



752 Hamilton Project Parking Needs Analysis (FINAL)

752 Hamilton Street
Franklin Township, NJ

JANUARY 19, 2024



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Introduction

Hamilton Street Holdings, LLC is proposing a mixed-use multi-family residential development to be located along Hamilton Street in the area of Matilda Avenue in Franklin Township, New Jersey. The proposed multi-family project, referred to as 752 Hamilton Project is to have 120 residential units and 7,311 SF of daycare / commercial space.

THA was retained by Hamilton Street Holdings, LLC to conduct a Parking Needs Analysis to recommend the necessary parking for the project, in consideration of smart parking planning principles and strategies. The analysis examines the standards and actual utilization for existing multi-family projects in the area and the ability to share the project parking resources between the residential and daycare / commercial components, ultimately recommending the parking requirements for the project given its location, design, and target market.

To undertake the Parking Needs Analysis THA performed the following:

- Visited the site to evaluate surrounding development and land uses
- Reviewed relevant background information concerning the proposed multi-family residential development project, inclusive of site plans, parking plans, and other pertinent project information.
- Met with a developer and their development team to ensure a thorough understanding of the proposed project and its target rental market.
- Obtained unit, bedroom, and parking count data for similar and recently developed multi-family projects in proximity to 752 Hamilton Street.
- Performed parking utilization surveys of the similar multi-family rental projects in the area on typical days at the peak demand time for residential project (weekday at 10pm -11pm) to obtain actual parking utilization data.
- Performed parking utilization surveys of daycare facilities in proximity to 752 Hamilton Street.
- Based on the review of the project and the peak utilization data from similar projects, recommended a parking ratio per residential unit and total parking required for the Project.

