

FEBRUARY 7, 2022
COMMISSION MEETING MINUTES
BOROUGH OF COLLINGSWOOD, NJ

A regular meeting of the Board of Commissioners was held remotely, at 7:00 P.M. Mayor M. James Maley, Jr. called the meeting to order, with Commissioner Robert Lewandowski present and Commissioner Morgan Robinson present.

Mayor Maley read the Sunshine Notice stating that the Borough has complied with provisions of the Sunshine Law by adopting before January 10 of this year, a resolution prescribing the dates, times and locations of all regular meetings of the Commission. The Mayor stated there was a change in meeting format from in person to remote-conference. Written advanced notice of the change in format of at least 48 hours was supplied to two local newspapers. Mayor Maley led the Pledge of Allegiance.

Mayor Maley explained this meeting is being held by remote conference because of the rise in positive COVID 19 virus cases. Mayor Maley explained how questions and comments can be submitted.

The Commissioners approved a motion to approve the following reports Tax Collector, Municipal Court and Zoning Official

The Commissioners called for Second Reading and Public Hearing of Reading

ORDINANCE NO. 1730

AN ORDINANCE AUTHORIZING AND ENCOURAGING ELECTRIC VEHICLE SUPPLY/SERVICE EQUIPMENT (EVSE) & MAKE-READY PARKING SPACES

WHEREAS, the Board of Commissioners of the Borough of Collingswood (“Collingswood”), County of Camden, intend to establish procedures for the installation of EVSE and Make-Ready parking spaces and establish governing provisions and other standards within the Borough; and

WHEREAS, supporting the transition to electric vehicles contributes to the Borough's commitment to sustainability and is in the best interest of public welfare; and

WHEREAS, installation of EVSE and Make-Ready parking spaces encourages electric vehicle adoption; and

WHEREAS, the Borough encourages increased installation of EVSE and Make Ready parking spaces; and

WHEREAS, adoption of this ordinance supports the State of New Jersey's goals to reduce air pollutants and greenhouse gas emissions from the transportation sector as outlined and supported by various programs related to NJ's 2019 Energy Master Plan, Global Warming Response Act (P.L.2007, c.112 (C.26:2C-37 et al.)), and EV Law (P.L. 2019, c. 362); and

WHEREAS, P.L. 2021, c.171, which Governor Murphy signed into law on July 9, 2021, requires 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; and

WHEREAS, adoption of this ordinance will support the Borough Master Plan adopted in concurrence with P.L. 1975 c. 291, s. 1 eff. Aug. 1, 1976, and is consistent with goals of the Borough's Master Plan as well as the land use, environmental and circulation elements of the Master Plan; and

WHEREAS, the Borough encourages greater ownership and use of electric vehicles and, accordingly, the Commissioners intend to amend the Borough's Development Regulations to establish standards and regulations for the safe and efficient installation of EVSE and Make-Ready parking spaces at appropriate locations.

NOW, THEREFORE, BE IT ORDAINED, by the Borough Commissioners of the Borough of Collingswood, County of Camden, State of New Jersey, as follows:

I. ELECTRIC VEHICLE SUPPLY/SERVICE EQUIPMENT

A. Purpose

The purpose of this ordinance is to promote and encourage the use of electric vehicles by requiring the safe and efficient installation of EVSE and Make-Ready parking spaces through

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municipal parking regulations and other standards. EVSE and Make-Ready parking spaces will support the State's transition to an electric transportation sector, reducing automobile air pollution, greenhouse gas emissions, and storm water runoff contaminants. The goals are to:

1. Provide adequate and convenient EVSE and Make-Ready parking spaces to serve the needs of the traveling public.
2. Provide opportunities for residents to have safe and efficient personal EVSE located at or near their place of residence.
3. Provide the opportunity for non-residential uses to supply EVSE to their customers and employees. Create standard criteria to encourage and promote safe, efficient, and cost-effective electric vehicle charging opportunities in all zones and settings for convenience of service to those that use electric vehicles.

