



**PATTON TOWNSHIP
CENTRE COUNTY, PENNSYLVANIA**

100 PATTON PLAZA – STATE COLLEGE, PENNSYLVANIA – 16803

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**PLANNING COMMISSION
WORK SESSION AGENDA**

April 12, 2021

4:30 PM

- **This meeting will be conducted via Zoom only**
- **The Public is welcome to attend via Zoom, but may also provide comments prior to the meeting:**

Email – zoning@twp.patton.pa.us

Phone – 814-234-0271 (ask for the Public Works Department)

Join Zoom Meeting Information

<https://us02web.zoom.us/j/4843545752>

Meeting ID: 484 354 5752

+1 929 205 6099 US (New York)

- Please indicate if you will be providing comments by placing your name and the name of the street you live on in the chat window. Indicate which agenda item you wish to address. You will be asked to provide your comment in the order in which names are entered. Comments directly entered in the chat window may not be addressed immediately and you will be asked to verbally address the Planning Commission.
- If you are calling in and would like to comment you will be asked to identify yourself and if you wish to comment so that staff may place your name on the list.
 - Comments should be kept to five minutes.
- In addition, comments from the public can be made at any meeting of the Planning Commission or Board of Supervisors, or they can be submitted in writing to the Township Manager.

1. CALL TO ORDER

Planning Commission members should consider the addition or deletion of agenda items at this time.

2. **PUBLIC COMMENTS**

Residents and property owners may address the Commission on issues of interest to the Township. Comments related to specific agenda items should be deferred until that point in the meeting.

3. **SUBDIVISION AND LAND DEVELOPMENT ORDINANCE UPDATE TO REQUIRE STREELIGHTS AT INTERSECTIONS**

The Board of Supervisors would like the Planning Commission to look at updating the Subdivision and Land Development Ordinance (Chapter 153) to include streetlighting at newly purposed intersections. Section 153-22: Streetlights, under Article IV Design Standards. This item is a continuation of the discussion the PC started while reviewing the Barger Fields Final Subdivision Plan. Staff has provided some recommended text updates to the appropriate SALDO section.

The following items are included with the agenda:

1. SALDO Update to Require Streets Lights at Intersections

Actions: The Planning Commissioners should discuss the information presented with staff, then direct staff how to proceed.

Next Steps: Staff will proceed as directed by the Planning Commission.

4. **ELECTRIC VEHICLE (EV) CHARGING INFRASTRUCTURE**

This project will look to potentially incorporate language into codes that encourages or requires EV charging at multifamily and commercial developments and encourages developers to build single family homes wired for future EV charging stations. Every year, automakers increase the number of electric vehicles to their inventories. The Township should position itself to take advantage of this trend by amending ordinances to require/incentivize EV charging stations in new developments. This task is a potential recommendation in the Climate Action and Adaptation Plan that will be finished in 2021.

The Planning Commission first reviewed EV regulations in the spring of 2018. A summary of relevant information is provided below:

“The US Department of Energy notes that there are three tools that state and local governments commonly use to regulate EV infrastructure. These include zoning codes, building codes, and parking regulations. Such tools can be used to allow, incentivize, or require EV infrastructure. In addition to promoting alternative energy and environmental sustainability, EV requirements or incentives are commonly used to help address “range anxiety” by providing a network of charging stations for EV owners to ensure an adequate ability to charge their vehicles. The State College area has several charging stations. Their locations can be found by visiting this link: https://afdc.energy.gov/stations/#/find/nearest?location=16803&fuel=ELEC&ev_levels=all

The PA Municipalities Planning Code (MPC) grants municipal planning commissions the authority to prepare and amend zoning and subdivision and land development (SALDO) ordinances, but matters related to the building code for new construction are under the purview of the State, and on-street parking regulations are a matter that could be undertaken by the Board of Supervisors at any time.