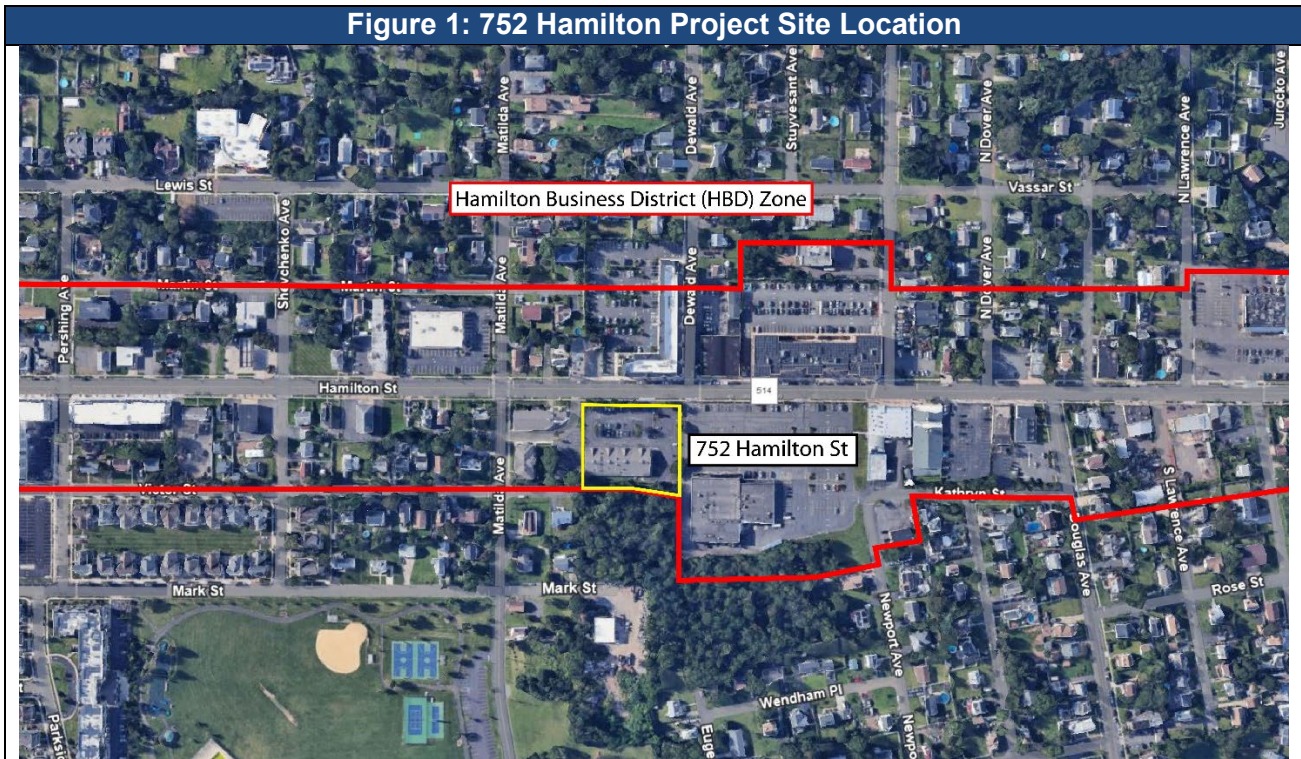


745 Hamilton Street

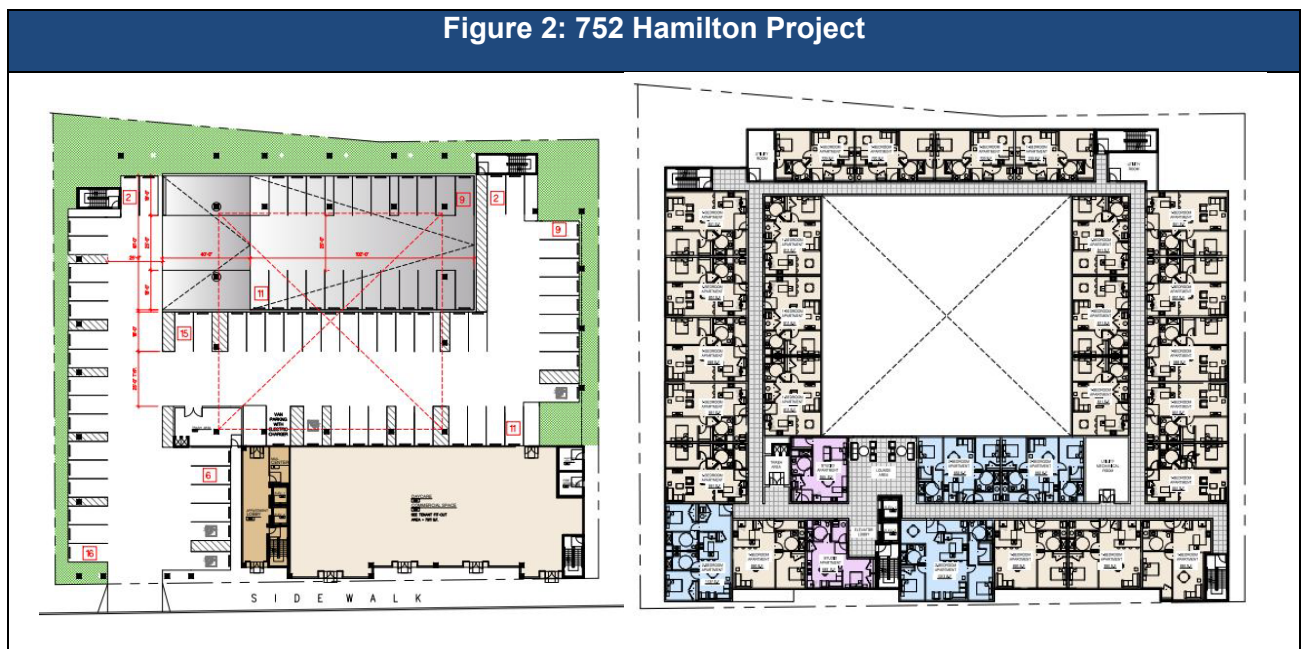


752 Hamilton Street

Figure 1 illustrates the location of the project site and Figure 2 illustrates the proposed ground and upper floor plans of the project.