B. Definitions

Certificate of occupancy: The certificate provided for in N.J.A.C. 5:23-2, indicating that the construction authorized by the construction permit has been completed in accordance with the construction permit, the act and the regulations. See "State Uniform Construction Code Act," P.1.1975, c.217 (C.52:270-119 et seq.) and regulations adopted pursuant thereto.

Charging Level: The amount of voltage provided to charge an electric vehicle varies depending on the type of EVSE as follows:

1. Level 1 operates on a fifteen (15) to twenty (20) amp breaker on a one hundred twenty (120) volt AC circuit.
2. Level 2 operates on a forty (40) to one hundred (100) amp breaker on a two hundred eight (208) or two hundred forty (240) volt AC circuit.
3. Direct-current fast charger (DCFC) operates on a sixty (60) amp or higher breaker on a four hundred eighty (480) volt or higher three phase circuit with special grounding equipment. DCFC stations can also be referred to as rapid charging stations that are typically characterized by industrial grade electrical outlets that allow for faster recharging of electric vehicles.

Electric vehicle: Any vehicle that is licensed and registered for operation on public and private highways, roads, and streets; and operates either partially or exclusively using an electric motor powered by an externally charged on-board battery.

Electric Vehicle Supply/Service Equipment or (EVSE): The equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, power electronics, transformer, switchgear, switches and controls, network interfaces, point of sale equipment, and associated apparatus designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle. "EVSE" may deliver either alternating current or, consistent with fast charging equipment standards, direct current electricity. "EVSE" is synonymous with "electric vehicle charging station."

Make-Ready Parking Space: means the pre-wiring of electrical infrastructure at a parking space, or set of parking spaces, to facilitate easy and cost-efficient future installation of Electric Vehicle Supply Equipment or Electric Vehicle Service Equipment, including, but not limited to, Level Two EVSE and direct current fast chargers. Make Ready includes expenses related to service panels, junction boxes, conduit, wiring, and other components necessary to make a particular location able to accommodate Electric Vehicle Supply Equipment or Electric Vehicle Service Equipment on a "plug and play" basis. "Make-Ready" is synonymous with the term "charger ready," as used in P.L.2019, c.362 (C.48:25-1 et al.).

Private EVSE: EVSE that has restricted access to specific users (e.g., single and two-family homes, executive parking fleet parking with no access to the general public).

Publicly-accessible EVSE: EVSE that is publicly available (e.g., park & ride, public parking lots

and garages, on-street parking, shopping center parking, non-reserved parking in multi-family parking lots, etc.).

C. Approvals and Permits

1. An application for development submitted solely for the installation of EVSE or Make-Ready parking spaces shall be considered a permitted accessory use and permitted accessory structure in all zoning or use districts and shall not require a variance pursuant to C.40:55D-70.
2. EVSE and Make-Ready Parking Spaces installed pursuant to Section D. below in development applications that are subject to site plan approval are considered a permitted accessory use as described in 1. above.
3. All EVSE and Make-Ready parking spaces shall be subject to applicable local and/or Department of Community Affairs permit and inspection requirements.
4. The Borough shall enforce all signage and installation requirements described in this ordinance. Failure to meet the requirements in this ordinance shall be subject to the same enforcement and penalty provisions as other violations of Borough's land use regulations.
5. An application for development for the installation of EVSE or Make-Ready spaces at an existing gasoline service station, an existing retail establishment, or any other existing building shall not be subject to site plan or other land use board review, shall not require variance relief pursuant to C.40:55D-1 et seq. or any other law, rule, or regulation, and shall be approved through the issuance of a Toning permit by the administrative officer, provided the application meets the following requirements:
 - a. the proposed installation does not violate bulk requirements applicable to the property or the conditions of the original final approval of the site plan or subsequent approvals for the existing gasoline service station, retail establishment, or other existing building;
 - b. all other conditions of prior approvals for the gasoline service station, the existing retail establishment, or any other existing building continue to be met; and
 - c. the proposed installation complies with the construction codes adopted in or promulgated pursuant to the "State Uniform Construction Code Act," P1.1975, c.217 (C.52:27D-119 et seq.), any safety standards concerning the installation, and any State rule or regulation concerning electric vehicle charging stations.
6. An application pursuant to Section 5. above shall be deemed complete if:
 - a. the application, including the permit fee and all necessary documentation, is determined to be complete,
 - b. a notice of incompleteness is not provided within 20 days after the filing of the application, or
 - c. a one-time written correction notice is not issued by the Borough's Zoning Officer within 20 days after filing of the application detailing all deficiencies in the application and identifying any additional information explicitly necessary to complete a review of the permit application.
7. EVSE and Make-Ready parking spaces installed at a gasoline service station, an existing retail establishment, or any other existing building shall be subject to applicable local and/or Department of Community Affairs inspection requirements.
8. A permitting application solely for the installation of electric vehicle supply equipment permitted as an accessory use shall not be subject to review based on parking requirements.

