



LEBANON ENERGY ADVISORY COMMITTEE (LEAC)
JUNE 19, 2025 - 3:30 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE

-
- 1. Call to Order**
 - 2. Preamble**
 - 3. Approval of Minutes**
 - A. May 15, 2025
 - 4. Old Business**
 - A. Legislation 1 PUC Regulations, 1 CPCNH / LCP updates; CPCNH Publicity Campaign
 - B. Landfill Gas to Energy Project
 - C. Lebanon Energy Savings Program
 - D. EV Subcommittee Report
 - E. Energy Efficiency Standards of the City's Staff Housing Initiative
 - F. City Master Plan- Energy Chapter Update
 - G. LEAC goals-review, prioritize
 - 5. New Business**
 - A. Proposed zoning changes for EV charging
 - 6. Open to the Public**
 - 7. Upcoming Events:**
 - A. Upper Valley EV Expo - September 6, 2025, from 11:00 am to 4:00 pm at the Hartford Town Hall, 171 Bridge Street, White River Junction, VT 05001
 - 8. Future Agenda Items**
 - 9. Adjournment**

Meetings are open for in-person and remote attendance. Members of the public who wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://lebanonnh.gov/live) where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupt virtual or phone connection(s), the meeting will continue without remote access capabilities.

Any person with a disability who wishes to attend this public meeting and needs additional accommodation, please contact the ADA coordinator at City Hall by calling 603-448-4220 at least 72 hours in advance so that the City can make any necessary arrangements.

AGENDA

LEBANON ENERGY ADVISORY COMMITTEE (LEAC)

June 19, 2025

AGENDA ITEM 3

APPROVAL OF MINUTES:

MAY 15, 2025

DRAFT

**LEBANON ENERGY ADVISORY COMMITTEE (LEAC)
REGULAR MEETING MINUTES
Remote Via Microsoft Teams
LebanonNH.gov/Live
May 15, 2025
3:30 PM**

MEMBERS PRESENT: Henry Bromberg (Chair), Clifton Below (virtual), Sherry Boschert (virtual), Jonathan Chaffee, Patrick Kenelly, James Mashal (virtual), Woody Rothe, Bill Sterns

MEMBERS ABSENT: Thomas Benzel

STAFF PRESENT: Chris Kilmer, Asst. Director, Public Works

1. CALL TO ORDER – Chair Bromberg called the meeting to order at 3:34PM

2. PREAMBLE – Read by Mr. Chris Kilmer

3. APPROVAL OF MINUTES:

**A MOTION was made by Mr. Woody Rothe to approve March 20, 2025, minutes as amended
Seconded by Mr. Patrick Kenelly*

** The vote on the MOTION was approved 8-0*

4. OLD BUSINESS

A. Legislation 1 PUC Regulations 1 CPCNH / LCP updates; CPCNH

Mr. Clifton Below shared slides that he had presented at the CPCNH annual membership meeting held on April 24, 2025, in Concord, NH, where a majority of communities were represented in person and others remotely. CPCNH just elected new and returning directors. Mr. Below had completed his term so is now an immediate “past Chair.

Mr. Below reviewed some of his slide presentation from that meeting, about “Foundations: Enterprise Risk Management Policies & How We Got to Where We Are Today”.

Mr. Below’s presentation at the Concord meeting was followed by Mr. Henry Herndon, acting General Manager, and the work plan that is being implemented (at the live meeting April 2025).

Next Mr. Below provided a slide of a “Quick Background Story” going back to 2016 and telling the story of why towns combined forces and also when LEAC was elected to be the designated committee (late 2019) under the RSA 53-E, to support the proposed pilot with Liberty of the opt-in dynamic real time pricing buy/sell rate”, for the City of Lebanon.

1 He covered the rate history of CPCNH and explained why the June 2024 setting was a problem which
2 resulted in unexpected loss reserves, first revealed on December 19, 2024. Subsequently on December
3 26th, their CEO called Mr. Below to tell him about his updated financial outlook, at which time Mr. Below
4 sounded the alarm about the situation and the fact that they were only approximately half hedged for
5 December. CPCNH has since completed an assessment of their policy compliance and led to the CEO
6 departing from the coalition, and the Board putting Mr. Herndon in the Acting General Manager role.

7
8 Their goal going forward is to be 100 – 110% hedged, the logic being you can lose more margins being
9 underhedged rather than over hedged.

10
11 They are in the process of bottoming out and rebuilding. They are conforming to the policies and this year
12 they will be reserving at costs and rebuilding reserves. Mr. Below provided LEAC members with several
13 links to additional in-depth information and background explanations.

14
15 He then shared some information on the status of some competitors:

16
17 **Eversource** was under collecting from 2-3 years ago. They will have to stop accruing interest on +\$6.5M,
18 since it was their error. The Commission will decide on the supplemental ordering notice with a decision
19 on what to do about the \$6.5M, and a correction could be reflected in their future pricing.