Source: THA Consulting, Inc. 2024



Source: Kurt J. Ludwig, AIA. 2024

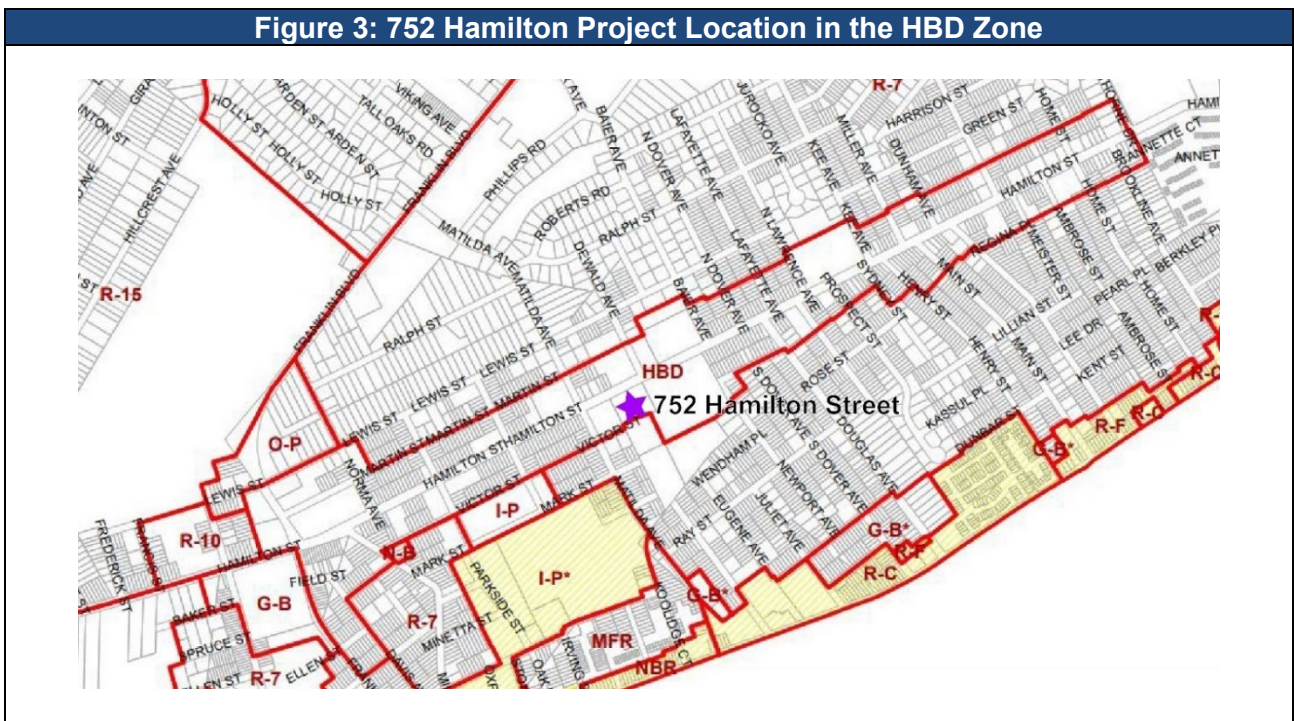
The Project

752 Hamilton Street is a proposed 120-unit multi-family rental project, containing a total of 136 bedrooms with 7,311 SF of daycare / commercial space on-site located in the Hamilton Street Corridor. According to the Hamilton Street Corridor Master Plan Update from April 2015, the purpose of the Hamilton Street Corridor is to foster the development of an attractive, pedestrian-friendly, mixed-use “main street” environment that improves the community. The project is also located in the Hamilton Business District (HBD) in Franklin Township. The Hamilton Street Corridor Master Plan Update outlines zoning amendments recommended by the Planning Board to encourage revitalization of the Hamilton Street Corridor through private investment and redevelopment.

The site at 752 Hamilton Street has a walk score of 73 out of 100, which is considered to be very walkable and bike score of 50 out of 100, deeming it bikeable for most with some bike infrastructure nearby. The site is approximately a 30-40 minute walk or a 10 minute bike ride to downtown New Brunswick. Table 1 indicates the proposed development program.

Table 1: 752 Hamilton Street Proposed Unit Breakdown		
Land Uses	Number of Units	Square Footage
Studio	8	600 SF
1-Bedroom Units	96	720 to 890 SF
2-Bedroom Units	16	950 to 1,300 SF
Residential	120	N/A
Daycare / Commercial	N/A	7,311 SF

Source: THA Consulting, 2024.



Source: Township of Franklin, 2023 and THA Consulting, Inc. 2024

The Hamilton Street Corridor - Parking Requirements

As per the Franklin Township ordinance § 112-105, Parking in HBD District (**See Appendix A**), commercial and other nonresidential uses in the HBD shall provide a minimum of three parking spaces per 1,000 square feet of floor area and residential portions of mixed-use buildings shall provide parking in accordance with the Residential Site Improvements Standards (RSIS), as shown below:

GARDEN APARTMENT (LOW-MID RISE)	PARKING REQUIREMENT
1-Bedroom Units	1.8 spaces per unit
2-Bedroom Units	2.0 spaces per unit
3-Bedroom Units	2.1 spaces per unit
Commercial / Non-Residential	3.0 spaces per 1000SF

According to the Hamilton Street Corridor Master Plan Update from April 2015, the parking requirements in HBD District are unique to the Hamilton Street Zone and are meant to encourage development that is pedestrian-friendly, mixed-use, and a “main street” type of environment and reflect the following:

- The availability of the on-street parking supply that provides convenient parking for non-residential uses, which are consistent to the “main-street” environment and are not available in other commercial zones.
- The non-residential uses in the HBD Zone (3 spaces per 1,000 square feet) are lower than other commercial zones (e.g., highway-oriented retail development in the G-B Zone) and acknowledge the availability of on-street parking supply.
- Various options for providing parking for non-residential uses (not available in other commercial zones and consistent with a "main street" type environment):
 - On-site
 - Off-site location within 1,500 feet walking distance
 - In-lieu contribution shall be made to a capital improvement to the township for the purpose of constructing on-street and off-street public parking facilities within HBD
- Mandate that provided parking is not to exceed the minimum requirements by more than 20% and discourages “over-parking”, as this takes away from the overall “Main Street” character of the zone.
- “Allows the approving board, on a case-by-case basis, to reduce the parking requirements for 1-bedroom and/or 2-bedroom units below that required by RSIS provided the applicant proves that a lower parking ratio is warranted based upon the expected occupancy of the development and/or other relevant factors. Such a requirement acknowledges the possibility that lower parking demand may result for such unit types and may encourage developers to build efficiency, 1-bedroom and 2-bedroom units (e.g., apartments geared towards students, young professionals).”