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

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.
- e. 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.

2. As a condition of preliminary site plan approval, each application involving a parking lot or garage not covered in 1. above shall:

- a. Install at least one Make-Ready parking space if there will be 50 or fewer off-street parking spaces.
- b. Install at least two Make-Ready parking spaces if there will be 51 to 75 off-street parking spaces.
- c. Install at least three Make-Ready parking spaces if there will be 76 to 100 off-street parking spaces.
- d. 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.
- e. Install at least four percent 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.
- f. In lieu of installing Make-Ready parking spaces, a parking lot or garage may install EVSE to satisfy the requirements of this subsection.
- g. 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.
- h. Notwithstanding the provisions of Section E above, a retailer that provides 25 or fewer off-street parking spaces or the developer or owner of a single-family home shall not be required to provide or install any electric vehicle supply equipment or Make-Ready parking spaces.

E. Minimum Parking Requirements

1. All parking spaces with EVSE and Make-Ready equipment shall be included in the calculation of minimum required parking spaces required under applicable Borough pursuant to parking ordinances.

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. 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.

F. Reasonable Standards for All New EVSE and Make-Ready Parking Spaces

1. Location and layout of EVSE and Make-Ready parking spaces is expected to vary based on the design and use of the primary parking area. It is expected flexibility will be required to provide the most convenient and functional service to users. Standards and criteria should be considered guidelines and flexibility should be allowed when alternatives can better achieve objectives for provision of this service.
2. Installation:
 - a. Installation of EVSE and Make-Ready parking spaces shall meet the electrical subcode of the Uniform Construction Code, N.J.A.C. 5:23-3.16.
 - b. Each EVSE or Make-Ready parking space that is not accessible for people with disabilities shall be not less than 9 feet wide or 18 feet in length. Exceptions may be made for existing parking spaces or parking spaces that were part of an application that received prior site plan approval.
 - c. To the extent practical, the location of accessible parking spaces for people with disabilities with EVSE and Make Ready equipment shall comply with the general accessibility requirements of the Uniform Construction Code, N.J.A.C. 5:23, and other applicable accessibility standards.
 - d. Each EVSE or Make-Ready parking space that is accessible for people with disabilities shall comply with the sizing of accessible parking space requirements in the Uniform Construction Code, N.J.A.C. 5:23, and other applicable accessibility standards.
3. **EVSE Parking:**
 - a. Publicly-accessible EVSE shall be reserved for parking and charging electric vehicles only. Electric vehicles shall be connected to the EVSE.
 - b. Electric vehicles may be parked in any parking space designated for parking, subject to the restrictions that would apply to any other vehicle that would park in that space.
 - c. Public Parking. Pursuant to NJSA 40:48-2, publicly-accessible EVSE parking spaces shall be monitored by the municipality's police department and enforced in the same manner as any other parking. It shall be a violation of this Section to park or stand a non-electric vehicle in such a space, or to park an electric vehicle in such a space when it is not connected to the EVSE. Any non-electric vehicle parked or standing in a EVSE parking space or any electric vehicle parked and not connected to the EVSE shall be is subject to fine and/or impoundment of the offending vehicle as described in the general penalty provisions of the Borough's municipal code. Signage indicating the penalties for violations shall comply with Section 5. below. Any vehicle parked in such a space shall make the appropriate payment for the space and observe the time limit for the underlying parking area, if applicable.
 - d. Private Parking. The use of EVSE shall be monitored by the property owner or designee.
4. **Safety**
 - a. Each publicly-accessible EVSE shall be located at a parking space that is designated for electric vehicles only and identified by green painted pavement and/or curb markings, a green painted charging pictograph symbol, and appropriate signage pursuant to Section 5. below.

