by 40%. Older residents need more housing options on Long Island... single-family homes are not a good fit for many older adults who no longer want to or can no longer afford to meet the upkeep demands of the homes where they've lived their lives and raised their families.

The provision of housing that meets the needs of seniors not only helps them stay in the region, but also opens housing stock for prospective first-time home buyers who are a critical part of the regional economy and are contending with a limited supply of single-family homes on the market. As indicated by RPA in the *Long Island Housing Data Profiles*,⁴

Housing needs differ with age, with younger and older adults typically requiring smaller housing units than families. Long Island's housing stock is helping drive a demographic shift toward older households. With a lack of appropriate housing for younger adults and difficulties in attracting new businesses, the percentage of Long Island's population over 65 is increasing rapidly, while its share of younger households is shrinking... On Long Island, three quarters of households are headed by someone over 45. Population projections for Long Island as a whole estimate that the trend will continue. By 2040, the number of people over 65 is expected to increase by 40%, while its population under 35 could shrink by 13%. Long Island needs more diverse housing options for different ages and household lifecycles.

Despite the documented need for more housing options on Long Island, local municipalities have been slow to build new units. Per the 2018-2022 American Community Survey Five-Year Estimates, only approximately 3.7 percent of the existing housing stock within the Town of

¹Regional Plan Association. “Homes on Track: Building Thriving Communities Around Transit.” March 2024. Available at: <https://rpa.org/work/reports/homes-on-track>. Accessed October 2024.

²Comparative regions of the Study included the New Jersey Metro Core, the New Jersey Metro Periphery, New York City, Mid-Hudson Valley, Southwest Connecticut, the Lower Hudson Valley and the overall tri-state region.

³Regional Plan Association. “The Impact of Housing Insecurity on Long Island.” March 21, 2023. Available at: <https://rpa.org/news/lab/the-impact-of-housing-insecurity-on-long-island>. Accessed October 2024.

⁴Regional Plan Association. “Long Island Housing Data Profiles.” October 2020. Available at: <https://rpa.org/work/reports/long-island-housing-data-profiles>. Accessed October 2024.

Brookhaven was built in 2010 or later.⁵ With respect to renter occupied housing, according to the ACS data, since 2010, approximately 2,644 renter occupied units have been built in the Town, while in the prior decade (2000 to 2009), approximately 4,406 renter occupied units were built. Similarly, from 1990 to 1999, approximately 4,156 renter occupied units were built in the Town. This data indicates a trend of slowing rental housing construction in the Town as compared to previous decades.

The trends observed across Long Island create a housing environment for residents that is particularly burdensome. According to the ACS data, approximately 61.8 percent of renters in the Town are rent burdened (i.e., spending more than 30 percent of their income on housing costs).

In terms of housing choice, Long Island has similarly trended behind its neighboring counties and regions. The gap between the share of rental units in Nassau and Suffolk Counties and the share observed in neighboring metropolitan area counties is shown below in Table 1. Only rural Putnam County in the mid-Hudson Valley has a lower percentage of rental units than Nassau and Suffolk Counties.

Table 1 Rental Housing Units as Percentage of Total Occupied Housing Units

County	Percentage of Rental Units 2018-2022
Suffolk County, NY	18.2%
Nassau County, NY	18.2%
Hudson County, NJ	67.8%
Essex County, NJ	55.3%
Westchester County, NY	37.8%
South Central Connecticut Planning Region, CT (<i>containing New Haven County</i>)	39.0%
Bergen County, NJ	34.9%
Western Connecticut Planning Region, CT (<i>containing portions of Fairfield County</i>)	33.9%
Greater Bridgeport Planning Region, CT (<i>containing portions of Fairfield County</i>)	33.7%
Dutchess County, NY	31.2%
Rockland County, NY	31.7%
Putnam County, NY	16.1%

Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates.⁶

⁵ United States Census Bureau, 2022 American Community Survey 5-Year Estimates. <https://data.census.gov>. Accessed October 2024.

⁶ In 2022, the US Census Bureau began collecting data for each of the nine "Planning Regions" within the State of Connecticut, rather than the State's historical 8 counties. As a result, data for Connecticut's Planning Regions prior to this date are not available and are not perfectly comparable to county data.

