

**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

  
COUNCIL PRESIDENT

ADOPTED ON SECOND READING  
DATED: February 19, 2020

  
COUNCIL PRESIDENT VP

ATTEST:

  
CITY CLERK

APPROVAL OF THE MAYOR ON THIS 21<sup>ST</sup> DAY OF February, 2020.

  
MAYOR

APPROVALS:

  
CITY ADMINISTRATOR

  
CITY ATTORNEY

TKS/kc

I, Leslie R. Zebdon, City Clerk of the City of New Brunswick, NJ, do hereby certify the foregoing Ordinance is a true copy of the Original Ordinance adopted on second and final reading at a regular meeting of the New Brunswick City Council at its meeting on FEBRUARY 19, 2020.  
*Leslie R. Zebdon*  
Leslie R. Zebdon, City Clerk  
Any reproduction of this Original Ordinance must contain the raised seal of the City of New Brunswick to be legally certified

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