- b. Where EVSE is installed, adequate site lighting and landscaping shall be provided in accordance with the Borough's ordinances and regulations.
- c. Adequate EVSE protection such as concrete-filled steel bollards shall be used for publicly-accessible EVSE. Non-mountable curbing may be used in lieu of bollards if the EVSE is setback a minimum of 24 inches from the face of the curb. Any standalone EVSE bollards should be 3 to 4-feet high with concrete footings placed to protect the EVSE from accidental impact and to prevent damage from equipment used for snow removal.
- d. EVSE outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the ground or pavement surface where mounted, and shall contain a cord management system as described in e. below. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designated and located as to not impede pedestrian travel, create trip hazards on sidewalks, or impede snow removal.
- e. Each EVSE shall incorporate a cord management system or method to minimize the potential for cable entanglement, user injury, or connector damage. Cords shall be retractable or have a place to hang the connector and cord a safe and sufficient distance above the ground or pavement surface. Any cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, or passenger unloading area.
- f. Where EVSE is provided within a pedestrian circulation area, such as a sidewalk or other accessible route to a building entrance, the EVSE shall be located so as not to interfere with accessibility requirements of the Uniform Construction Code, N.J.A.C. 5:23, and other applicable accessibility standards.
- g. Publicly-accessible EVSEs shall be maintained in all respects, including the functioning of the equipment. A 24-hour on-call contact shall be provided on the equipment for reporting problems with the equipment or access to it. To allow for maintenance and notification, the Borough shall require the owners/designee of publicly-accessible EVSE to provide information on the EVSE's geographic location, date of installation, equipment type and model, and owner contact information.

5. Signs

- a. Publicly-accessible EVSE shall have posted regulatory signs, as identified in this section, allowing only charging electric vehicles to park in such spaces. For purposes of this section, "charging" means that an electric vehicle is parked at an EVSE and is connected to the EVSE. If time limits or vehicle removal provisions are to be enforced, regulatory signs including parking restrictions shall be installed immediately adjacent to, and visible from the EVSE. For private EVSE, installation of signs and sign text is at the discretion of the owner.
- b. All regulatory signs shall comply with visibility, legibility, size, shape, color, and reflectivity requirements contained within the Federal Manual on Uniform Traffic Control Devices as published by the Federal Highway Administration.
- c. Wayfinding or directional signs, if necessary, shall be permitting at appropriate decision points to effectively guide motorists to the EVSE parking space(s). Wayfinding or directional signage shall be placed in a manner that shall not interfere with any parking space, drive lane, or exit and shall comply with b. above.
- d. In addition to the signage described above, the following information shall be available on the EVSE or posted at or adjacent to all publicly-accessible EVSE parking spaces:
 - 1) Hour of operations and/or time limits if time limits or tow-away provisions are to be enforced by the municipality or owner/designee;
 - 2) Usage fees and parking fees, if applicable; and
 - 3) Contact information (telephone number) for reporting when the equipment is not operating or other problems.

6. Usage Fees

- a. For publicly-accessible municipal EVSE: In addition to any parking fees, the fee to use parking spaces within the municipality identified as EVSE spaces shall be for each hour that the electric vehicle is connected to the EVSE . This fee may be authorized or amended by a resolution adopted by the governing body.
- b. Private EVSE: Nothing in this ordinance shall be deemed to preclude a private owner/designee of an EVSE from collecting a fee for the use of the EVSE, in accordance with applicable State and Federal regulations. Fees shall be available on the EVSE or posted at or adjacent to the EVSE parking space.