The current parking requirements in HBD District discourage “over-parking”. However, the current residential requirements are based on RSIS standards for garden apartments which are suburban in nature and are not reflective of the proposed project given its density, unit type, the area’s walkability, and the mixed-use nature of the Hamilton Street Corridor.

Rationale for Reduced Parking Requirements - 752 Hamilton Project

As per the recommended zoning amendment in the Hamilton Street Corridor Master Plan Update, given the land use, environmental, and cost impacts associated with over parking any development project, it is appropriate and beneficial to effectively size the amount of parking for a project for the following reasons:

Parking is Expensive - Parking is costly to construct, both in terms of real estate and capital costs, and if too much parking is required, the economic feasibility of a given project is negatively impacted.

Parking Takes up Land - Parking requires a significant amount of space, typically between 300-320 square feet per space for an efficient parking facility and requiring too much parking can negatively impact the ability to achieve the dense, walkable, pedestrian friendly, downtown environment which is desired for the Hamilton Business District.

Excess Parking Impacts Housing Affordability and Availability – The cost to purchase land and build parking for a residential project is passed along to tenants of the development in the form of increased rent and, in some cases, onerous parking requirements can kill a project altogether thereby limiting the amount of new quality housing in the area.

Parking Has Environmental Impacts – Too much property dedicated to parking increases the amount of impervious surface associated with a project and contributes to storm water run-off and heat island effect. Ample parking also encourages more automobile use and dissuades alternative modes of transportation.

As per the Rutgers Center for Real Estate's report from September 2023, *How Much Is Enough? Parking Usage in New Jersey Rental Units: Results from a Survey of Developers, Owners and Managers*, "***In response to affordability goals, environmental sustainability, and evolving transportation trends -- numerous municipalities across the country are rethinking the appropriate amount of parking, and are proactively implementing the reduction and, in some instances, even the elimination of minimum parking requirements***".

Parking Requirements for the Project

Determining the appropriate amount of parking for the 752 Hamilton Project requires flexible standards based on the analysis of the characteristics, and location of the Project. Each development project is distinctive when it comes to parking planning and there are many factors to consider when determining the right amount of parking including:

- Parking utilization of other similar projects
- The target market for the residential units
- Number of bedrooms per unit
- Mixed-use nature of the project and surrounding area
- The ability to share parking amongst the different land uses without conflict
- Availability of on-street parking
- Availability of amenities within walking distance of the project (shopping, dining, etc.)
- Walkability of the area (walk score)
- Bikeability of the area (bike score)

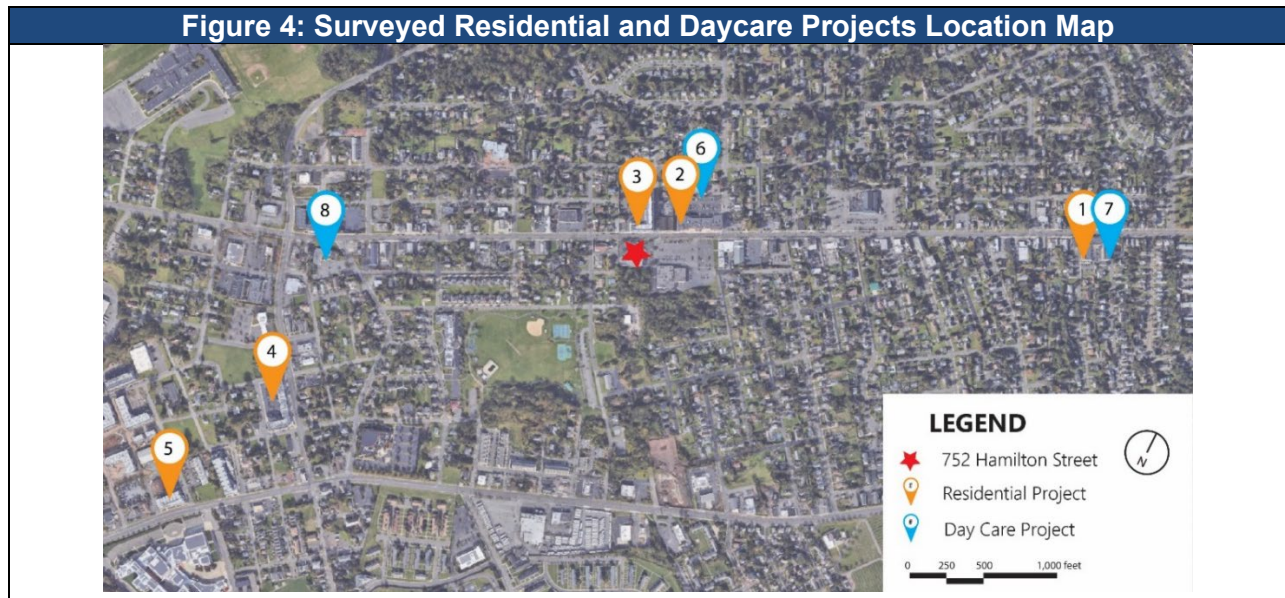
Parking Utilization Survey of Similar Projects

