

3.7 Economic and Demographic Analysis

3.7.1 Existing Conditions

Population

Limited data from the 2010 U.S. Census have been released for the Town of Marlborough. According to the U.S. Census Bureau, the Town of Marlborough's population totaled 8,808 persons in 2010. This represents a 7 percent increase over the Town's 2000 population of 8,263 persons.

The median age in the Town was 41.3 years in 2010, compared to a median age of 37.0 in 2000. The total number of households in 2010 was 3,335, or 315 more households than the 3,020 households located in the Town in 2000.

The average household size in 2010 was 2.63 persons; the average family size was 3.14 persons. In 2000, the average household size was 2.73 persons, and the average family size was 3.25 persons. The average household and family size has decreased in the past decade.

In summary, the Town's total population has increased in the past decade, and the Town's median age appears to reflect a population that is "aging in place". In addition, during the last ten years, Jenny's Garden was constructed which may nominally affect the median age of the Town's population.

The U.S. Census Bureau also collects population and housing data for the Marlboro hamlet - Marlboro is defined as a "census designated place" (CDP). However, between 2000 and 2010, the area identified as the Marlboro CDP was expanded significantly to include an area not previously in the CDP extending west to Lattintown Road. Also, the CDP was expanded to include areas to the north of hamlet extending and including McLaughlin Drive. As a result, it is not possible to conduct a meaningful comparison of 2000 to 2010 population trends for the Marlboro hamlet within which Dockside will be located.

Housing

In 2010, there were 3,644 housing units in the Town of Marlborough. Of this total, 3,335 dwellings, or 91.5 percent of the total, were occupied. Of all occupied housing units, 2,328 dwellings were owner-occupied, or 69.8 percent of all units. Renter occupied dwellings were 30.2 percent of all occupied housing units. The total population in owner-occupied housing units was 6,529 persons, or an average of 2.81 persons per owner-occupied dwelling. By comparison, there were 2,258 persons in renter-occupied units, or an average of 2.25 persons per renter dwelling.

In 2000, there were 3,020 occupied housing units of which 2,074 units, or 68.7 percent, were owner-occupied. Owner occupancy has increased in the Town in the past decade. There

were 946 renter occupied dwellings in Marlborough, or 31.3 percent. The percent of renter occupied dwelling units has decreased in the past decade.

In 2000, the average household size in an owner-occupied unit was 2.92 persons; the average household size of a renter-occupied unit was 2.31 persons.

Tax Structure

The Dockside at Marlborough site is located wholly or partially within the following taxing jurisdictions:

- Ulster County
- Town of Marlborough - General Fund
- Town of Marlborough - General Highway
- Marlboro Fire District
- Marlborough Lighting District
- Marlborough Sewer District #1
- Marlboro Central School District

The total existing assessed/taxable value of the project site is provided in Table 3.7-1. In 2011, the Town was assessing properties at 100 percent of market value. The taxable value of each parcel, which is at 100 percent of market value, is based on the land use of the parcels that comprise the project site. The site is taxed as vacant industrial land, vacant residential land, and a two-family dwelling. The total existing taxable value of the project site is \$607,000.

Table 3.7-1 Tax Parcels and 2011 Assessed/Taxable Value	
Tax Parcel ID	Taxable Value
108.4-3-29.1	\$59,500
109.1-3-13	\$313,500
109.1-3-14.2	\$234,000
Total Assessed Value	\$607,000
Source: Town of Marlborough Tax Collector, 2011. Marlboro Central School District, 2011.	

Table 3.7-2 presents the annual property tax revenues generated presently by the project site.

Table 3.7-2 2011 Existing Property Tax Revenues		
Taxing Jurisdiction	Tax Rate (per \$1,000 AV*) except where noted	Total Property Tax Revenues
County General Tax	\$3.936878	\$2,390
Town General Tax	\$3.820760	\$2,319
Town Highway Tax	\$2.735070	\$1,660
Marlboro Fire	\$0.742732	\$451
Marlborough Light	\$0.232626	\$141
Marlborough Sewer #1	\$1.222050	\$286
Marlboro Central School District	\$18.422720	\$11,183
Library	\$0.407330	\$247
	TOTAL	\$18,677
Source: Town of Marlborough Tax Collector, Tim Miller Associates, Inc., Ulster County Real Property Services, 2011.		
Note: School district tax rate is for the 2010-2011 year.		
* AV = Assessed Value.		

3.7.2 Potential Impacts

Population

Dockside at Marlborough will introduce 137 townhouse dwellings to the Town's housing stock. The dwelling units will be market rate dwellings, i.e., they are not subsidized, and will also be non-age restricted. The average value of the townhomes will be \$310,000 per dwelling. The characteristics of the anticipated population are identified here as it has implications for the potential impacts that may be experienced by community service providers.