SECOND: SEVERABILITY

If any section, paragraph, clause, or provision of this ordinance shall be adjudged invalid, such adjudication shall apply only to the section, paragraph, clause or provision so adjudged and the remainder of the ordinance shall be deemed valid and effective.

THIRD: REPEAL OF PRIOR ORDINANCES

All ordinances or parts of ordinances inconsistent with or in conflict with this ordinance are hereby repealed to the extent of such inconsistency.

This ordinance shall take effect immediately upon final adoption and publication according to law.

Mayor Maley opened the Ordinance to the public:

With no comments Mayor Maley moved the public hearing closed and the ordinance be adopted on second and final reading which was seconded and approved by the call of the roll:

Aye: *M. James Maley, Jr.*
Aye: *Robert Lewandowski*
Aye: *Morgan Robinson*

The Commissioners called for the Second Reading and Public Hearing of Ordinance 1731

**CALENDAR YEAR 2022
ORDINANCE TO EXCEED THE MUNICIPAL BUDGET APPROPRIATION LIMITS AND TO
ESTABLISH A CAP BANK
(N.J.S.A. 40A: 4-45.14)**

WHEREAS, the Local Government Cap Law, N.J.S. 40A: 4-45.1 et seq., provides that in the preparation of its annual budget, a municipality shall limit any increase in said budget up to 2.5% unless authorized by ordinance to increase it to 3.5% over the previous year's final appropriations, subject to certain exceptions; and,

WHEREAS, N.J.S.A. 40A: 4-45.15a provides that a municipality may, when authorized by ordinance, appropriate the difference between the amount of its actual final appropriation and the 3.5% percentage rate as an exception to its final appropriations in either of the next two succeeding years; and,

WHEREAS, the Mayor and Commissioners of the Borough of Collingswood in the County of Collingswood finds it advisable and necessary to increase its CY 2022 budget by up to 3.5% over the previous year's final appropriations, in the interest of promoting the health, safety and welfare of the citizens; and,

WHEREAS, the Mayor and Commissioners hereby determines that a 1% increase in the budget for said year, amounting to \$137,470.40 in excess of the increase in final appropriations otherwise permitted by the Local Government Cap Law, is advisable and necessary; and,

WHEREAS the Mayor and Commissioners hereby determines that any amount authorized hereinabove that is not appropriated as part of the final budget shall be retained as an exception to final appropriation in either of the next two succeeding years.

NOW THEREFORE BE IT ORDAINED, by the Mayor and Commissioners of the Borough of Collingswood, in 02/07/2022

the County of Camden, a majority of the full authorized membership of this governing body affirmatively concurring, that, in the CY 2022 budget year, the final appropriations of the Borough of Collingswood shall, in accordance with this ordinance and N.J.S.A. 40A: 4-45.14, be increased by 3.5%, amounting to \$ 481,146.37, and that the CY 2022 municipal budget for the Borough of Collingswood be approved and adopted in accordance with this ordinance; and,

BE IT FURTHER ORDAINED, that any that any amount authorized hereinabove that is not appropriated as part of the final budget shall be retained as an exception to final appropriation in either of the next two succeeding years; and,

BE IT FURTHER ORDAINED, that a certified copy of this ordinance as introduced be filed with the Director of the Division of Local Government Services within 5 days of introduction; and,

BE IT FURTHER ORDAINED, that a certified copy of this ordinance upon adoption, with the recorded vote included thereon, be filed with said Director within 5 days after such adoption.