Planning Commission members expressed concerns about the practicality of EV charging facilities, noting that Level 1 and 2 stations can take a considerable amount of time to charge a vehicle. The Washington State EV Zoning Guidance (attached) provides the following information related to the three currently available EV charging levels:

- *Level 1 is present in homes and businesses and typically operates on a 15- or 20-amp breaker on a 120-volt Alternating Current (AC) circuit and standard outlet.*
- *Level 2 is expected to become the standard for home and public charging and typically operates on a 40-amp to 100-amp breaker on a 208 or 240-volt AC circuit.*
- *Level 3 is primarily for commercial and public applications (e.g., taxi fleets and charging along freeways) and typically operates on a 60-amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment. Note that the term “Level 3” is recommended to identify the increased power need in a numerical fashion (i.e., “3”), but the Level 3 charging level is also sometimes referred to as “Fast” charging and “Rapid” charging.*
- *Only the terms “Level 1” and “Level 2” are consistently used between industry and consumers. The use of “Level 3” is not consistently used at this time. Once a consistent term is defined, local governments should adopt amendments to adopted definitions.*

Most of the stations in the State College area have Level 2 capabilities, however the Sheetz store in Woodycrest offers Level 3 DC Fast charging ports. *A Level 2 charger was added to the Patton Township parking lot in 2019. Tesla charging stations have recently been added to the Colonnade Sheetz.*

The Planning Commission heard from local businesses, Sheetz and Weis Markets, regarding their EV charging stations. The PC was also presented information on federal and state programs incentivizing EV charging infrastructure. The Federal Highway Administration (FHWA) has been working to help plan and promote an Interstate network of alternative fueling stations for alternative fuel vehicles. Such facilities known as “Alternative Fuel Corridors” can be classified as “Corridor Ready” – have a sufficient number of existing facilities to allow travel with one or more alternative fuels -- or “Corridor Pending” – do not have a sufficient number of existing facilities, but has some and there is potential for a future “Corridor Ready” designation. There is potential for I-99 to be added as one such corridor, but not as of December 2020: https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/2020_refresh/index.cfm

The PC was advised to consider the following approaches:

- Add relevant EV definitions to **§175 Zoning**.
- Allow exterior Level 1 and 2 charging stations as an accessory use in all residential districts. *Interior facilities would be a building code issue and would be regulated by the Centre Region Code Agency.*
- Allow restricted Level 3 stations as a permitted use in all residential districts. A “restricted” station is defined in the Washington State EV Guidance as “privately owned or restricted access (e.g., single-family home, executive parking, designated employee parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).”
- Allow exterior Level 1, 2, and 3 charging stations as an accessory use or a permitted use in all non-residential and mixed-use districts
- In all districts where dumpster screening and buffering is required, require screening and buffering for EV stations similar to the standards of **§153-50D(5) Uniform standards**.
- Allow battery exchange stations as an accessory use or permitted use in all non-residential districts. A “battery exchange station” is defined in the WA EV Guidance as “a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process.”
- Offer incentives for developers to build EV-ready structures, such as bonus residential units or square footage of non-residential space
- Add location and design criteria for EV parking spaces related to signage, maintenance, accessibility, and lighting”

The Commission members came to a consensus that the Township did not need to amend the Code at the time, and that they were comfortable letting the market drive the development of EV infrastructure. As the PC has decided to revisit EV charging infrastructure they should revisit the suggested approaches and provide general guidance to staff on which are appropriate to pursue.

Attached is the updated graph from the one previously attached during past PC discussions showing the number of US alternative fueling stations. Also, two guides on charging electric vehicles are attached. The updated guide on charging electric vehicles that was previously given to the PC and the 2021 PA DEP booklet is attached.

Finally, as automotive design and related infrastructure continue to trend in favor of EVs, the International Code Council (ICC) will include EV readiness in building codes. An article from early 2020 is attached.

The following items are included with the agenda:

1. Washington State EV Zoning Guidance
2. 2020 Guide on How to Charge Your Electric Car with Charging Stations
3. U.S. Alternative Fueling Stations by Fuel Type
4. PA Electric Vehicle Roadmap Booklet DEP
5. ICC to update building codes with 'EV-ready' provision _ Autoblog
6. Jeff Luck EV Comments

Actions: The Planning Commissioners should discuss the information presented with staff, then direct staff how to proceed.

Next Steps: Staff will proceed as directed by the Planning Commission.