The high cost of living is a result of the dynamics of supply and demand for housing in the Town of Brookhaven and across Long Island. The demand for rental housing units exceeds the available supply, a condition which often results in high housing costs. This is evident by the fact that only 3.0 percent of rental units in the Town are vacant, according to vacancy data from the ACS.⁷ For Suffolk County, the rental vacancy rate is 3.2 percent and for New York State as a whole, the rental vacancy rate is 3.9 percent. In other words, though some rental units have been built in recent years across Long Island, the supply that has been created has not met the high demand.

The Proposed Project would help to address these trends by providing 74 rental units available to seniors, with 12 affordable units. The Proposed Project, similar to other comparable developments identified below, would help Coram, the Town and Long Island close the housing supply and demand gap.

1.4 Local Trends in Senior Housing

The Suffolk County Department of Economic and Planning (SCDEP) gathers data on senior citizen multi-unit housing communities with 10 or more units existing or currently under construction in the County. According to SCDEP data from 2021 (most recent available),⁸ in the Town of Brookhaven, there were 55 senior housing complexes with a total of 12,290 units. Of those complexes, 27 are apartment complexes with a total of 4,797 units. In Coram, the SCDEP data indicate seven senior housing complexes with a total of 923 units, including four apartment complexes with a total of 516 rental units. Thus, Coram contains approximately 7.5 percent of all senior housing units in the Town, and approximately 10.8 percent of all senior rental units in the Town. With the addition of 74 senior rental units, the Proposed Project would increase the Town's overall senior housing stock by approximately 0.6 percent, and increase the Town's senior rental housing stock by approximately 1.5 percent.

⁷ Calculated by comparing "Vacancy Status" and "Occupancy Characteristics" data from the 2018-2022 American Community Survey Five Year Estimates

⁸ Suffolk County Department of Economic Development and Planning, *Senior Citizen Multi-Unit Housing Complexes*, November 15, 2021. Available at: [MULTS SrCit.pdf](#). Accessed October 2024.

2

Anticipated Benefits of the Project

2.1 IDA Evaluation Criteria

The Town of Brookhaven IDA evaluates projects seeking benefits pursuant to the guidelines in its Uniform Tax Exemption Policy (UTEP),⁹ pursuant to Section 874(4)(a) of Title One of Article 18-A of the New York State General Municipal Law (hereinafter “the Act”). As the Proposed Project is seeking a PILOT Agreement (as well as other benefits) from the IDA, it is subject to the guidelines presented below to determine eligibility for a real property tax abatement (Section 7(D)(1) of the UTEP). Relevant guidelines, and the Proposed Project’s consistency therewith, are as follows:

It is noted that the Proposed Project only consists of a residential component. Therefore, Section 7(D)(1)(a) is not applicable to this application, as it relates to commercial and industrial uses seeking IDA benefits.

Section 7(D)(1)(b):

Generally, new jobs created or existing jobs retained by the project should have projected average annual salaries in line with the median per capita income levels on Long Island at the time of application. Projects with low employment numbers may receive reduced benefits. Further, labor intensive industries are viewed favorably. The likelihood that a desirable project will locate in another municipality/region/state, resulting in subsequent real economic losses in the Town, the retention of current jobs at an existing project, and the possible failure to realize future economic benefits for attraction projects are factors that may be considered by the Agency in granting a PILOT Agreement.

As indicated in a recent report prepared by Camoin Associates, *Contribution Analysis of Home Building on Long Island* (October 2024),¹⁰ it was found that Long Island’s home building sector accounts for a significant portion of the regional economy. The report found the following economic benefits from Long Island’s home building sector:

⁹ Town of Brookhaven IDA. *Town of Brookhaven Industrial Development Agency Uniform Tax Exemption Policy*. Available at: [Brookhaven UTEP Final 2020.pdf](#). Accessed October 2024.

¹⁰ Camoin Associates. *Contribution Analysis of Home Building on Long Island*. October 2024. Available at: <https://libi.org/contribution-analysis-of-home-building-on-long-island/>. Accessed November 2024.