Mayor Maley opened the Ordinance to the public:

With no comments Mayor Maley moved the public hearing closed and the ordinance be adopted on second and final reading which was seconded and approved by the call of the roll:

Aye: M. James Maley, Jr.
Aye Robert Lewandowski
Aye: Morgan Robinson

**The Commissioners Called For First Reading Of
Ordinance 1732 For General And Water Capital Water Improvements**

APPROPRIATING \$470,000.00 FROM THE GENERAL CAPITAL
IMPROVEMENT FUND FOR THE PURCHASE OF PUBLIC WORKS
EQUIPMENT

APPROPRIATING \$145,000.00 FROM THE WATER CAPITAL
IMPROVEMENT FUND FOR IMPROVMENTS TO WATER
INFRASTRUCTURE

BE IT ORDAINED by the Mayor and Borough Commissioners of the Borough of Collingswood, County of Camden, State of New Jersey, (not less than 2/3 of all members thereof affirmatively concurring) as follows:

SECTION 1. The Borough Commissioners of the Borough of Collingswood hereby authorizes the following General Capital improvements:

A. Purchase Equipment for the Public Works Department \$470,000.00

SECTION 2. The Borough Commissioners of the Borough of Collingswood hereby authorizes the following Water Capital improvements:

A. Improvements to Water Infrastructure \$145,000.00

SECTION 3. The useful life of this equipment is at least five (5) years. No Supplemental Debt Statement is required since there is no authorization of any debt within this Capital Ordinance. The gross debt of the Municipality as defined by law is not increased by this ordinance, and no obligation in the matter of bonds or notes are authorized by this ordinance.

SECTION 4. The capital budget of the Borough of Collingswood will conform with the provisions of this ordinance, and

SECTION 5. The improvements authorized hereby are not current expenses and are improvements that the Borough may lawfully make, and

SECTION 6. This Capital Ordinance shall take effect immediately after publication following the final adoption as provided by law.

Mayor Maley moved the ordinance be approved on first reading, published, and the second reading and public hearing to be held on March 7, 2021 which was seconded and approved by the following call of the roll:

Aye: M. James Maley, Jr.
Aye: Robert Lewandowski
Aye: Morgan Robinson

02/07/2022

**The Commissioners called for First Reading of
First Reading of Ordinance 1733 -Dirt Bikes**

WHEREAS, the New Jersey Legislature has adopted and the Governor has signed into law Senate and Assembly Bill S-4080/A-6088 which amends certain provisions of Title 39 of the State Statutes governing the operation of certain snowmobiles, all-terrain vehicles and dirt bikes (“Off Road Vehicles”) in the State of New Jersey; and

WHEREAS, N.J.S.A.39:3C-35 and N.J.S. 2C:64-1 have been amended to provide for the forfeiture of Off Road Vehicles when operated on any public street, highway, or right of way (“Motor Vehicle Roadways”) in violation of N.J.S.A. 39:3C-17 and in other circumstances; and

WHEREAS, the Board of Commissioners of the Borough of Collingswood have determined that Off Road Vehicles pose a danger to motorists and pedestrians when operated illegally on Motor Vehicle Roadways within the Borough; and

WHEREAS, the newly enacted legislation authorizes municipalities to adopt ordinances to enable municipal authorities to seize Off Road Vehicles when operated illegally on the Motor Vehicle Roadways;

NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners for the Borough of Collingswood as follows:

Any snowmobile , all terrain vehicle or dirt bike operated on any public street, highway or right of way in the Borough of Collingswood in violation of N.J.S.A. 39:3C- 17 or 35 shall be subject to seizure and potential forfeiture in accordance with N.J.S. 2C:64-1 et seq. .Pursuant to N.J.S.A. 2c:64-6, any snowmobile, all terrain vehicle or dirt bike which has been operated in violation of N.J.S.A. 39:3C-17 or 35 which has been forfeited shall be destroyed.

This Ordinance shall take effect immediately upon final adoption and publication according to law.