To identify the actual parking utilization for similar multi-family housing, mixed-use projects pertinent to the 752 Hamilton Project. THA surveyed and documented the actual parking utilization of multifamily / mixed-use projects similar to the 752 Hamilton Project in terms of the following:

- Density: projects that exceed 80 units per acre
- Unit type – Predominately One and Two Bedrooms
- Target Market: projects geared toward young professionals, students, single households
- Recent high-density, multifamily projects in the HBD area or in Franklin Township

Parking Occupancy Survey Results

THA conducted a parking occupancy survey of the eight (8) project sites, including five (5) residential projects and three (3) daycare projects. Parking Occupancy refers to the number of vehicles parked at a particular time of day. To validate the actual utilization of the parking spaces and be able to make realistic recommendations related to the 752 Hamilton Project, THA performed parking occupancy surveys for the multifamily housing projects on **Tuesday, June 6, 2023 and Wednesday, June 7, 2023 at 11PM**, Parking occupancy surveys for daycare projects were conducted on **Wednesday, June 7, 2023 at 9AM and 4PM**. The times selected for the occupancy counts represent the peak parking demand periods for both the residential projects and daycare facilities. **Figure 4 illustrates the location of the surveyed projects.**



Source: THA Consulting, Inc. 2024



510 Hamilton Street



695 Hamilton Street

Table 2: Comparable Housing and Daycare Projects - Current Parking Utilization

Residential Project Parking Information

No.	Address	# of Units	# of Bedrooms	# of Spaces	# of Spaces per Unit	Utilization 6/6 (Tue), 11PM			Utilization 6/7 (Wed), 11PM			Occ. - # of Spaces per Unit	Occ. - # of Spaces per Bedroom
						Occ.	%	Occ. - per Unit	Occ.	%	Occ. - per Unit		
Residential Projects													
1	510 Hamilton St	84	118	117	1.39	84	72%	1.00	81	69%	0.96	0.98	0.70
2	695 Hamilton St	60	96	121	2.02	86	71%	1.43	90	74%	1.50	1.47	0.92
3	745 Hamilton St	60	106	120	2.00	82	68%	1.37	86	72%	1.43	1.40	0.79
4	727 Franklin Blvd	66	150	65	0.98	51	78%	0.77	45	69%	0.68	0.73	0.32
5	863 Somerset St	30	155	56	1.87	26	46%	0.87	28	50%	0.93	0.90	0.17
Average per Project					1.65			1.09			1.10	1.10	0.58

Daycare Project Parking Information

No.	Address	SF	# of Spaces	# of Spaces per 1,000 SF	Utilization 6/7 (Wed)						Occ. - Spaces per 1,000 SF
					9AM Occ.	%	Occ. - per 1,000 SF	4PM Occ.	%	Occ. - per 1,000 SF	
Daycare Projects											
6	24 Baier Ave	9,600	12	1.25	8	67%	0.83	9	75%	0.94	0.89
7	510 Hamilton St	7,000	11	1.57	2	18%	0.29	5	45%	0.71	0.50
8	900 Hamilton St	21,000	48	2.29	21	44%	1.00	N/A	N/A	N/A	1.00
Average per Project				1.70			0.71			0.83	0.80

*Note: 727 Franklin Blvd. and 863 Somerset St. are both multi-family affordable housing projects

Source: THA Consulting, Inc. 2024

Survey Parking Utilization Summary

THA applied the total parking utilization for each project divided by the total number of units and bedrooms, thereby identifying the amount of parking utilized per unit and bedroom for each project. Parking ratios for the two affordable residential developments, 727 Franklin Blvd and 863 Somerset St, were lower than the other developments, with parking ratios of 0.73 and 0.90 per unit and 0.32 and 0.17 per bedroom. **Three similar projects on Hamilton Street close to the project had an average utilization of 1.30 spaces per unit and 0.8 per bedroom. The average ratio for all surveyed residential developments was 1.10 spaces per unit and 0.58 spaces per bedroom.**

Among the peer daycare projects surveyed, **the average ratio for surveyed daycares was 0.80 spaces per 1000 SF. The Hamilton Business District requires 3 parking spaces per 1000 SF non-residential space.**

Availability of On-Street Parking in Proximity to the Project

On-street parking is effectively shared by patrons, employees, and residents in proximity of a particular project. On-street parking is used by local retail establishments within proximity of the project during the weekday and weekends, and then by residential parkers whose occupancy typically peaks in the evenings. Accordingly, many municipalities allow a portion of the on-street parking, adjacent to or within proximity of the project, to satisfy the parking requirement of a proposed project. This strategy reduces the amount of off-street parking required, often improving the aesthetic character of the project as well as its financial feasibility.