Demographic multipliers prepared for New York State and published by the Rutgers University Center for Urban Policy Research ("CUPR") in 2006 were used to estimate the Project's population, including the total number of public schoolage children (i.e., students) that would be introduced by the development. The CUPR has developed multipliers for single-family attached dwellings, i.e., townhomes, according to market value and number of bedrooms¹. The total number of persons per household would be 2.83 persons. This is a reasonable estimate of household size for a townhouse unit, as the 2010 median household size in Marlborough is 2.92 persons for an owner-occupied housing unit. The townhouse multiplier is less than the median household size for Marlborough - this reflects the fact that existing owner-occupied housing units in Marlborough are owner-occupied single family dwellings many of which are four-bedroom dwellings. Single family dwellings typically exhibit larger household sizes than single-family attached dwellings.

¹ Rutgers University, CUPR, *Residential Demographic Multipliers, Estimates of the Occupants of New Housing (Residents, School-Age Children, Public School-Age Children) by State, Housing Type, Housing Size, and Housing Price, June 2006.*

The number of students (public and non-public) that would be expected to be introduced by a single-family attached dwelling would be 0.39 students per dwelling. The number of public school students would be 0.28 children per housing unit per dwelling.

Based on the foregoing, it is anticipated that Dockside will generate a total of 388 persons, of which 53 persons would be schoolage children. Of the total number of schoolage children, it is estimated that 38 would be enrolled in the public school system.

The population, which will be comparable to the Town's existing population and its characteristics, is not anticipated to have a significant impact on the Town's population.

Housing

The proposed project would add 137 townhouse dwelling units to the Town's housing base. Based on 2010 Census data, this would increase the Town's total housing units from 3,644 to 3,781 housing units, or by 3.8 percent. As the dwelling units are to be sold fee simple and would be owner-occupied, the project would add 137 dwellings to the Town's 2010 owner-occupied housing base of 2,328 dwellings, or would increase owner-occupied housing units to 2,465 dwellings (5.9 percent increase).

The proposed project would introduce a dwelling unit type, townhomes, to the housing stock, that would expand housing diversity in the Town and hamlet. The introduction of 137 townhomes will not have a significant adverse impact on the Town's housing stock and will expand housing opportunities.

Tax Structure

Consistent with fiscal impact methodology², future property tax revenues have been determined by considering the amount of taxes that would be generated if Dockside at Marlborough were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and revenues over time. It assumes that the rising cost of public services would be matched by an essentially comparable increase in revenues through increases in the tax rate, all other things being held constant.

Projected annual property tax revenues were calculated by estimating the future assessed value of the new development and multiplying the assessed value by the tax rate applicable to the taxing jurisdiction, e.g., county, town, fire district, school district, within which the project is located.

To determine local municipal costs, various local service providers were contacted and interviewed to determine what demand, if any, the new development would introduce. Based on these interviews, summarized in Section 3.8 of the DGEIS, no significant demand will be created by the development that would require a major expansion of service capacity or major capital investment, except with regard to sewer service which is discussed in Section 3.9. However, the applicant will be funding the pro rate share of costs for sewer expansion and thus the cost will not fall to the existing taxpayers in the district. Overall, costs to serve

² *The Fiscal Impact Handbook*, Robert Burchell and David Listokin, 1978.

the project will be minimal, and the property tax revenues generated by the project will be adequate to offset the costs of this additional demand.

Projected Tax Revenues

The estimated property tax revenues for the 137 townhouse dwellings have been calculated based on the anticipated market value of the dwelling units. The market values of the units would range from \$285,000 to \$350,000 - it is anticipated that the dwellings with unobstructed views of the Hudson River will command a higher market value. The applicant has indicated that the average market value for the dwellings would be \$310,000. As the townhomes are required to be situated on fee simple lots, the assessed value for the dwellings is calculated based on the average market value of \$310,000. The Town has an equalization rate of 1.0, i.e., the ratio of market value to assessed value is 100 percent. The taxable value of each dwelling unit will be \$310,000.

Based on the foregoing, the market value of the 137 townhouse dwellings would total \$42,470,000 and the taxable value would be the same. Table 3.9-3 provides the annual property tax revenues that will be generated by the development.

Table 3.7-3 Dockside at Marlborough - Projected Property Tax Revenues		
Taxing Jurisdiction	Tax Rate (per \$1,000 AV*) except where noted	Total Property Tax Revenues
County General Tax	\$3.936878	\$167,199
Town General Tax	\$3.820760	\$162,268
Town Highway Tax	\$2.735070	\$116,158
Marlborough Fire	\$0.742732	\$31,544
Marlborough Light	\$0.232626	\$9,880
Marlborough Sewer #1	\$1.222050	\$51,900
Marlboro Central School District	\$18.422720	\$782,413
Library	\$0.407330	\$17,299
	TOTAL	\$1,338,661
Source: Town of Marlborough Tax Collector, Tim Miller Associates, Inc., Ulster County Real Property Services, 2011. Note: School district tax rate is for the 2010-2011 year. * AV = Assessed Value.		