- › 194,022 jobs (14 percent of Long Island's jobs)
- › \$15.4 billion in earnings (12 percent of Long Island's employee earnings)
- › \$41.7 billion in sales (over nine percent of Long Island's total sales)
- › \$122.6 million in sales tax contributions on Long Island
- › \$153.3 million in total fiscal impact (i.e., sales tax + income tax + property tax) on Long Island
- › \$30.6 million in property taxes collected from new home and apartment construction.

As shown above, there are clear economic benefits from the residential construction industry as a whole on Long Island. The discussion below summarizes the specific economic benefits that are anticipated from the Proposed Project.

VHB conducted an analysis of the jobs projected to be generated by the Proposed Project using the IMPLAN software tool. This analysis was conducted for both the construction and operational periods of the Proposed Project. For the construction period, data inputs included the anticipated hard construction costs (i.e., building construction and site work), which is approximately \$20.4 million. Based on this construction cost, and with an anticipated 24 month construction period starting in July 2025, the Proposed Project is expected to support approximately 109 jobs during the construction phase. These jobs are broken down as follows:

Table 2 Employment Impact (Construction Phase)

<u>Impact Type</u>	<u>Employment</u>
Direct Effect ¹¹	75.1
Indirect Effect ¹²	6.5
Induced Effect ¹³	27.2
Total Effect	108.8

The analysis of the Proposed Project's employment impacts upon completion of construction (i.e., the operational phase) is based upon the assumption that the Proposed Project would directly generate 1.5 full-time equivalent (FTE) jobs when fully operational in the year 2027 (i.e., building super, maintenance and leasing jobs). As the existing Subject Property is undeveloped, no jobs would be lost as a result of the development of the Subject Property and, thus, this estimate of jobs is generated by the Proposed Project would represent a net increase.

¹¹ Direct Effect is a series of (or single) production changes or expenditures made by producers/consumers as a result of an activity or policy. These initial changes are determined by an analyst to be a result of this activity or policy (i.e., construction jobs directly related to on-site activity).

¹² Indirect Effect is the impact of local industries buying goods and services from other local industries (i.e., jobs created from construction-related spending).

¹³ Induced Effect is the response by an economy to an initial change (direct effect) that occurs through re-spending of income by a component of value added. Money is recirculated through the household spending patterns causing further local economic activity (i.e., jobs created through household spending of income from direct jobs).

The results of the employment analysis for the operational phase of the Proposed Project are as follows:

Table 3 Employment Impact (Operational Phase)

Impact Type	Employment
Direct Effect	1.5
Indirect Effect	7.4
Induced Effect	2.1
Total Effect	11.0

As shown above, it is anticipated that the Proposed Project would support a total of approximately 11 jobs (including two direct jobs) during operation and approximately 109 total jobs (including 75 direct jobs) during construction. As noted above, the existing Subject Property is undeveloped, so no existing jobs would be lost.

The IMPLAN analysis also yields projections of the income from jobs that are anticipated to be created by the Proposed Project. This includes income from direct, indirect and induced jobs. The results of this analysis, for both the construction and operational phases of the Project are presented below:

Table 4 Labor Income for Jobs Supported During Construction

Impact Type	Employment	Labor Income	Average Salary
Direct Effect	75.1	\$6,497,654	\$86,485
Indirect Effect	6.5	\$473,126	\$73,339
Induced Effect	27.2	\$1,817,457	\$66,769
Total Effect	108.8	\$8,788,237	\$80,773

Table 5 Labor Income for Jobs Generated During Operation

Impact Type	Employment	Labor Income	Average Salary
Direct Effect	1.5	\$122,625	\$81,750
Indirect Effect	7.4	\$436,018	\$58,757
Induced Effect	2.1	\$138,332	\$66,956
Total Effect	11.0	\$696,975	\$63,438

As demonstrated in Table 4 and Table 5 above, during the construction period, the Proposed Project would support approximately \$8.8 million in labor (payroll) income for all jobs (direct, indirect and induced), with an average salary of approximately \$80,773. During operations, the Proposed Project would generate approximately \$696,975 in labor (payroll) income for all jobs (direct, indirect and induced) with an average salary of approximately \$63,438, according to the IMPLAN analysis. As the Subject Property does not contain any active uses, the income supported by the Proposed Project would be new to the Town.

