Heartland Town Square

Project Overview
March 30, 2017
Sections

1. Overview
2. Development Units/ Neighborhoods
3. Proposed PSPRD Zoning Text
4. PSPRD- Appendix A
5. PSPRD- Appendix A Design Guidelines
6. Islip Planning Board Advisory Recommendations
7. Suffolk County Planning Commission Conditions/Comments
8. Economic and Fiscal Impact Analysis
1. Overview
SITE EXTENTS

• 452 Acres
PREVIOUS EXISTING BUILDINGS

• Approximately 60 structures on the subject 452 acres.
• Buildings heights ranged from 1 to 10 stories.
• The site contained a sewage disposal plant and 18 acres of sand filter beds.
• There was a powerhouse (which remains) supplying heat and light, and the energy for pumping water. The property included a water tower (which remains) with a 300,000-gallon capacity.
PREVIOUS EXISTING BUILDINGS

• Named in honor of the former NY State Commissioner of Mental Health, Dr. Charles W. Pilgrim

• Hospital officially opened for the care and treatment of patients on 825 acres with 100 patients transferred from Central Islip State Hospital on October 1, 1931

• Peak population in 1954 had 13,875 patients and 4,000 Employees

• Pilgrim, like many of the other psychiatric centers on Long Island, essentially operated as its own city.
2. Development Units
DEVELOPMENT UNITS

• DU1-A  133.4 ACRES
• DU1-B  38.9 ACRES
• DU1-C  18.0 ACRES
• DU2    90.5 ACRES
• DU3    89.8 ACRES
• DU4    81.4 ACRES
GATEWAY AREA

• 27.3 AC

• INCLUDED IN SEQRA PROCESS AND MENTIONED IN SPECIAL ZONING DISTRICT

• EXCLUDED IN PROPOSED CHANGE OF ZONE APPLICATION
TOWN CENTER DU1

• 190 acres .89 FAR

<table>
<thead>
<tr>
<th>Development Unit #1</th>
<th>Land Use Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Town Center District”</td>
<td>Office</td>
<td>1,380,400 SF</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>838,100 SF</td>
</tr>
<tr>
<td></td>
<td>Residential Units</td>
<td>4,264 Units</td>
</tr>
</tbody>
</table>

Of the overall units constructed, it is anticipated that approximately five percent will be studios/lofts, 25± percent will be one-bedroom units, 65± percent will be two-bedroom units, and approximately five percent will be two-bedroom units plus a den. This mix will apply in all three phases of the proposed development, and to the workforce units, as well.
TOWN CENTER DU1
MIXED USE OFFICE DU2

• 90.5 acres  0.86 FAR

<table>
<thead>
<tr>
<th>Development Unit #2</th>
<th>Land Use Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Mixed Use Office”</td>
<td>Office</td>
<td>1,769,425 SF</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>141,500 SF</td>
</tr>
<tr>
<td></td>
<td>Residential Units</td>
<td>1,192 Units</td>
</tr>
</tbody>
</table>

Of the overall units constructed, it is anticipated that approximately five percent will be studios/lofts, 25± percent will be one-bedroom units, 65± percent will be two-bedroom units, and approximately five percent will be two-bedroom units plus a den. This mix will apply in all three phases of the proposed development, and to the workforce units, as well.
MIXED USE OFFICE DU2
ARTS RESIDENTIAL DU3

• 89.8 acres  0.61 FAR

<table>
<thead>
<tr>
<th>Development Unit #3</th>
<th>Land Use Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Arts Center Residential District”</td>
<td>Office</td>
<td>89,675 SF</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>5,360 SF</td>
</tr>
<tr>
<td></td>
<td>Residential Units</td>
<td>1,720 Units</td>
</tr>
</tbody>
</table>

Of the overall units constructed, it is anticipated that approximately five percent will be studios/lofts, 25± percent will be one-bedroom units, 65± percent will be two-bedroom units, and approximately five percent will be two-bedroom units plus a den. This mix will apply in all three phases of the proposed development, and to the workforce units, as well.
ARTS RESIDENTIAL DU3
RESIDENTIAL DU4