Mayor Maley moved the ordinance be approved on first reading, published, and the second reading and public hearing to be held on March 7, 2021 which was seconded and approved by the following call of the roll:

***Aye: M. James Maley, Jr.
Aye: Robert Lewandowski
Aye: Morgan Robinson***

**The Commissioners Called for First Reading Of
First Reading of Ordinance 1734**

**AN ORDINANCE OF THE BOROUGH OF COLLINGSWOOD AUTHORIZING THE
COLLINGSWOOD POLICE DEPARTMENT TO TOW UNAUTHORIZED OR ABANDON MOTOR
VEHICLES FROM THE PREMISES OF PARKVIEW APARTMENTS**

WHEREAS, N.J.S.A. 40:48-2.49 provides that a municipality may regulate, by ordinance, the removal of motor vehicles from private or public property; and

WHEREAS, Section 282-3 of the Municipal Code for the Borough of Collingswood (“Borough”) permits the Borough to select and contract with operator(s) to remove from private or public property and to store motor vehicles which are disabled, stolen, abandoned, or involved in suspected criminal activity; and

WHEREAS, the owners of Parkview Apartments have requested and authorized the Collingswood Police Department to tow and issue tickets to any unauthorized or abandoned motor vehicles from the premises of the Parkview Apartments; and

WHEREAS, the purpose of this Ordinance is authorizing the Collingswood Police Department to lawfully tow unauthorized or abandon motor vehicles from the premises of Parkview Apartments;

NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners for the Borough of Collingswood that the following Chapters of the Borough Code be amended and supplemented as follows:

I. Chapter 293 Vehicles and Traffic shall be amended as follows:

Add new Section – 293-42.3 Parking Regulation for Parkview Apartments

- A.** The provisions of Subtitle 1 of Title 39 of the New Jersey Statutes Annotated and all parking ordinances of the Borough of Collingswood shall apply to the land and building of the apartment building known as “Parkview Apartments” including all surrounding areas, roadways, including semipublic and private roads, driveways, parkways, parking areas and any open space intended for use by members of the public, tenants, invitees, agents, representatives or employees.
- B.** It shall be unlawful for the owners or operators of any automobile or other motor vehicle subject to the provisions of Subtitle 1 of Title 39 of the New Jersey Statutes Annotated and all parking ordinances of the Borough of Collingswood to park any automobile or other motor vehicle in any are of Parkview Apartments which has been designated as a no-parking area or designated as residence only parking.

This Ordinance shall take effect immediately upon final adoption and publication according to law.

Mayor Maley moved the ordinance be approved on first reading, published, and the second reading and public hearing to be held on March 7, 2021 which was seconded and approved by the following call of the roll:

***Aye: M. James Maley, Jr.
Aye: Robert Lewandowski
Aye: Morgan Robinson***

Public Comment on Resolution Items:

No Comments

The Following Resolutions were Approved without a Dissenting Vote

48. Appointing Samuel Rocco to Sergeant for the Collingswood Police Department

49. Appointing Angelo Ballestamon as Full Time Officer for the Collingswood Police Department

50. Authorization to Amend Contract to Central Jersey Waste & Recycling, Inc.

Mayor Maley talked about the trash contract, rising trash collection expenses, the attempt to reduce those expenses by reducing the size of the trash cans to 32 -gallon for all pick up sites. Mayor Maley explained there was a great push back from residents some who called the collectors names and threw trash at them. Mayor Maley said we will now allow for larger cans to be used. Mayor Maley added the 32-gallon limit has been in the ordinance for decades. The new trash company wanted to follow those guidelines for employee safety reasons. The revised contract will increase by \$75,000.00-\$100,000.00. Mayor Maley asked Commissioner Lewandowski and Commissioner Robinson if they had a comment. Commissioner Robinson talked about the stresses everyone is facing and sometimes the little things can break us. Commissioner Robinson stated we are doing our best and she understands that the change in trash can size was a huge inconvenience for many people. Commissioner Robinson added that she was saddened by some folk's behaviors from this trial. Commissioner Robinson encouraged residents to continue to build their reserves and patience, she requested a little more grace and asked folks to treat people who are working hard jobs a little better. Commissioner Lewandowski said he wanted to add that the first model did not make people happy and this model may not make some people happy. Commissioner Lewandowski asked if residents let us know how the new trash company is doing, issues can be reported to DPW and to Solterra.