Data from the 2018-2022 American Community Survey 5-Year Estimates indicate that the per capita income in the Town of Brookhaven is approximately \$47,994.¹⁴ Therefore, the jobs supported and generated by the Proposed Project are expected to have incomes above the

¹⁴ United States Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, <https://data.census.gov/>. Accessed October 2024

current per capita income for the Town. Additionally, the per capita income for Suffolk and Nassau Counties are \$53,317 and \$60,206, respectively. The jobs supported and generated by the Proposed Project would therefore be in-line with, or above, the current per capita income for Long Island.

Section 7(D)(1)(c): *The total amount of capital investment and/or public benefit at the project is a factor that may be considered by the Agency in granting a PILOT Agreement*

The Proposed Project would provide capital investment of approximately \$31.64 million¹⁵ in development costs, resulting in an overall economic output¹⁶ of approximately \$33.7 million during construction and \$3.9 million annually during operations.¹⁷ The Proposed Project offers numerous benefits, including the better and more economically viable utilization of a current undeveloped property, increasing high-quality senior citizen housing stock, including affordable senior housing, and growth of the Town's economic base.

Section 7(D)(1)(d): *The extent to which a project will further local planning efforts by upgrading blighted areas, create jobs in areas of high unemployment, assist institutions of higher education, provide the opportunity for advanced high-tech growth or diversify the Town's economic base.*

As discussed in Section 1.2 of this report, the Proposed Project is not only consistent with, but would directly advance the goals and recommendations of the *1996 Town of Brookhaven Comprehensive Land Use Plan* and the *2006 Middle Country Road Land Use Plan for Coram, Middle Island, and Ridge*. These plans identify the need for increased housing and emphasize the importance in expanding and diversifying housing stock for senior citizens. Through the inclusion of 12 affordable housing units among the 74 proposed age-restricted units, the Proposed Project would provide the diversity of housing for a range of incomes that has been sought by the Town.

The Proposed Project would generate new economic activity with the hamlet of Coram and the Town. Table 6, below, shows the household spending that would be anticipated to be generated by the Proposed Project on notable retail goods and services, including apparel and services, entertainment and recreation and food, based upon existing average spending by households within Coram.¹⁸

¹⁵ The capital investment includes hard construction costs and soft costs, including the purchase and redemption of Pine Barrens Credits.

¹⁶ As defined by IMPLAN, output is the total production value of an industry, including all components of production value or output for a given industry. See: <https://support.implan.com/hc/en-us/articles/18944799551387-Economic-Effect-Indicators#:~:text=of%20the%20economy,-OUTPUT,known%20as%20revenue%20or%20sales>.

¹⁷ Calculated through IMPLAN.

¹⁸ Estimated household spending was calculated based upon an analysis conducted through Esri Business Analyst. Household spending data is sourced from 2019 and 2020 Consumer Expenditure Surveys published by the Bureau of Labor Statistics. Other types of household expenditures excluded from this table include education, health care, household furnishings and equipment, personal care products and services, shelter, support payments/cash contributions/gifts in kind, travel, and vehicle maintenance and repairs.

Table 6 Anticipated Retail Goods and Service Household Annual Spending of Proposed Project

Type of Expenditure	Average Spending of Existing Households	Anticipated Spending by Proposed Project's Households
Apparel and Services	\$2,712.89	\$200,753.86
Entertainment and Recreation	\$4,711.94	\$348,683.56
Food	\$12,924.83	\$956,437.42

Overall, the Proposed Project would bring new economic activity to the Town and contribute to the diversification of housing opportunities. In this way, the Proposed Project would meet the criteria under Section 7(D)(1)(d).