20
21 Mr. Below and Mr. Samuel Golding will be witnesses on May 16, 2025, against **UNITIL** regarding their
22 past period of collection and the problems with their load settlement system. UNITIL had 15% apparent
23 line losses; they were underreporting costs of service. He anticipates they will include their underreported
24 rates into their new rates. Therefore, their rate could be higher than CPCNH.

25
26 **Liberty** never “bought in” to the idea that there should be cost shifting for default service, rather they
27 continued with the way they had been doing their accounting, and so in their June rates, it is expected that
28 they will collect for their under collections since last August, so it is expected that CHCNH will be either
29 at similar pricing or a bit under Liberty.

30
31 CPCNH will likely be competitive and still has a large volume of customers.

32
33 Mr. Below commented that CPCNH has excellent staff and executives, including a retired CPA as the
34 Treasurer.

35
36 B. Landfill Gas to Energy Project

37
38 Mr. Chris Kilmer gave an update LG2-E. There was a failure of a cooling unit, but they were able to do
39 single stack testing. They should be on site in late May, for the fourth try of final testing. All other
40 parameters are met, and so Walden will turn this over to the City of Lebanon. The plant will be up and
41 running and will be put on the grid.

42
43 Ms. Sherry Boschert said that there is a request for a proposal for EV charging, and she knows of one
44 company that is interested in putting EV fast chargers at the landfill with the landfill gas to energy
45 project. More to follow as they get the proposals.

46
47 C. Municipal Solar
48 Currently on hold

1
2 D. Lebanon Energy Savings Program
3

4 Mr. Jonathan Chaffee said that this project is being stalled. The EPA staff have been cut (but not the
5 money) and so the State is waiting for guidance on how to disburse the money. He doesn't anticipate any
6 movement on this until at least 2026.
7

8 Also, he and Mr. Rothe are working with Resilient Buildings Group, the contractor for Liberty Utilities,
9 for the NH Saves Program, and they have money set aside to do weatherization, and will provide free
10 audits for landlords, and what it would cost to undertake these, so Mr. Chaffee and Mr. Rothe have
11 supplied them with a list of Lebanon Landlords. In turn, Liberty will send a flyer to these landlords,
12 outlining the programs that they offer and the availability of free programs if 50% of the residents are
13 below 65% of median income. So, they hope to bring some landlords into this program.
14

15 E. EV Subcommittee Report
16

17 Ms. Boschert said about 300 people got access to the PDF Guide showing the sites of the Earth Day
18 event. People came with a diversity of interest, some just about heat pumps, gardening. April is a good
19 time for this, but she thinks going forward, she would like to see more of a working group rather than
20 primarily herself, including members from this committee, as well as members from "Sustainable
21 Lebanon", Sustainable Hanover, and other partners in Upper Valley towns.
22

23 By selling guides and some commitments from some members of the EV subcommittee, they raised
24 \$1,454 for the e-bike project for electricity. They have applied for a grant of \$24,000 from AARP and
25 will know sometime in May 2025.
26

27 What they have raised so far will cover 5 or more years of electricity along with maintenance.
28

29 The next event is the Upper Valley EV Expo, to be held Saturday, September 6, from 11AM – 4PM, at the
30 Hartford, VT City Hall. She asked that LEAC support this event.
31

32 ***Ms. Boschert MOVED to ask LEAC to co-sponsor this Upper Valley EV Expo event September 6,***
33 ***2025.***

34 ***Seconded by Mr. Bill Sterns***
35

36 ****The MOTION was approved 6-0.***
37

38 DPW (City of Lebanon) has issued the RFP for the installation of EV charging stations; bid opening will
39 be on Thursday, May 22, 2025, and afterwards they will undergo several days of Q&As. Shortly
40 thereafter LEAC will have an idea of the costs of these proposed charging stations. Ms. Boschert asked if
41 LEAC could help evaluate the proposals. Mr. Kilmer said the City of Lebanon would be looking for
42 LEAC members' expertise.
43

44 Ms. Boschert explained that she has recently learned that full power level two is "overkill". She cited the
45 difference between Level 2 power, low power Level 2, and Level 1 power. Lower power Level 2 is
46 sufficient for EV charging stations for any type of housing, including multifamily and single-family
47 homes, etc., and draws substantially less energy from the grid as well as being less expensive.
48

1 She then met with the Planning Department, and they gave her “next steps” for staff or LEAC. It has been
2 agreed that LEAC is the logical team to champion this initiative.

3
4 She will share her white paper on this topic, prior to LEAC’s next meeting.

5 She is asking LEAC to propose these changes and it was agreed that they will put this on the agenda for
6 the June LEAC meeting.

7
8 Ms. Boschert mentioned that there might be some funding from the TIF Board that can be used for LEAC
9 for EV charging stations. Some members of TIF commented that they thought this would be good use of
10 some of TIF money for this. Once LEAC has more information, Ms. Boschert can go back to TIF.