51. Establishing a Public Session Time Limit

52. Authorizing Change Order 2 to Lexa Concrete, LLC for Safe Routes to School and Traffic Calming

53. Authorizing the Auction of Municipal Vehicles and Equipment

54. Awarding a Contract to Cioffi's Towing for Towing Services

55. Awarding a Contract to Hunter Truck Sales and Service for (2) Two 2022 Rear Loader Trash Truck

56. Authorizing to Advertise for Bid NJDOT Lees Ave Project

57. Designating the Property Located at Block 97, Lots 4.02,5,5.01,5.02,6,6.01,7 and 8 as a Noncondemnation Area in Need of Redevelopment

58. Supporting the Perkins Center for The Arts' Application for a FY'22 Capital Arts Grant

59. Approving a Shared Services agreement with Mantua Fire District 1 for Fire Department Vehicle Maintenance and Repair

60. Approving a Share Service Agreement with Haddon Township for EMS and Fire Protection Services

61. Approving Payment of Bills as Presented by Treasurer

Commissioner Robinson, No further comments

Commissioner Lewandowski, talked about the Borough receiving Safe Route to Transit Grant Funds Program and some of the plans for the funds for pedestrian improvements from Cuthbert Blvd to Woodlawn Ave. Commissioner Lewandowski thanked Sandi Kelly and the Green Team for the work the Grant.

Mayor Maley, announced that the Borough will be working with the County to have an early voting site in Collingswood for the 2022 Primary and General Elections.

Mayor Maley opened the meeting to the public

Joe Rosato, 212 E Palmer Ave, expressed concerns about the area around amount of trash and debris in the area of Haddon and Ferry Avenue. Mr. Rosato stated he and a friend cleared the area of the trash and filled several bags. Mr. Rosato added he started to clear out the area behind the Dunkin Donuts from the trash and debris and he said he believes that someone may be living in that

area. Mr. Rosato also expressed concern about the amount of trash surrounding the Teamsters property. Mr Rosato said all these areas are of great concern. Mayor Maley responded that he will have police and code enforcement look into these areas.

Rachelle Brisson, 25 W Gorman Ave., asked if the traffic study for the latest Ingerman redevelopment project. Mayor Maley said nothing has been submitted as of yet. Mayor Maley explained once a site plan is submitted for approval, a study will be part of that process. Ms Brisson explained she reside in close proximity to the area and is very interested in what will be presented.

Chrissy Spallone 18 Bellevue Terrace, thanked DPW and Commissioner Robinson for assisting her and Joe Rossato on disposing of the many bags of trash they had filled. Ms. Spallone expressed her concerns and asked for assistance keeping those areas free from trash. Ms. Spallone also talked about the funding the Borough is receiving from the Safe Routes Grants. Ms. Spallone asked if the Borough could get funding to improve the area around Haddon Ave. and Pacific Ave. and Haddon Ave. and Ferry Avenue because there are many people who live in those areas and walk and bike to the PATCO Ferry Ave. Station, the elementary school and the Aldi market. Commissioner Lewandowski thanked Ms. Spallone for the clean up work she did with Mr. Rosato. He also thanked her for the volunteer work she does with the Collingswood Bike Share. Commissioner Lewandowski talked about the Grant process and how those areas and the materials being used were chosen. Commissioner Lewandowski explained those areas are also on County and State roads so they also need to be included in the conversation. Commissioner Lewandowski said he would like to walk that area to see the issues. Commissioner Lewandowski talked about the possibility of homeless persons behind the Dunkin Donuts, he talked about handling the situation with compassion but also with caution and the police will investigate work with social services to help anyone who may be living back there. Commissioner Lewandowski explained if we were to apply for another Safe Routes to Transit Grant we would also need to have Woodlynne and Camden be involved in the process. Commissioner Lewandowski stated that Collingswood is the only municipality in South Jersey to get this grant. Commissioner Robinson said she also walks that route and that she is aware of it and can be dangerous. Commissioner Robinson said she is behind applying for funding to help those areas be improved.

With no comments, Mayor Maley moved the meeting be adjourned at 7:45PM, which was seconded.

Adopted: May 2, 2022