Section 7(D)(1)(e): *The effect of the proposed project on the environment and the extent to which the project will utilize, to the fullest extent practicable and economically feasible, resource conservation, energy efficiency, green technologies, and alternative and renewable energy measures.*

Prior to the necessary permits and approvals, the Proposed Project will be subject to a review of potential environmental impacts in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617. The potential environmental impacts of the Proposed Project were evaluated within an Environmental Assessment Report (EAR), dated October 2024, submitted to the Town under separate cover. The EAR includes analyses of potential environmental impact areas, including land use and zoning, topography, water resources, critical environmental areas, and transportation. As detailed in the EAR, the Proposed Project is not expected to have a significant adverse environmental impact. Several measures have been incorporated into the Proposed Project that would minimize environmental impacts, including:

- › Leaving 4.99± acres of the 12.43±-acre Subject Property undisturbed, to be preserved as natural open space
- › Installation of erosion and sediment control measures prior to site grading and construction
- › Control and capture of stormwater runoff via systems of leaching pools, shallow depressions and a recharge basin. The stormwater management system is designed to capture an eight-inch rainfall event. Stormwater management and erosion and sediment control practices, including implementation of a Stormwater Pollution Prevention Plan will be installed pursuant to Chapter 86, *Stormwater Management and Erosion Control*, of the Brookhaven Town Code
- › The Proposed Project will utilize an out-of-district sewer connection to Suffolk County Sewer District No. 11 – Selden, to avoid on-site sanitary wastewater disposal and impacts to groundwater resources. Measures will be taken during construction of the off-site sewer line to minimize the extent and duration of disturbances and to minimize the disruption to traffic activities with the requirements of the respective highway agencies (e.g., New York State Department of Transportation, Suffolk County Department of Public Works, and the Town of Brookhaven)
- › The Proposed Project is consistent with the relevant recommendations of *Long Island Comprehensive Special Groundwater Protection Area Plan (SGPA Plan)*, which encourage rezonings to limit the expansion of strip commercial areas. Additionally, the connection of the

Proposed Project to a sewer district will eliminate on-site sewage effluent discharge and, thus, would minimize potential groundwater impacts within the designated Central Suffolk SGPA

- › The Proposed Project is consistent with the standards within the *Central Pine Barrens Comprehensive Land Use Plan (CLUP)*. These standards include, among other things, limits on vegetative clearance and minimum natural vegetation requirements. The Proposed Project involves the preservation of 40.1 percent of the site, and the clearing of 59.9 percent, meeting the clearing limit standard. The Proposed Project also includes a 4.60±-acre unbroken block of open space consisting of native pine barrens vegetation in the western portion of the site. Other preserved open space along the property frontage and along a portion of the southern property border, composed of additional existing forested habitat and native landscaped buffers, would be contiguous with the larger western open space portion of the site. Overall, the Proposed Project would preserve over 4.99± acres of contiguous open space that would further adjoin existing pitch pine and oak-dominated forest communities located to the west and south of the Subject Property, thereby preserving connectivity with offsite forested areas and maintaining existing habitat corridors for resident wildlife
- › As New York Natural Heritage Program reports that a non-site-specific record exists for the endangered Northern Long-eared Bat in the vicinity of the Subject Property, the Proposed Project would be constructed in accordance with all applicable NYSDEC protections for the Northern Long-eared Bat, including seasonal tree clearing restrictions designed to limit tree removal to the winter hibernation period, when any resident bats would not be occupying summer roost trees, thereby avoiding any potential take of Northern Long-eared Bat. Moreover, the preservation of 4.99± acres of forested open space would preserve foraging habitat and potential summer trees for this species
- › Less than 15 percent of the Subject Property would be established in fertilizer-dependent vegetation. Furthermore, non-native/invasive plants listed as “specifically not recommended” for use within the Central Pine Barrens, are excluded from the proposed landscape plan, in conformance with the *Central Pine Barrens CLUP*
- › Regarding traffic, a Traffic Impact Study (TIS) was prepared for the Proposed Project, and is appended to the EAR. Based on a detailed analysis, the TIS made the following conclusions:
 - All of the studied roadways and intersections, including NY-25 and CR-83, NY-25 and Wincoram Way, and NY-25 and NY-112, will continue to operate under the overall anticipated No Build Level of Service with minor increases in delays in some individual traffic movements as a result of the Proposed Project
 - Based on the results of the TIS, the Proposed Project will not have an adverse impact on the studied intersections or roadway network, and no mitigation is necessary or proposed to accommodate the Proposed Project’s site generated traffic.

