AN ORDINANCE TO AMEND AND SUPPLEMENT THE REVISED GENERAL ORDINANCES
OF THE CITY OF NEW BRUNSWICK, TITLE 15, BUILDINGS AND
CONSTRUCTION, CHAPTER 15.40 "PERIODIC INSPECTION"

BE IT ORDAINED by the New Brunswick City Council, as follows:

SECTION I

Title 15, Chapter 15.40, Periodic Inspection, Section 15.40.080, "Fees" is hereby amended to
read as follows:

The fees for inspections per rental unit under this chapter are as follows, to be paid not less than seventy-
two (72) hours prior to the inspection.

<table>
<thead>
<tr>
<th>Fees to be paid to the Division of Inspections</th>
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<tbody>
<tr>
<td>Inspection Fee</td>
<td>$20.00</td>
</tr>
<tr>
<td>Reinspection Fee, if necessary</td>
<td>$15.00</td>
</tr>
</tbody>
</table>

If any fee is not paid within thirty (30) days of its due date, a late fee surcharge of Twenty Dollars ($20.00)
will be assessed. A property owner may pay fees for more than one rental unit in the form of a single
instrument with the proper indication as to which properties the payment applies.

SECTION II

SEVERABILITY:

If any subsection, paragraph or provision of this Ordinance is declared to be invalid by a court of
competent jurisdiction, such finding shall not affect the remaining provisions hereof which shall remain in
full force and effect.

SECTION III

REPEALER:

All ordinances inconsistent with the provisions of this Ordinance are repealed to the extent of
such inconsistency.

SECTION IV

EFFECTIVE DATE:

This Ordinance shall become effective twenty (20) days following final adoption and publication
as required by law.

ADOPTED ON FIRST READING:
DATED: February 5, 2020

COUNCIL PRESIDENT

ADOPTED ON SECOND READING:
DATED:

PRESIDENT

ATTEST:

CITY CLERK


APPROVALS:

CITY ADMINISTRATOR

CITY ATTORNEY

TKS/kc
AN ORDINANCE TO AMEND AND SUPPLEMENT THE REVISED GENERAL
ORDINANCES OF THE CITY OF NEW BRUNSWICK,
TITLE 17 “ZONING”

BE IT ORDAINED by the New Brunswick City Council, as follows:

SECTION I

Title 17, Chapter 17.02, Section 17.02.020, “List of Definitions” is hereby amended to add the following:

"Electric Vehicle Charging Equipment" means the physical connection that provides a connection from a power source to an electric vehicle.

"Electric Vehicle Charging Station" means a public or private space that is served by Electric Vehicle Charging Equipment that has as its primary purpose the transfer of electricity to a battery or other energy storage device in an electric vehicle. EVCS may be used interchangeably.

SECTION II

Title 17, Chapter 17.03, Section 17.03.150, “Existing lots less than minimum area and width
standards” Subsection A is hereby amended to read as follows:

A. Existing Undersized Residential Lots. Developed residential lots recorded in the 1972 tax assessment records that are undersized for width and/or area and developed with a single or two-family house constructed prior to 1972 shall be deemed conforming lots and structures for the purposes of rebuilding after destruction if the following standards are met:

| Lot Width | 25 |
| Lot Depth | 100 |
| Lot Area | 2500 |
| Front setback | 5 |
| Rear setback | 30 |
| One side yard setback | 3 |
| Combined side yard setback | 5 |
| Height | 30 |
| Floor to Area Ratio | .8 |
| Building Coverage | 40% |
| Impervious Coverage | 50% |

If a house structure meeting these standards is partially destroyed, the owner shall have the right to rebuild the structure on the undersized lot, but may not exceed the bulk dimensions, number of units or number of bedrooms of the destroyed structure.

SECTION III

Title 17, Chapter 17.05, Section 17.05.010, “General Provisions” is hereby amended to add the following subsections:

S. Inclusion of Electric Vehicle Charging Stations (EVCS) in parking calculations – Electric vehicle charging stations (EVCS) shall be designed and provided in compliance with the Buildings and Construction Code and with the City Department of Public Works and Engineering’s "Engineering, Utility and Landscaping Standards." Required automobile parking spaces may be substituted with designated electric vehicle charging stations, pursuant to the following:

1. Electric Vehicle Charging Equipment (EVCE) and Electric Vehicle Charging Stations (EVCS) shall be considered permitted accessory uses in all zoning districts.

2. The electric vehicle charging parking space shall comply with all standards for parking areas pursuant to this chapter.

3. The location of electric vehicle charging stations, and associated equipment, shall be no closer than 10 feet to a front lot line.

4. Each Residential EVCS space shall count towards one required parking space for the purposes of zoning compliance.

5. Each Non-Residential EVCS space shall count as 1.5 parking spaces for the purposes of zoning compliance.
T. Mandatory Electric Vehicle Charging Stations:

Applicant shall conform to the following requirements for on-site Electric Vehicle Charging Stations (EVCS) for new developments:

1. Non-residential development Level 2 charging stations
   a. Electric vehicle charging station(s) shall be required based upon the number of parking stalls required per 17.05.020. The formula is as follows:

   For every twenty-five (25) parking spaces required per the table located at 17.05.020 the applicant must provide 1 EVCS.

2. Developments with ten (10) or more dwelling units must either:
   a. Have a minimum of 5% of their required parking stalls provide a Level 1 EVCS (minimum of one (1) stall), or
   b. Have a minimum of 3% of their required parking stalls provide a Level 2 EVCS (minimum of one (1) stall).

U. Mandatory Bicycle Parking:

Applicant shall conform to the following requirements for on-site bicycle parking facilities for new developments:

1. Non-residential developments must provide one (1) bicycle parking loop for every 2,000 GFA (minimum of two (2) loops).

2. Residential developments with ten (10) or more dwelling units must provide a minimum of one (1) bicycle parking loop per every 5 dwelling units (minimum of three (3) loops).

3. Bicycle parking shall be provided in racks or other similar facility and shall not be located within the car parking spaces in off-street parking facilities.

4. Bicycle rack standards shall be as follows:
   a. Installed on a permanent foundation (e.g., concrete pad) to ensure stability and security.
   b. Securely anchored into or on the foundation with tamper-proof nuts if surface mounted.
   c. Supports the bicycle frame in 2 or more places.
   d. Support both wheels on the ground
   e. Ability to support a variety of bicycle sizes and frame shapes.
   f. Space to secure the frame and one or both wheels to the rack with a cable, chain, or u-lock.
   g. Diameter of locking pole is no more than 1.5 inches.
   h. Galvanized or stainless-steel racks are recommended and are required for racks on public property.

5. Bicycle rack location standards shall be as follows:
   a. Required short-term bicycle parking spaces shall be located in a convenient and visible area at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance
   b. Required long-term bicycle parking spaces shall be located in enclosed, secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users
   c. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck, patio areas, or private storage areas accessory to dwelling units.
SECTION IV

SEVERABILITY:

If any section, paragraph or provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, such finding shall not affect the remaining provisions hereof which shall remain in full force and effect.

SECTION V

REPEALER:

All ordinances inconsistent with the provisions of this Ordinance are repealed to the extent of such inconsistency.

SECTION VI

EFFECTIVE DATE:

This Ordinance shall become effective 20 days following final adoption and publication as required by law.

ADOPTED ON FIRST READING
DATED: February 5, 2020

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