• 81.4 acres .72 FAR

<table>
<thead>
<tr>
<th>Development Unit #4</th>
<th>Land Use Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Residential District”</td>
<td>Office</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>15,040 SF</td>
</tr>
<tr>
<td></td>
<td>Residential Units</td>
<td>1,824 Units</td>
</tr>
</tbody>
</table>

Of the overall units constructed, it is anticipated that approximately five percent will be studios/lofts, 25± percent will be one-bedroom units, 65± percent will be two-bedroom units, and approximately five percent will be two-bedroom units plus a den. This mix will apply in all three phases of the proposed development, and to the workforce units, as well.

16 HEARTLAND TOWN SQUARE
RESIDENTIAL DU4
3. Proposed Pilgrim State Planned Redevelopment District (PSPRD) Zoning Text
PROPOSED PSPRD ZONING TEXT

• Pages 1-13 describes the subject change of zone boundaries.
• Pages 13-16 establishes definitions unique to the special district.
• Pages 16-45 outlines uses and conceptual bulk and density parameters.
• Pages 46-47 outline the subsequent site plan processing of applications in the PSPRD. This section does not currently address the Planning Board advisory recommendation that all proposed buildings of 5 stories or more receive Planning Board approval. The Board did not prohibit buildings of 5 stories or more. There is presently no criteria in the proposed zoning district to alter or deny any such buildings.
PROPOSED PSPRD ZONING TEXT

• Pages 48-55 describes subdivisions and the various private or public road types. All public roads shall maintain a minimum 50 foot right-of-way in order for the Town to qualify for NYS road aid. Public roads shall maintain 24 foot minimum driving width. Private roads, which meet state and local building and fire code regulations, can be constructed to a lesser standard than public roads but shall be maintained in perpetuity by the benefited landowners.
PROPOSED PSPRD ZONING TEXT

• Pages 56-59 outline the PSPRD off-street parking requirements, potential parking waivers and limitations where reserved off-street parking shall be located and at what point such parking shall be constructed or eliminated.
PROPOSED PSPRD ZONING TEXT

• Pages 60-62 specifies exterior lighting standards and the establishment of a lighting district for maintenance and repair of the non-standard Town lighting.

• Pages 63-68 describes the PSPRD signs regulations.
4. PSPRD- Appendix A
MASTERPLAN
BUILDING STORIES
## PLAN OVERALL PHASING DIAGRAM

The diagram provides a detailed layout of the Heartland Town Square, showcasing various phases of development. The legend indicates different uses such as offices, retail, and residential areas. Each phase is marked with specific land use and area details, as shown in the table below:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Office (sq ft)</th>
<th>Retail (sq ft)</th>
<th>Residential Units</th>
<th>Residential (sq ft)</th>
<th>TOTAL (sq ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase II</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase III</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Overall Phasing Diagram

- **Potential Gateway District**
- **Heartland Town Square**
- **Long Island Expressway**

The map includes a key noting the overall phasing with detailed area calculations for each phase, ensuring a clear visual representation of the project's development stages.
PHASE 1 DIAGRAM
PHASE 2 DIAGRAM
PHASE 3 DIAGRAM
# Heartland Town Center: Binghamton, New York

## Proposed Development Tabulations

### Proposed Development Tabulations (by Phase)

#### Phase I

<table>
<thead>
<tr>
<th>Property</th>
<th>Description</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 1</td>
<td>Lot 1</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Lot 2</td>
<td>Lot 2</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Lot 3</td>
<td>Lot 3</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

#### Phase II

<table>
<thead>
<tr>
<th>Property</th>
<th>Description</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
<th>Acres (Br)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 4</td>
<td>Lot 4</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Lot 5</td>
<td>Lot 5</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Lot 6</td>
<td>Lot 6</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### Total

- **Lot 1-5 Total:** 0.00 Acres
- **Lot 6-10 Total:** 0.00 Acres
- **Total Lot Acres:** 0.00 Acres

**Notes:**
- All lots are proposed for commercial development.
- Phase I is set to begin construction in 2023.
- Phase II is scheduled for completion in 2025.