In terms of sustainable and energy efficiency features, the Proposed Project would include the following:

- › Sustainable and/or recycled materials would be incorporated into the construction of the development to the extent feasible, and energy efficient systems and equipment would be utilized
- › Air sealing construction techniques would be incorporated and a blower door test would be conducted to ensure compliance
- › Energy Star appliances would be installed in the proposed residential units

- › All lighting would be LED and utilize occupancy sensors, where appropriate
- › The building envelop would meet or exceed current energy code with insulated walls, floors, roof and foundation
- › Electric heat pump technology is proposed to be used for the heating and cooling of the proposed residential units
- › Low-flow plumbing fixtures and smart irrigation systems would be incorporated across the development.

Based on the analysis presented in the EAR and the sustainable and energy efficiency measures described above, the Proposed Project is consistent with this criterion.

Note: Criteria 7(D)(1)(f), (g) and (i) relate to Affordable Housing Projects, Assisted Living Facilities, and Market Rate Housing Projects, as defined in the UTEP, respectively. The Proposed Project is a Senior Living Facility, as defined in the UTEP (i.e., an independent living facility which is age restricted for residents 55 years of age or older per the Town Code). Therefore, Criteria 7(D)(1)(f), (g) and (i) are not relevant to the Proposed Project. Criterion 7(D)(1)(h), which relates to Senior Living Facilities, is discussed below.

Section 7(D)(1)(h): *For purposes of this UTEP, "Senior Living Facilities" are defined as independent living facilities which are restricted for residents 55 years of age or older per the Town Code. Senior Living Facilities may be granted a PILOT Agreement for a term of to [sic] 10 to 15 years with fixed PILOT Payments to be determined by the Agency in its sole discretion. However, in the event the Senior Living Facility is financed by tax exempt bonds, the PILOT Agreement may run concurrently with the term of the bond financing.*

The Proposed Project is a senior living facility, including 74 age-restricted units, 12 of which would be designated as affordable units. The Applicant is seeking a 15-year PILOT, consistent with this criterion.

Note: Criterion 7(D)(1)(j) relates to Market Rate Housing Projects, and is therefore not relevant to the Proposed Project.

Section 7(D)(1)(k): *Approval of all housing projects will be at the sole discretion of the Agency's Board of Members. For housing projects undertaken, the Agency may engage the services of a consultant to assist the Agency to determine appropriate PILOT Payment levels based upon such relevant factors, including, but not limited to, the total project costs, projected rental income, unit size, number and configuration. All project applicants for Market Rate Housing Projects, Senior Housing Living Facilities, Assisted Living Facilities and Affordable Housing Projects must submit a feasibility study to the Agency demonstrating the need for the project, other existing or planned housing projects, the impact on the local taxing jurisdictions, the impact on the local school district and the expected number of children, if any, who are likely to attend the local school district, and demonstrating that the housing project complies with the Act.*

The need for the Proposed Project is demonstrated throughout Section 1 of this report. There are documented needs in the Town and throughout Long Island for more senior housing stock, affordable senior housing, and efforts to shift away from overabundant commercial strip zoning. Compliance with the Act is demonstrated throughout Section 2 of this report.

As shown in Table 7 below, collectively, the two tax parcels that comprise the Subject Property currently generate approximately \$37,232 in annual property taxes, including \$2,263 to the Town of Brookhaven and its highway fund; \$3,997 to Suffolk County and the Suffolk County Police Department; \$25,181 to the Middle Country Central School District (CSD), \$2,452 to the Middle Country Public Library; and \$3,339 to various other special districts.¹⁹ After development of the Proposed Project, when the assessed value of the Subject Property is increased to reflect the improvements and new uses, taxes or PILOT payments paid on the site would be higher than the currently paid taxes. It is anticipated that all taxing jurisdictions would benefit over the course of, and beyond, the PILOT agreement.