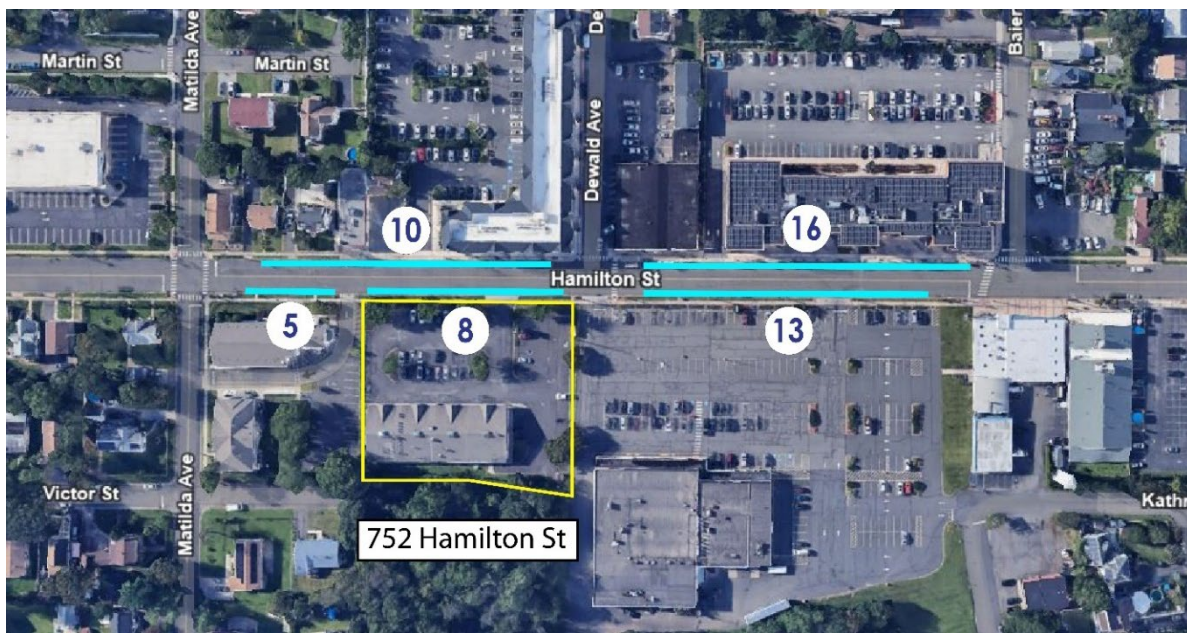
On-Street Spaces in Front of 752 Hamilton Street



On-Street Spaces at 745 Hamilton Street

There are approximately 52 (+/-) on-street spaces on Hamilton Street within one block of the 752 Hamilton Project. During our occupancy counts of projects in the area on Tuesday, June 6, 2023 and Wednesday, June 7, 2023 at 11PM, the on-street parking identified in Figure 5 below was predominantly vacant. Figure 5 demonstrates the inventory of on-street parking spaces on Hamilton Street within one block, or within 350-500 feet, of the 752 Hamilton Project. While Hamilton Street Holdings is NOT seeking any credit for the on-street parking adjacent to or in close proximity to the project, this parking supply is available.

Figure 5: Nearby On-Street Parking Spaces on Hamilton Street



Source: THA Consulting Inc. 2024

752 Hamilton Project - Parking Requirement Recommendation

The following parking requirement recommendations for the 752 Hamilton Project are based on the data analysis outlined in the report including the following:

- The project is a high density mixed-use, one- and two-bedroom multi-family housing project, geared to young professionals and single occupant households.
- The parking occupancy survey results of similar projects yielded a peak parking utilization average of 1.10 parking spaces per residential unit and 0.80 parking spaces per 1,000 SF of non-residential space.
- The projects surveyed that are most similar to the 752 Hamilton Project have an average peak parking utilization of 1.3 spaces per unit and 0.80 per bedroom.
- The availability of adjacent and nearby on-street parking.
- 87% of the residential units in the project are studios or one-bedroom apartments.
- The parking spaces needed for the daycare facility have a peak demand that occurs late morning on a weekday can be effectively shared without conflict with residential parkers whose peak demand is during the evenings and weekends when the daycare facility is closed.

Based upon the information outlined above, THA recommends a parking requirement of **1.4 parking spaces per residential unit** versus the 1.8 spaces per 1-bedroom unit and 2 spaces per 2-bedroom unit stipulated for low to mid rise apartments by the RSIS. **3.00 parking spaces per 1000 SF of total non-residential space are recommended as per the existing Franklin Township ordinance § 112-105.**

Shared Parking Analysis

According to the Urban Land Institute, “Shared Parking is defined as parking spaces that can be used to serve two or more individual land uses without conflict or encroachment”. The mix of land uses typical in a downtown area provides opportunities for shared parking and the utilization of the same parking space by multiple user groups reduces the amount of parking to be built.

The anticipated mix of land uses at the 752 Hamilton project (residential and daycare) are complimentary land uses that provide the opportunity to share the residential parking with patrons and employees of the daycare facility during a typical weekday. Should the anticipated daycare facility space be converted to another use in the future, such as retail or office use, the residential and retail/office uses also offer an effective opportunity to share parking resources.