---

## HEARTLAND TOWN SQUARE

Pilgrim State Planned Redevelopment District (PSPRD)
<table>
<thead>
<tr>
<th>Parcel Identification</th>
<th>Area (sq ft)</th>
<th>Lot Line Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>55,000</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>55,000</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>55,000</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>55,000</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>55,000</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>55,000</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>55,000</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>55,000</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>55,000</td>
<td>9</td>
</tr>
</tbody>
</table>

**Results:**
- **Total Area:** 3,493,146 sq ft
- **Lot Line Description:** 901

**NET TOTALS:**
- **D1 PHASE 1:** 1,609,818 sq ft
- **D1 PHASE 2:** 1,692,328 sq ft
- **D1 PHASE 3:** 1,169,669 sq ft

**LAND USE INFORMATION:**
- **D1 PHASE 1:** 1,609,818 sq ft
- **D1 PHASE 2:** 1,692,328 sq ft
- **D1 PHASE 3:** 1,169,669 sq ft
### Tabulations (3 of 3)

#### Tabulations

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Phase</th>
<th>Land Use Plan</th>
<th>Building Type</th>
<th>Land Use Base</th>
<th>Uplift</th>
<th>Site Coverage</th>
<th>Land Use</th>
<th>Headcount</th>
<th>Land Use</th>
<th>Res zoned</th>
<th>Remaining</th>
<th>Total land</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td><strong>3,967,138</strong></td>
<td><strong>574</strong></td>
<td><strong>320,370</strong></td>
<td><strong>3,139,267</strong></td>
<td><strong>0</strong></td>
<td><strong>15,991</strong></td>
<td><strong>2,551,731</strong></td>
<td><strong>2,047</strong></td>
<td><strong>0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GFW 1, 2, 3 PHASE 1</strong></td>
<td></td>
<td><strong>6,357,138</strong></td>
<td><strong>922</strong></td>
<td><strong>480,924</strong></td>
<td><strong>2,772,966</strong></td>
<td><strong>0</strong></td>
<td><strong>19,920</strong></td>
<td><strong>2,538,954</strong></td>
<td><strong>2,508</strong></td>
<td><strong>0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GFW 4, 5 PHASE 2</strong></td>
<td></td>
<td><strong>6,939,992</strong></td>
<td><strong>997</strong></td>
<td><strong>525,474</strong></td>
<td><strong>3,127,921</strong></td>
<td><strong>0</strong></td>
<td><strong>21,731</strong></td>
<td><strong>3,302,128</strong></td>
<td><strong>2,996</strong></td>
<td><strong>0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GFW 5-6, 7, 8 PHASE 3</strong></td>
<td></td>
<td><strong>5,552,205</strong></td>
<td><strong>862</strong></td>
<td><strong>494,090</strong></td>
<td><strong>3,397,626</strong></td>
<td><strong>0</strong></td>
<td><strong>31,731</strong></td>
<td><strong>3,249,626</strong></td>
<td><strong>2,996</strong></td>
<td><strong>0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GFW 9, 10, 11, 12 PHASE 4</strong></td>
<td></td>
<td><strong>9,377,098</strong></td>
<td><strong>1546</strong></td>
<td><strong>758,102</strong></td>
<td><strong>3,719,032</strong></td>
<td><strong>0</strong></td>
<td><strong>44,229</strong></td>
<td><strong>3,999,107</strong></td>
<td><strong>2,996</strong></td>
<td><strong>0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL AREA PHASE 4</strong></td>
<td></td>
<td><strong>3,419,819</strong></td>
<td><strong>531</strong></td>
<td><strong>305,247</strong></td>
<td><strong>1,847,969</strong></td>
<td><strong>0</strong></td>
<td><strong>23,843</strong></td>
<td><strong>2,486,874</strong></td>
<td><strong>2,996</strong></td>
<td><strong>0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>19,095,274</strong></td>
<td><strong>3,035,270</strong></td>
<td><strong>11,957,139</strong></td>
<td><strong>3,275,239</strong></td>
<td><strong>1,064,080</strong></td>
<td><strong>11,126,139</strong></td>
<td><strong>9,889</strong></td>
<td><strong>215,360</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Notes

