WEST GOSHEN TOWNSHIP

CHESTER COUNTY, PENNSYLVANIA

ORDINANCE NO. 8 – 2024

AN ORDINANCE OF THE TOWNSHIP OF WEST GOSHEN, CHESTER COUNTY, PENNSYLVANIA, AMENDING CHAPTER 72 OF THE WEST GOSHEN TOWNSHIP CODE, TITLED "SUBDIVISION AND LAND DEVELOPMENT", TO AMEND SECTION 72-6 TITLED "DEFINITIONS" TO ADD DEFINITIONS RELATED TO ELECTRIC VEHICLES AND ELECTRIC VEHICLE CHARGING STATIONS AND TO ADD A NEW SECTION 72-36.1 TITLED, "VEHICULAR PARKING" TO ADD REGULATIONS FOR ELECTRIC VEHICLE PARKING.

BE IT ENACTED AND ORDAINED, by the Board of Supervisors of West Goshen Township, that the Code of the Township of West Goshen, specifically Chapter 72, titled, "Subdivision and Land Development", shall be amended as follows:

SECTION 1. Section 72-6, titled, "Definitions" shall be amended by adding the following definitions:

ELECTRIC VEHICLE (EV)

A vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes.

ELECTRIC VEHICLE CHARGING LEVELS

LEVEL 1 - a method that provides charging for an EV battery using a 120V single-phase electric service with a 15 ampere (A) or 20A circuit breaker. This method is considered slow speed charging and does not require any special EV charging equipment.

LEVEL 2 - a method that provides charging for an EV battery using a 240 volt (V) /208V single-phase or three-phase electric service with a 40A to 100A circuit breaker. This method is considered medium speed charging and requires the installation of specialized EV charging equipment at the EV charging station (EVCS).

LEVEL 3 - a method also known as direct current fast charging (DCFC) that provides charging for an EV battery using 480V three-phase electric service. This method is considered high speed and requires the installation of highly specialized, high-powered EV charging equipment.

ELECTRIC VEHICLE READINESS LEVELS

EV-Capable – A designated vehicle parking space that is provided with electrical infrastructure, such as, but not limited to, raceways, cables, electrical capacity, and panelboard or other electrical distribution equipment space, necessary for the future installation of a Level 2 or 3 charging system.

ELECTRIC VEHICLE CHARGING STATION (EVCS)

A public or private parking space that is served by a Level 2 or 3 charging system, including the ungrounded, grounded and equipment grounding conductors, and the EV connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of transferring electrical energy to the battery of an EV. Each such space satisfies an EV-capable space requirement.

ELECTRIC VEHICLE PARKING SPACE (EVPS)

Any designated parking space that is provided to allow EV access and use of an EVCS.

SECTION 2. A new Section 72-36.1, titled, "Vehicular Parking" shall be added and provide as follows:

"§ 72-36.1. Vehicular Parking.

A. Electric Vehicle Standards. The required level of EV-Capable, and installed EV-Charging Station parking spaces are specified in subsections B and C below based upon the land use. The applicant may propose alternative plans as part of its land development application demonstrating that a different amount of EV-Capable, or Installed EV-Charging Station parking spaces is appropriate based on the particular land use proposed to be developed. Such alternative plans shall be reviewed by the Township Engineer and, if deemed to be appropriate, shall then be reviewed and approved by the Board as part of the land development approval.

B. Electric Vehicle Capable Requirements.

(1) For any new non-residential development or redevelopment of the land uses set forth below, at least 20%, or a minimum of one parking space, whichever is larger, shall be EV-capable spaces for a minimum of a Level 2 EVCS.

(a) Manufacturing
(b) Office buildings, research and development facilities, laboratories and business services
(c) Office parks
(d) Hotels and motels
(e) Airports

(f) Colleges, universities
(g) Hospitals
(h) Libraries

(2) For all new non-residential development or redevelopment of land uses other than those listed in Section 72-36.1.B(1) above, at least 10%, or a minimum of one parking space, whichever is larger shall be EV-capable spaces for a minimum of a Level 2 EVCS.

(3) For any new multi-family dwelling development or redevelopment, at least 20%, or a minimum of one parking space, whichever is larger, shall be EV-capable spaces for a minimum of a Level 2 EVCS. For multifamily dwelling development consisting of townhouses which have an attached garage, the requirements in Section 72-36.1B(4) shall apply.