The shared parking analysis prepared by THA consulting is based on Urban Land Institute (ULI) and International Traffic Engineers (ITE) standards, as outlined herein, indicates that 169 spaces are adequate to support the project’s parking total demand for residential and daycare uses, and 176 spaces are adequate to support the project’s parking demand if the daycare use is converted to retail and office uses in the future, given the variances in peak demand times for the different land uses during the peak period on weekdays.

In addition to the THA shared parking analysis, Franklin Township’s ordinance § 112-98. “Sharing of Parking



Facilities” states that off-street parking facilities for one use shall not be considered as providing the required facilities for any other use, **except that 1/2 of the off-street parking spaces required by any use whose peak attendance will be at night or on Sundays (such as but not limited to churches, theaters and assembly halls) may be assigned to a use which will be closed at night or on Sundays.** Given that the residential parking provided at the 752 Hamilton Project will have a peak occupancy at night (10pm), the referenced ordinance would infer that this residential parking resource can be shared with the daycare facility during the weekday, given that the daycare facility is closed on nights and weekends and the peak parking demand for daycare occurs at 4PM on weekdays.

THA Shared Parking Analysis – Residential and Daycare

After adjusting for the ability to share the parking amongst the project’s residential use at 1.4 spaces per unit and the daycare use at 3 spaces per 1,000 sf, we project a **peak weekday parking demand of 169 spaces (10pm) and a peak weekend parking demand of 168 spaces (10pm) during the peak demand month (December).** Table 3 below illustrates the weekday and weekend parking demand in this scenario.

Table 3: Weekday and Weekend Parking Demand for Residential and Daycare Uses

Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Residential	156	142	126	110	104	104	104	104	104	112	119	136	148	163	165	166	168	166	162
Daycare	9	15	19	17	17	17	17	17	17	19	22	20	12	7	3	1	1	1	1
Total	165	156	145	128	121	121	121	121	121	131	141	156	159	171	168	167	169	167	163

Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Residential	156	153	149	143	127	112	104	112	112	112	119	137	148	163	165	166	168	166	162
Daycare	0	0	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0
Total	156	153	153	147	131	116	108	116	116	116	119	137	148	163	165	166	168	166	162

Table 4: Parking Needs Analysis Summary – Residential with Daycare

752 Hamilton Project Program Residential and Daycare			Recommended Parking Requirement	Parking Spaces
Residential				
Studio Units - Rental	8	Units	1.40 /Unit	11
1-bedroom Units - Rental	96	Units	1.40 /Unit	134
2-bedroom Units - Rental	16	Units	1.40 /Unit	22
Total	120	Units		168
Daycare	7,311	SF	3.00 /ksf	22
Parking Demand without Shared Parking				190
Peak Parking Demand with Shared Parking (Weekday 10pm)*				169
Parking Supply				
Garage				178
Surplus / (Deficit)				9

Source: THA Consulting, Inc. 2024

Shared Parking Analysis - Residential, Retail and Office

After adjusting for the ability to share the parking amongst the project's residential use at 1.4 spaces per unit and the retail and office uses at 3 spaces per 1,000 sf, we project a **peak weekday parking demand of 170 spaces (10pm)** and a **peak weekend parking demand of 176 spaces (10pm)** during the peak demand month (December). Table 4 below illustrates the weekday and weekend parking demand in this scenario.

Table 5: Weekday and Weekend Parking Demand for Residential, Retail and Office Uses

Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Residential	156	142	126	110	104	104	104	104	104	112	119	136	148	163	165	166	168	166	162
Retail	1	2	3	5	7	8	8	9	9	9	9	8	6	4	3	2	2	1	1
Office	0	2	6	11	13	12	10	11	12	12	10	7	2	1	1	0	0	0	0
Total	157	145	135	127	124	124	122	123	125	132	139	152	157	168	169	169	170	167	163

Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Residential	156	153	149	143	127	112	104	112	112	112	119	137	148	163	165	166	168	166	162
Retail	4	5	6	8	10	11	12	12	13	13	13	12	11	11	10	9	8	5	4
Office	0	0	1	1	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0
Total	160	158	156	153	139	124	117	125	126	125	132	150	159	174	175	176	176	171	166

Table 6: Parking Needs Analysis Summary- Residential with Retail and Office

752 Hamilton Project Program Residential, Retail and Office			Recommended Parking Requirement	Parking Spaces
Residential				
Studio Units - Rental	8	Units	1.40 /Unit	11
1-bedroom Units - Rental	96	Units	1.40 /Unit	134
2-bedroom Units - Rental	16	Units	1.40 /Unit	22
Total	120	Units		168
Retail	3,000	SF	3.00 /ksf	9
Office	4,311	SF	3.00 /ksf	13
Parking Demand without Shared Parking				190
Peak Parking Demand with Shared Parking (Weekend 10pm)*				176
Parking Supply				
Garage				178
Surplus / (Deficit)				2