- **GFW 1, 2, 3 Phase 1**: GFW 1, 2, 3 Phase 1 development
- **GFW 4, 5 Phase 2**: GFW 4, 5 Phase 2 development
- **GFW 5-6, 7, 8 Phase 3**: GFW 5-6, 7, 8 Phase 3 development
- **GFW 9, 10, 11, 12 Phase 4**: GFW 9, 10, 11, 12 Phase 4 development
- **Total with Overlay Area**: Total with Overlay Area development
- **Total with Overlay Area**: Total with Overlay Area development
- **Average Site Cover**: Average Site Cover

**Heartland Town Square**

32

Pilgrim State Planned Redevelopment District (PSPRD)
NOTE

• These graphics provide a conceptual view of the development but the form based zoning is highly fluid and none of these illustrations demonstrate the actual siting of any building.

• Additionally there are 3 tabulation charts, again these figures are speculative and the maximum land use category F.A.R/building stories is established in each proposed Development Unit or neighborhood. The distribution of building stories/F.A.R. is not set in these conceptual Appendix A graphics/tables.
5. PSPRD- Appendix A
Design Guidelines

These 108 Pages Illustrate The Nature And Scale Of The PSPRD.
TOWN CENTER (DU1)
DISTRICT CHARACTER
TOWN CENTER (DU1)
District  Character Key Elements

1. Community identity “Main Street” providing a sense of community
2. Existing trees preserved along central park (east-west)
3. Community plazas and sidewalks with a pedestrian focus
4. Architecture with eyes-on-the-street details (bay windows, balconies and stoops) inclusive of store front continuity
5. High quality main street retail environment
6. Residential uses with mix of housing types
7. Taller buildings strategically located
TOWN CENTER (DU1)
OPEN SPACE CHARACTER
TOWN CENTER (DU1)
Open Space Character Key Elements

1. Central park spaces that preserve existing trees
2. Community Plazas with retail spaces
3. Plazas and Courtyards spaces
4. Buffer Parks
5. Pedestrian-friendly streetscapes
6. Streetscape spaces with planters
7. Outdoor dining on multiple levels
MIXED USE OFFICE (DU2) DISTRICT CHARACTER
MIXED USE OFFICE (DU2)
District Character Key Elements

1. Iconic signature office tower and plaza space at district entry
2. Office addresses planned along collector road
3. Community plazas and sidewalks with a pedestrian focus
4. Bold design of buildings, signage graphics, canopies and awnings
5. System of interconnected uses
6. Buffers and tree preserves with trail network
7. Neighborhood parks
MIXED USE OFFICE (DU2)
OPEN SPACE CHARACTER
MIXED USE OFFICE (DU2)
Open Space Character Key Elements

1. Community Plazas with retail spaces
2. Plazas and Courtyard spaces
3. Amenity open space combined with landscape buffer spaces
4. Streetscape spaces with planters
ARTS CENTER RESIDENTIAL (DU3) DISTRICT CHARACTER
ARTS CENTER RESIDENTIAL (DU3)
District Character Key Elements

1. Adaptive reuse of the former power plant into a Cultural Arts Center
2. Art Park
3. Pocket parks and park space as community meeting spots
4. Art Park and Residential neighborhood with mix of housing types
5. Buffer/ Trails
ARTS CENTER RESIDENTIAL (DU3)
OPEN SPACE CHARACTER

HEARTLAND TOWN SQUARE
ARTS CENTER RESIDENTIAL (DU3) Open Space Character Key Elements

1. Neighborhood Plazas with retail spaces
2. Plazas and Courtyard spaces
3. Community “Art Park”
4. Streetscape spaces with planters
RESIDENTIAL DISTRICT (DU4)
DISTRICT CHARACTER
RESIDENTIAL DISTRICT (DU4)  
District Character Key Elements  