Table 7 Existing Property Taxes for the Subject Property by Taxing Jurisdiction

Taxing Jurisdiction	Taxes
School District – Middle Country CSD	\$25,180.96
Library District – Middle Country CSD	\$2,452.21
County of Suffolk	\$207.21
County of Suffolk – Police	\$3,789.44
Town - Town Wide Fund	\$579.43
Highway - Town Wide Fund	\$152.70
Town – Part Town Fund	\$181.45
Highway – Part Town Fund/ Snow Removal	\$1,349.47
NYS MTA Tax	\$12.40
Open Space Preservation	\$196.26
Fire District – Selden	\$2,593.88
Lighting District – Brookhaven	\$109.68
Real Property Tax Law	\$345.02
Out of County Tuition	\$63.83
Suffolk County Community College Tax	\$17.88
Total	\$37,231.82

Source: Town of Brookhaven Statement of Taxes, 2023-2024.

Regarding the potential for the Proposed Project to affect the local public school district (i.e., Middle Country CSD), the proposed PRC zoning district restricts occupancy to persons aged 55 or over, and the children and grandchild of those occupants, provided that they are over 19 years of age. Since the 74 proposed residential units would be age-restricted, it is expected that they would not generate any school-aged children attending the Middle Country CSD. Therefore, future increases in property tax revenue (and PILOT payments) to the Middle Country CSD would be a financial benefit to the school district, without additional costs associated with a new student population.

¹⁹ Town of Brookhaven. *Town of Brookhaven Statement of Taxes, 2023-2024*. Available from the Town of Brookhaven GIS Map Portal at: <https://tob-ny.maps.arcgis.com/apps/instant/sidebar/index.html?appid=2de044a2146e492a9269701cf7eda140>. Accessed October 2024.

Regarding the services provided by other special districts, the Subject Property is currently served by the Suffolk County Police Department – Sixth Precinct, the Selden Fire District and the Middle Country Public Library. Project residents will utilize services from these special districts, and these providers would benefit from increased revenue streams resulting from the increased assessment when the Subject Property is improved from vacant land to a modern, attractive and cohesive development that will generate property tax revenue, even with the implementation of a PILOT. Over time, as the PILOT is phased out and there is a transition to a full property tax assessment, it is expected that the financial benefits to the special districts will continue to rise. It is also noted that the local community facilities and services already serve a large established population and numerous businesses throughout the area. As such, the increased residential population at the Proposed Project would be a *de minimis* portion of the demand for community facilities and services.

Based on the information above, the Proposed Project would comply with the provisions of Section 7(D)(1)(k) of the Town of Brookhaven IDA's UTEP.

3

Conclusions

For various reasons discussed above, the Proposed Project would address many of the concerns that are deemed priorities within the *1996 Comprehensive Plan* and the *CMIR Land Use Plan*. The Proposed Project would introduce 74 new senior rental apartments, including 12 affordable units. The Proposed Project would accomplish Town-wide goals of diversifying and expanding housing stock for seniors. The Proposed Project would enhance the area's character and foster new economic activity within Coram and the Town, while helping to combat current housing trends that continue to place financial burdens on renters across Long Island. As demonstrated by the U.S. Census data, rental options are not plentiful on Long Island. In fact, the availability of rental housing on Long Island lags behind other metropolitan counties, even as demographic shifts have led to a higher demand for diversified housing options, especially for senior housing options.

In terms of economic benefits to be expected from the Proposed Project, an IMPLAN analysis was undertaken to evaluate the anticipated employment and economic benefits of the Proposed Project during the construction and operation phases. This analysis indicates that the Proposed Project would support a total of approximately 109 jobs (including direct, indirect, and induced jobs) during the 24-month construction period, with a total labor (payroll) income of approximately \$8.8 million. Furthermore, it is estimated that the operational phase of the Proposed Project would potentially generate a total of 11 jobs (including direct, indirect, and induced jobs), with a total labor (payroll) income of approximately \$696,975, annually. In addition, the total development cost of \$31.6 million, including \$20.4 million in hard construction costs, represent a substantial investment in the Town. Following development, annual household spending by the 74 residential units would continue to grow the economic base for the Town.

Based on the analysis presented in this report, the Proposed Project is consistent with the guidelines of the Brookhaven IDA's UTEP and would result in public benefits related to the provision of senior housing (including affordable units), employment, generation of direct and indirect economic benefits to the community, and elimination of commercial strip-zoned land within the Town.