NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

EVSE Requirements for New Multi-Unit Dwellings

A **mandatory** Model Statewide Electric Vehicle (EV) Ordinance became effective on September 1, 2021, which requires new multi-unit dwellings with five or more units, and new parking lots or garages to have electric vehicle charging stations and/or the electrical infrastructure needed to accommodate an electric vehicle charging station.

This ordinance was published by the Department of Community Affairs (DCA) and written with support from the Department of Environmental Protection (DEP) and Board of Public Utilities (BPU), to comply with the P.L. 2021, c. 171, which Governor Phil Murphy signed into law on July 9, 2021.

In New Jersey, the transportation sector accounts for 42% of the state's net greenhouse gas (GHG) emissions, making it the largest GHG source in the state. Reducing these emissions by electrifying cars and trucks is a critical part of the State's strategy to mitigate climate change.

Overview of Statewide EV Ordinance

EV Parking Spaces Required for New Parking Areas — EV charging stations and make-ready (Including some EV spaces that are accessible for people with disabilities) are required in new multiple dwellings with five or more units of dwelling space, and new parking lots or garages as a condition of preliminary site plan approval (requirements are based on how many parking spaces are approved as part of the site plan application).

As a condition of preliminary site plan approval, permit applications involving **new multiple unit dwellings with more than five units** must comply with the following:

- Immediately: 15% of parking spaces shall be make-ready and 1/3 of those shall have EVSE installed.
- Within 3 years: install EVSE in an additional 1/3 of the original 15%
- Within 6 years: install EVSE in the final 1/3 of the original 15%.
- Overall, at least 5% of EVSE must be accessible for people with disabilities.

Applications involving a **new garage or parking lot** not covered above shall comply with the following:

- Install at least one Make-Ready parking space if there will be 50 or fewer off-street parking spaces.
- Install at least two Make-Ready parking spaces if there will be 51 to 75 off-street parking spaces.
- Install at least three Make-Ready parking spaces if there will be 76 to 100 off-street parking spaces.
- Install at least four Make-Ready parking spaces, at least one of which shall be accessible for people with disabilities if there will be 101 to 150 off-street parking spaces.
- Install at least 4% of the total parking spaces as Make-Ready parking spaces, at least five percent of which shall be accessible for people with disabilities if there will be more than 150 off-street parking spaces.

Number Of Parking Spaces	Number Of Make-Ready or EV Charging Stations Required
≤ 50	1
51-75	2
76-100	3
101-150	4
> 150	4%

Accessory Uses in Zoning — EVSE and make-ready parking space will be permitted accessory uses in all zoning and use districts, whether the EVSE or make-ready parking spaces are included with a site plan application for a new development or being added to an already existing building or development. This will streamline the permitting process for EV charging stations and ensure that municipalities are consistently evaluating and approving applications for such.

Minimum Parking Mandates — EVSE and make-ready parking spaces will count toward minimum parking mandates and earn a two for one credit for the EV parking, up to 10% of the total required parking. The ideal public charging location is:

- As close to electric service as possible while also being convenient to other activities at the site. Trenching to accommodate underground wires from the electric supply to the EVSE can add significantly to the construction costs for installation.
- Planned with safety in mind (e.g., cords and wires should not cross pedestrian walkways creating tripping hazards, location should consider nearby potential hazard areas, etc.).

Electrical Upgrades and Expansions — Depending on the size of the EVSE project (e.g., DC fast charger platform for multiple vehicles), the site could require additional circuits and electrical capacity. In addition, towns should consider futureproofing by building in enough electrical capacity for EVSE expansion. These additions will be less costly if done during initial construction than during modifications later. Developers should work directly with their local electric utility provider to identify electric infrastructure and capacity needs.

Electrical Demand — Planning for EVSE installations should include reviewing the electrical demand of meters being considered for the project. This means looking at what else is connected to the electric meter to which you are considering connecting EVSE. If EVSE is connected to a meter that already draws a lot of electricity during the prime usage times for the EVSE, the demand fee for that meter will go up, and this can be very costly. Demand charges are additional fees that utilities charge non-residential or commercial customers for maintaining constant supply of electricity.

For information regarding utility and state funded EVSE and charging incentives, click here.

EV Charging Station Comparison

	AC Level 1	AC Level 2	DC Fast Charger
Voltage	120V 1-Phase AC	208V or 240V 1-Phase AC	480V 3-Phase AC
Suitable for Installation	Single-family Multi-family Commercial	Single-family Multi-family Commercial Municipal/Private Fleet	Municipal/Private Fleet Public Metro Areas
Amps	12-16 Amps	12-90 Amps (Typical 32 Amps)	<125 Amps (Typical 60 Amps)
Charging loads	1.4 - 1.9 kW	2.5 - 19.2 kW (Typical 7 kW)	<90 kW (Typical 50 kW)
Charge time for vehicle	3-5 miles of range per hour	10-20 miles of range per hour	80% charge in 20-30 minutes
Best for	6+ hour or overnight charge	2–6-hour dwell times	High turn over
Station hardware cost	$500 - $1,000 per port	$600 - $5,000 per port	$7,000 - $50,000 per port

Adapted from NYSERDA

Resources

- Best Management Practices to Ensure Your Town is EV Ready (nj.gov)

- Construction Permit Application Packet and Related Forms. (https://www.nj.gov/dca/divisions/codes/resources/constructionpermitforms.html) Information from NJDCA on the electrical code forms, Construction Permit Application (UCC F-100) and the Electrical Subcode Technical Section (UCC F-120) to file with the local jurisdiction.

- Electric Vehicle Charging Stations – Installation and Permit Requirements. (https://www.state.nj.us/dca/divisions/codes/publications/pdf_ccc/ccc_2011_spring.pdf) Guidance on EV charging station installation and permit requirements for local code enforcement officials was published by NJDCA in the Spring 2011 "Construction Code Communicator".

Questions?

Contact: Maria Connolly at Maria.Connolly@dca.nj.gov