1. Central Green Space with preserved trees framed by high quality architecture  
2. Pedestrian-friendly neighborhood street network  
3. System of interconnected uses  
4. Residential neighborhood with mix of housing types
RESIDENTIAL DISTRICT (DU4)
OPEN SPACE CHARACTER
RESIDENTIAL DISTRICT (DU4) Open Space Character Key Elements

1. Preserved central park and trees
2. Multiple-use amenity open space areas
3. Landscape buffer preserved spaces
4. Streetscape spaces with planters
5. Paths and Trails
6. Neighborhood Plaza spaces
6. Highlights of Town of Islip Planning Board Advisory Recommendations
PHASE 1 CONSTRUCTION AREA TO BE REZONED

• 133.4 ACRES
Highlights of the Town of Islip Planning Board Advisory Recommendations

• Applicant/owner agrees to develop property in accordance with Phase I as detailed in the Conceptual Master Plan and Design Guidelines. At least 200,000 SF of retail space and 200,000 SF of office space will be constructed when the residential development is commenced for Phase I. All office space shall be Class A as defined in the PSPRD.

• When 70% of the building and/or land space associated with Phase I is occupied, the Town Board will retain a licensed traffic engineer to conduct traffic volume counts during weekday PM peak hour at the applicant’s expense to verify accuracy of internal capture rate. If found to be inaccurate, and if the Planning Board and Town Board approve subsequent phases, the Town Board can modify the density of commercial development in future phases.
Highlights of the Town of Islip Planning Board Advisory Recommendations

• Applicant/owner shall contribute $25 million as directed by Town Board after granting the change of zone, toward traffic improvements. The phasing of funding shall be reviewed and approved prior to granting of change of zone. If number of trips is greater than project in the Final Generic Environmental Impact Statement (FGEIS), the Town Board may require additional mitigation fees toward traffic improvements, as necessary.

• 10% of all residential units shall be set aside as workforce (affordable) housing for families earning between 60% and 80% of the Area Median Income. 10% of all residential units shall be for-sale units.
Highlights of the Town of Islip Planning Board Advisory Recommendations

• When calculated sewage flow reaches 1.0 million gallons per day (mgd), this will be compared to actual flow measured at the pump station. This will continue until calculated flow reaches 1.6 mgd, at which point the project will be allowed to continue if the actual flow is less than the calculated value. If calculated value is more than 1.6 mgd the applicant will be required to purchase additional flow from Suffolk County Sewer Agency, prior to further issuance of building permits.
Highlights of the Town of Islip Planning Board Advisory Recommendations

• No more than 1 convenient parking space per residential unit shall be provided within ¼ mile of a residential building. Additional residential spaces shall be located a minimum of ½ mile from a building and shall be charged a fee. Zip car (or similar) parking spaces and bicycle storage shall be provided in site plan review process. Reserved commercial parking shall be located within ¼ mile of the related commercial use and within the same Development Unit subdistrict.
Highlights of the Town of Islip Planning Board Advisory Recommendations

• A privately-owned and operated shuttle bus will circulate through Heartland with direct service to the Deer Park LIRR station. Hours of operation will be coordinated with the train schedule. The shuttle will be operating when 50% or more of the 3,504 residential units are issued certificates of occupancy. A privately financed transportation manager will be provided to advise transportation options for residents, employees and visitors.

• Each site plan submitted shall establish a minimum of 20% of the subject lot or building area, whichever is greater, for natural buffer or open space purposes, which is open to the public. The Applicant shall set aside approximately 90 acres of existing vegetation for preservation, of which approximately 48.5 acres shall be Pitch Pine-Oak Forest, prior to the issuance of any building permits. A homeowners association or business improvement district shall own and maintain all passive natural buffers and preserved open space in perpetuity.
Highlights of the Town of Islip Planning Board Advisory Recommendations

• Publicly accessible parks shall be designated with any subdivision of the property in accordance with the Subdivision and Land Development Regulations (e.g., minimum of 5% of the development or total project area). The Planning Board may permit the payment of community improvement fees in lieu of the minimum required publicly accessible parkland.
Highlights of the Town of Islip Planning Board Advisory Recommendations

• The height of any building shall not exceed 5 stories in height. If applicant seeks a building above 5 stories, applicant shall be required to obtain site plan review and approval of the Planning Board.