(4) All subdivisions and land developments proposing the construction of new single-family dwelling units shall be constructed to provide in each new dwelling a dedicated raceway originating from the electrical panel board to a termination point close to vehicle parking. The raceway shall be sufficiently sized to accommodate future wiring for a minimum Level 2 EVCS.

(5) For developments with both new residential and non-residential uses, EV readiness requirements shall be calculated based on the proportional number of parking spaces allocated to each use.

C. Electric Vehicle Charging Station Installation Requirements.

(1) For all new non-residential development or redevelopment (with at least 10 proposed parking spaces) of the uses set forth below, at least 10% of the parking spaces, and no less than one, shall be EVPS served by a minimum Level 2 EVCS connection.

(a) Manufacturing
(b) Office buildings, research and development facilities, laboratories and business services
(c) Office parks
(d) Hotels and motels
(e) Airports
(f) Colleges, universities
(g) Hospitals
(h) Libraries

(2) For all new non-residential development or redevelopment of land uses (with at least 10 proposed parking spaces) other than those listed in Section 72-

36.1.C(1) above, at least 5% of the parking spaces, and no less than one, shall be EVPS served by a minimum Level 2 EVCS connection.

(3) For any multi-family residential development or redevelopment, at least 10% of the parking spaces, and no less than one, shall be EVPS served by a minimum Level 2 EVCS connection.

(4) For developments with both residential and non-residential uses, EV charging and capacity requirements shall be calculated based on the proportional number of parking spaces allocated to each use.

D. Electric Vehicle Charging Station & Site Standards.

(1) Installation of EVCS shall meet the requirements of all applicable national, state and local codes, permit requirements, ordinances and manufacturer's specifications.

(2) Construction documents (excluding those developments where Section 72-36.1.B(4) applies) shall indicate the raceway termination point and proposed location of future EVPS, provide information on amperage of future EVCS, raceways, wiring schematics and electrical load calculations to verify that the electrical panel service capacity and electrical system comply with the requirements of this Chapter.

(3) EVCS shall either have retractable cords or a place to hang the cord and connector sufficiently above the pedestrian 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.

(4) Where EVCS equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment must be located so as not to interfere with accessibility requirements.

(5) EVCS pedestals shall be designed to minimize potential damage from accidents and vandalism and to be safe for use in inclement weather.

(6) EVCS shall be protected from vehicle impacts by curbs, wheel stops, bollards, or other physical barriers.

(7) The property owner shall have the sole responsibility of ensuring that all EVCS remain in working order and properly tag out any non-operating EVCS until properly operating.

(8) EVCS at non-residential properties shall be accessible, by rightful occupants, during all hours in which any part of the property is utilized.

(9) Any EVPS shall be marked with a sign and/or paint indicating that its use is reserved for EVs.

(10) The following information shall be posted at each EVCS:

(a) Hours of operation, time limits, and towing provisions which may be enforced by the property owner;

(b) Usage fees, if any;

(c) Emergency contact information of a person who can be reached 24 hours a day, 7 days a week to facilitate reporting when equipment is not operating correctly or other issues.

(11) Appropriate site lighting shall be provided wherever an EVCS is installed unless the parking area is limited to daytime use only."

SECTION 3. SEVERABILITY. If any provision, sentence, clause, section or part of this ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts hereof. It is hereby declared as the intent of the Board of Supervisors that this Ordinance would have been adopted had such unconstitutional, illegal or invalid provision, sentence, clause, section or part thereof not been included herein.

SECTION 4. EFFECTIVE DATE. This Ordinance shall become effective five days after enactment.

SECTION 5. REPEALER. All ordinances or parts of Ordinances conflicting with any provisions of this Ordinance are hereby repealed insofar as the same affects this Ordinance.

ENACTED AND ORDAINED THIS 2 DAY OF July , 2024.

ATTEST:

Christopher Bashore, Secretary

BOARD OF SUPERVISORS
WEST GOSHEN TOWNSHIP

BY: _____
Ashley Gagné, Chair

_____
Tinamarie Smith, Vice-Chair

_____
Shaun Walsh, Member

_____
John Hellmann, Member

_____
Nate Wolman, Member