

## TOWN OF NORTH EAST ZONING REVIEW COMMITTEE WORKSHOP MINUTES July 6, 2023

The Town of North East Zoning Review Committee meeting took place on Thursday, July 6, 2023, at the North East Town Hall, located at 19 North Maple Avenue, Millerton, New York at 7:30 PM. Board members present were Chair Edie Greenwood, Julie Schroeder, Dave Sherman, and Bill Kish. Also in attendance was Andrew Stayman, Tom Parrett, and Kathy Chow.

### **Boulevard District Incentives - MDRA Draft dated May 6, 2023**

The committee continued its discussion of the Draft BD incentives. **Kish suggested we draft a formal memo to the town board clearly stating the ZRC does not feel it is the right committee to make affordable housing policy.**

### **Section D. Incentive Review and Approval Procedure (Page 3)**

- (1) Pre-application workshop. Sherman questioned using the word “encouraged”. The committee felt that such meetings should be required when incentives are being applied for.
- (2) (c) Kish suggested the sentence “The economic or market value of the proposed amenity as compared with the economic value or market value of the proposed incentive to the applicant.” end with, “where applicable.” Sherman wanted to ask Agresta how this would be applied so we can understand what issues are being weighed to make this determination.
- (h) Kish questions what this section means. Sherman felt it needed to include traffic generation studies.
- (7) Referral. Sherman pointed out a grammatical error. It should read “other boards of the town”, not other town boards.

Kish pointed out that this draft incentives regulations only outlines criteria for Affordable Housing Rental Apartments, so **we need to ask Agresta to provide similar sections for interconnective rear parking and shared driveways, and mixed-use buildings.** Where will the actual incentives appear in the code?

Kish came back to the topic of land donations separate from the applicant’s site. There is nothing in this draft that indicates how to analyze the benefits derived from such a donation. Sherman pointed out that such donations may benefit the community but do not impact better development of the boulevard district.

### **Follow up on “as Built” study offered by the Town**

Sherman agreed to reach out to Chris Kennan to determine the specifics of what the town was offering to the ZRC when he referred to an “as built” study of the existing Rt 44, DOT, rights-of-way, and existing sidewalks in his June 9, 2023, email.

### **Electric Vehicle Charging – MDRA Sample Model Regulations dated May 13, 2023**

Greenwood began by outlining additions made to the Hudson Valley Pattern for Progress materials by the CAC. **The CAC felt any Level 3 EV charging stations added to a residence needed a special permit and questioned if a building department issued permit should also be required.**

Kish questioned the need to have a licensed electrician to install a Level 1 or Level 2 charging station.

## **Accessory Use Regulations**

### **Purpose and Intent**

Sherman was not sure what was being conveyed in this section and asked if we are trying to encourage more chargers? Greenwood suggested it was tying back to the support of electrification stated in our Comprehensive Plan.

### **Locational and Design Standards**

Discussion of having enough room for each EV charging space. Does a normal parking space is sufficient to allow access to the charging connection?

### **Section A – Residential**

Kish felt point 3 was inconsistent with point 1 and needs to be reconciled. The committee agreed that a special permit be required to install a level 3 charger in a residential district.

### **Section B - Commercial**

Kish stated point 1 needs to be reconciled with point 10. Point 1 needs to be clarified so that the “for fee” option is put first. Point 10 needs to follow point 1.

**Point 8 - Hours of operation.** Kish felt that having the charging stations available 24 hours is desirable but acknowledged there may be liability issues.

Kish wants to make sure that, other than the LED informational panel, these chargers do not have any additional lighting. Schroeder asked about canopies and Kish suggested we include language that they not be allowed with lighting. He said site plans should allow light poles in the vicinity of charging stations.

**Point 11 – Maintenance** Sherman asked how this is enforced. Kish questioned the word “removed”. Does this imply a way to reduce the required spaces?

## **Electric Vehicle (EV) Parking**

### **Section C Parking Space dimensions**

Sherman thinks there should be extra space beyond a standard parking space. Not sure this goes here or in the Parking Standards section. The consensus was that the EV charging spaces should be wider.

**The committee discussed whether the EV charging station structure should be allowed in the side yard setback. Kish suggested that an EV charging station structure be allowed within 3 feet of the side yard setback. The committee agreed that such a structure should be permitted.**

### **Section D – EV Parking Requirements**

Requiring EV charging stations with 30 or more parking spaces seemed reasonable. We should expand the footnote to clearly state the applicant will be required to put in the electrical infrastructure needed to provide EV ready and/or EV dedicated parking spaces.

Chair Greenwood adjourned the meeting at 8:45 PM.

Respectfully Submitted by  
Edith Greenwood - ZRC Chair

After the meeting, Chow reiterated her suggestions of using incentives to encourage pocket parks, placemaking spaces and trails along the creek. She stressed the importance of walkability.