• Applicant agrees to set aside 8.9 acres for municipal services and civic uses, including but not limited to fire substation, ambulance, police substation, post office, library and educational services. The dedication of 3 acres of land for fire and 2 acres of land for ambulance services shall be completed prior to the issuance of any building permits.
7. Highlights of Suffolk County Planning Commission Conditions & Comments
Highlights of Suffolk County Planning Commission Conditions

• Fifteen percent (15%) of all residential units shall be set aside as workforce housing units (100-120% AMI).

• Development of the Heartland Town Square project shall provide connection to the Deer Park LIRR train station via paved street access for vehicles, bicyclists, and pedestrians through the Heartland Business Center and for possible other future transportation uses.

• The approval of Heartland Town Square application shall comply with the conditions of mitigation as enumerated by the SEQRA Findings Statement.

• The Town of Islip shall continue to monitor traffic issues as the project proceeds and shall establish periodic milestone reviews commencing at 50% occupancy.
Highlights of Suffolk County Planning Commission Conditions

• The Petitioner shall certify to the Town of Islip Building Department that all contractors and subcontractors for all retail, commercial and industrial work on the Heartland project are participants in an apprenticeship training program approved and certified by either New York State Department of Labor or United States Department of Labor.
Highlights of Suffolk County Planning Commission Comments

• Further investigate the feasibility of LIRR passenger rail connection to the Heartland Town Square development site and improvement of the Heartland Station in the future should be investigated prior to approval of Phases 2 and the improvement of DU3. A right-of-way should be established and maintained for future rail linkage.

• Additional Parking Demand Reduction Techniques should be considered including a covenanted program to require separate fees for parking and encouraging the utilization of pre-tax transit commuter benefits as long as they exist.
Highlights of Suffolk County Planning Commission Comments

• The Town of Islip should reconsider that section of the EIS dealing with tax impacts upon the Brentwood School District and look again at the issue and the tax analysis. The Town should also consider reservation of land for a possible new school.
8. Economic and Fiscal Impact Analysis of the Heartland Town Square Project
PILOT PAYMENTS FROM 2002/2003 TO PRESENT

PILOT Payments
22-50 Jackson Ave. Assoc./Pilgrim East
Tax Years 2002/2003 - 2016/2017

- **TOTAL (ALL DISTRICTS)**: $21,298,355.33
- **OTHER**: $2,605,315.04
- **TOI (GEN./HWY./EX. VIL.)**: $1,278,581.81
- **SC (GEN./POL.)**: $2,340,745.91
- **BRENTWOOD SD**: $15,073,712.57
CAMOIN STUDY

- Developer provided all detailed and technical information, including likely phasing & absorption rates, price points for sale and lease terms.
- Town Comptroller supplied detailed data from 2016 Operating Budget.
- Town Assessor provided all data related to assessment issues, including estimates of the FAV as if fully completed in the 2015/2016 Tax Year.
- Assessor, Public Works, Public Safety, Environmental Control, & Town Planning (Building & Engineering), provided data on staffing levels, capital cost estimates and fee revenue estimates related to the project.
- Economic Development shepherded the project study.
ECONOMIC IMPACT (JOBS)

• 23,899 job years related to the construction, generating approximately $1.5 Billion in earnings.

• 25,595 permanent jobs created (direct and indirect) resulting in approximately $1.2 Billion In annual earnings and $2.7 Billion in annual sales.
FISCAL IMPACT TO TOWN

- Total fiscal impact over the 32 years to the Town of Islip estimated at > $112 Million.

- Assessed Value increase from current $12,563,654 to 378,860,000, and increase of 366,296,346 (almost 3,000%).

- Net negative impact for five years, years 0-4.

- Starting in year 5 and continuing for the life of the project, there will be a net positive impact on TOI.