Based on the foregoing, the Town of Marlborough government would receive \$278,426 annually in general fund and highway revenues. Ulster County would receive \$167,199 annually. The fire districts revenues would total 31,544 annually. The lighting district would receive \$9,880 in revenues, while the sewer district would receive \$51,900. This is in addition to the revenues that would be received to expand the sewer plant which is described in Section 3.9 of the DEIS.

The Marlboro Central School District would receive \$782,413 annually, and the library would receive \$17,299 annually.

Project Costs

Local community service providers handle most of the demand created by a residential development. The DGEIS considers the potential costs to these local providers.

Town of Marlborough General Fund

In 2011, the Town's general fund budget totaled \$3,920,559. The general fund includes costs attributable to the Town's administrative personnel (e.g., Town Clerk), the police department, ambulance services, transportation services (including Highway Superintendent), cultural and recreation programs, community services (e.g., building department, planning), employee benefits and debt service (landfill). The amount to be raised through property taxes was \$3,138,578.

General fund costs are raised through a property tax assessed against all properties in the Town of Marlborough, including nonresidential properties. However, for purposes of this analysis, the cost has been attributed to the residential population only and thus this represents a worst-case analysis. In 2010, 8,808 persons resided in the Town of Marlboro. The cost was \$356 per person required to be raised through the property tax levy. The Dockside development is anticipated to introduce 388 persons to the Town's population. The cost to service this population, based on current per capita expenditures, would be \$138,128. In comparison, the project will generate \$162,268 annually in property tax revenues. Thus, the Dockside development will result in a tax revenue surplus to the Town general fund. Again, the costs to service the Town have been assigned to the residential population only - when considering that the nonresidential properties generate demand as well, the actual cost to service Dockside will be lower than analyzed here.

Town of Marlborough Highway Fund

The Highway budget for the Town of Marlboro totaled \$2,532,742. Costs include employee salaries, equipment, materials to maintain Town roads, employee benefits, and debt service. The amount to be raised in property tax revenues was \$2,249,242.

The proposed project will be served by private roads, i.e., the homeowners association will be responsible for maintaining the roads within the development. As a result, there is minimal to no additional highway costs attributable to Dockside. The project will generate \$116,158 to the Town highway fund. Most of this will be net revenue to the highway fund. The cost of any improvements, e.g., grading along Dock Road, required to mitigate the development will be paid by the developer.

Marlboro Sewer District

The total budget for the Marlboro sewer district was \$297,525. Costs include equipment costs, contractual services and debt service. The amount to be raised in property tax revenues is \$133,550. It is unknown what the per capita cost to the sewer district is, as it is unknown what the population is that is being served in this district. Based on the current tax rate, Dockside would generate \$51,900 to the sewer district. An expansion of the sewer district would be required to handle flows generated by the project. The developer of Dockside would be responsible for funding the pro rate share of costs associated with the

sewer expansion. Thus, it is not anticipated that the project will significantly increase costs to the existing district property owners.

Marlboro Fire District

The 2011 Marlboro fire district cost was \$405,000. This was the same amount raised through the property tax levy. The Marlboro Fire District services approximately one-half of the total area of the Town. As there are no specific population data for the population located within the fire district, and for an order of magnitude analysis, the population within the fire district is estimated to be 4,404 persons. The cost per person for fire service is approximately \$91 per person. Again, nonresidential properties also create demand for service in the community, but this worst-case analysis only assigns the cost to the resident population. Dockside will introduce 388 persons to the fire district - the cost to the fire district would be approximately \$35,308. The Dockside development will generate approximately \$31,544 to the fire district annually. When one considers the costs that would be attributable to nonresidential development, the revenues from Dockside would be sufficient to cover the fire district's costs.

Marlborough Lighting District

The total budget for the Marlborough lighting district is \$36,000, of which \$35,950 is raised through property tax revenues. It is unknown how many residents and businesses are situated in the lighting district. Dockside will generate \$9,880 in revenues to this district.

Marlboro Central School District

In 2010, the adopted budget for the Marlboro Central School District totaled \$49,429,435. Of this total, non-property tax revenues, including state aid and other miscellaneous revenues, totaled \$10,533,658. Thus, the amount to be raised through the property tax levy was \$37,679,532. As stated in Section 3.8 of the DGEIS, the total enrollment for the school district in 2010 was 2,060 students. Thus, the per capita cost per student in 2010 to be raised by the tax levy was \$18,291. The Dockside development is anticipated to introduce 38 schoolage children to the school district. The costs to educate these children, based on current per capita costs, total \$695,058 annually. The Dockside development will generate property tax revenues in the amount of \$782,413 annually which will cover the cost to be raised through the property tax levy. A surplus of \$87,355 annually would be available to offset other costs to the school district or augment any decreases in miscellaneous revenues received by the district.

The project will also generate an additional \$17,299 in property tax revenues that would accrue to the library.

3.7.3 Mitigation Measures

As the proposed project is not anticipated to have a significant impact on Marlborough's population, housing or tax structure, no mitigation measures are proposed.