Source: THA Consulting, Inc. 2024

Electric Vehicle Supply/Service Equipment (EVSE) & Make-Ready Parking Spaces

The DCA Model Statewide Municipal EV Ordinance, which Governor Murphy signed on July 9, 2021 (**See Appendix C and D**), requires that EVSE and Make-Ready parking spaces be designated as a permitted accessory use in all zoning or use districts and establishes associated installation and parking requirements. As per the ordinance, every parking space prepared with EVSE or Make-Ready equipment shall count as at least two parking spaces for the purpose of complying with a minimum parking space requirement, resulting in a reduction of no more than 10 percent of the total required parking. With the installation of EVSE stations and Make Ready equipment for future EVSE installations, as per the requirements of the statewide ordinance, the project is entitled to a 17 space parking credit.

Appendix

Appendix A: Franklin Township ordinance § 112-105. Parking in the HBD District

[Amended 8-14-2007 by Ord. No. 3708; 8-11-2015 by Ord. No. 4115-15]

- A. Parking requirements.
 - 1. Commercial and other nonresidential uses in the HBD shall provide a minimum of three parking spaces per 1,000 square feet of floor area.
 - 2. Residential portions of mixed-use buildings shall provide parking in accordance with the Residential Site Improvements Standards (RSIS). The approving board may reduce the parking requirements for one-bedroom and/or two-bedroom units below that required by RSIS, provided the applicant proves, to the satisfaction of the board, that a lower parking ratio is warranted based upon the expected occupancy of the development and/or other relevant factors. The approving board may place conditions on the approval of the development it deems necessary to ensure that the factors presented in support of the lower parking ratio remain in place (e.g., deed restriction on occupancy).
 - 3. Off-street parking shall not exceed minimum requirements by more than 20%.

- B. Parking location.
 - 1. Off-street parking spaces for residential uses and handicap accessible spaces shall be located on the same lot as the main building to be served.
 - 2. Parking for commercial and other nonresidential uses shall be provided by one of the following means:
 - a. Providing the required spaces on site.
 - b. Providing the required spaces on other properties within 1,500 feet walking distance to the site.
 - c. For every space not provided by alternatives in Subsection B(2)(a) and/or (b) above, an in-lieu contribution shall be made to a capital improvement fund dedicated by the Township for the purpose of constructing on-street and off-street public parking facilities to serve the needs of the HBD. The amount of the contributions shall be equivalent to the costs of constructing the parking spaces on site, as calculated by the Township Engineer.

Appendix B: Franklin Township ordinance § 112-98. Sharing of parking facilities

Off-street parking facilities for one use shall not be considered as providing the required facilities for any other use, except that 1/2 of the off-street parking space required by any use whose peak attendance will be at night or on Sundays (such as but not limited to churches, theaters and assembly halls) may be assigned to a use which will be closed at night or on Sundays. For permitted parking area reductions in the HBD, see § 112-105.

Appendix C: New Jersey DCA Model Statewide Municipal EV Ordinance, Section D. 1.

D. Requirements for New Installation of EVSE and Make-Ready Parking Spaces

{Note: Section D of the model ordinance is mandatory and may not be altered.}

- 1. As a condition of preliminary site plan approval, for each application involving a multiple dwelling with five or more units of dwelling space, which shall include a multiple dwelling that is held under a condominium or cooperative form of ownership, a mutual housing corporation, or a mixed-use development, the developer or owner, as applicable, shall:
 - a. prepare as Make-Ready parking spaces at least 15 percent of the required off-street parking spaces, and install EVSE in at least one-third of the 15 percent of Make-Ready parking spaces;

- b. within three years following the date of the issuance of the certificate of occupancy, install EVSE in an additional one-third of the original 15 percent of Make-Ready parking spaces; and
- c. within six years following the date of the issuance of the certificate of occupancy, install EVSE in the final one-third of the original 15 percent of Make-Ready parking spaces.
- d. Throughout the installation of EVSE in the Make-Ready parking spaces, at least five percent of the electric vehicle supply equipment shall be accessible for people with disabilities.

Nothing in this subsection shall be construed to restrict the ability to install electric vehicle supply equipment or Make-Ready parking spaces at a faster or more expansive rate than as required above.

Appendix D: New Jersey DCA Model Statewide Municipal EV Ordinance, Section E.

E. Minimum Parking Requirements

{Note: Section E of the model ordinance is mandatory and may not be altered. }

1. All parking spaces with EVSE and Make-Ready equipment shall be included in the calculation of minimum required parking spaces, pursuant to *{Section number for Parking Requirements}*
2. A parking space prepared with EVSE or Make-Ready equipment shall count as at least two parking spaces for the purpose of complying with a minimum parking space requirement. This shall result in a reduction of no more than 10 percent of the total required parking.
3. All parking space calculations for EVSE and Make-Ready equipment shall be rounded up to the next full parking space.
4. Additional installation of EVSE and Make-Ready parking spaces above what is required in Section D. above may be encouraged, but shall not be required in development projects.