11
12 City staff also suggested that these requirements be put in front of Site Plan Regulations rather than
13 Zoning Ordinance, the logic being that Zoning is “set” and controlled by City Council. This will have the
14 Planning Board overseeing this and they can make waivers of site plan regulations, if needed.

15 Mr. Kenelly weighed in on this matter as well and agreed with Ms. Boschert’s assessment. Mr. Below
16 explained the history of why this has historically been addressed by Zoning; it has more “staying power”
17 under Zoning. LEAC will discuss this further at their June meeting.

18
19 Ms. Boschert will put together a Power Point to explain this relatively new option of Low Level,
20 including the lower costs. She plans to share this via a Zoom meeting and perhaps invite new developers
21 to this event.

22
23 Ms. Boschert foresees all properties eventually wanting a Lower Power Level 2 charger (cited the analogy
24 of indoor plumbing), and so it will encompass long-term planning as well.

25
26 E. Energy Efficiency Standards of the City's Staff Housing Initiative

27
28 This matter is in front of Mr. David Brooks, Deputy City Manager. Design and money are under
29 consideration. No updates at this time.

30
31 F. City Master Plan-Energy Chapter Update

32
33 Mr. Chaffee said that Ms. Catheryn Hembree, Associate Planner is now formatting and working on the
34 City Master Plan. She will share this with LEAC when she completes her first draft.

35
36 G. Strategic Plan Update

37
38 Mr. Kilmer said that there was a public hearing last night with the City Council and he thinks it was
39 adopted. He was not in attendance.

40
41 H. LEAC goals-review & prioritization

42
43 Chair Bromberg opened discussion for LEAC goals, given the current political environment.

44
45 Mr. Rothe said that he had a discussion in the Master Plan meeting and a member said that it is possible
46 to change building codes piecemeal. Mr. Rothe is hoping that he and Mr. Kenelly can have a meeting
47 with Mr. Leigh Hays, Code Health Inspector, Planning & Development.

1 Mr. Below expounded on a law that was passed last year, that would allow for a piecemeal approach.
2 There is another bill that is currently pending in the Senate that defers to the 2018 building codes with no
3 modifications. He will stay current on the legislation of this matter.
4

5 Mr. Chaffee suggested that they simplify LEAC setting their goals by combing through the Energy
6 Chapter and the Strategic Plan, and decide what resonates with LEAC member, and make these their
7 updated goals and priorities and take these on as projects. He offered to review the Energy Chapter and
8 come up with a list of recommendations for LEAC.
9

10 Mr. Bromberg will decide when LEAC will put this on the agenda.
11

12 I. Environmental Justice Task Force-Update
13

14 No current updates.
15

16 **5. NEW BUSINESS**
17

- 18 A. Mr. Bromberg inquired about Mr. Below's current status with the City Council. It is being
19 decided. He anticipates continuing to be a member of LEAC.
20

21 **6. OPEN TO THE PUBLIC** None
22

23 **7. UPCOMING EVENTS**

24 Ms. Boschert shared that tomorrow, May 16th, there will be an ebike Event in Colburn Park from 7-9 AM
25 called "Curb Your Car" put on by Vital Communities. Omar & Bob's will be doing quick bike tune-ups.
26 On Saturday at Kilton Library there will be an ebike event from 12-2PM, and people can sign out an
27 ebike.
28

29 **8. FUTURE AGENDA ITEMS** None
30

31 **9. ADJOURNMENT**
32

33 **A MOTION to adjourn the meeting was made by Ms. Cherry Boschert*
34 *Seconded by Mr. Jonathan Chaffee*
35

36 **The vote on the MOTION was approved 6-0*
37

38 ***The meeting was adjourned at 5:08 PM**
39

40 Respectfully submitted,
41 Cinda Mersel
42 Recording Secretary
43
44

AGENDA

LEBANON ENERGY ADVISORY COMMITTEE (LEAC)

June 19, 2025

AGENDA ITEM 5

NEW BUSINESS:

**A. Proposed Zoning changes for EV
charging:**

**Draft amendments to Zoning
Ordinance & Lebanon's
current Zoning Ordinance
November 2024**

APPENDIX A

Draft amendments to Zoning Ordinance (with proposed changes in red)

From Zoning Ordinance pages 183-184:

607.8 Electric Vehicles.

A. Purpose. The purpose of this section is to facilitate the transition to **electric vehicle** use and to expedite the establishment of convenient, cost-effective **electric vehicle infrastructure** that such a transition necessitates.

B. Applicability. **EV charging stations** are allowed as an **accessory use** in all zoning districts. When the retail charging of **electric vehicles** is proposed to be the principal use of a **lot**, then the proposed **EV charging station** shall be considered a **service station** for zoning purposes.

C. EV Infrastructure Requirements / Off-Street EV Parking Requirements. **EVSE-installed spaces, EVSE-ready spaces, and EVSE-capable spaces** shall be provided as follows:

1. One- and Two-Family Dwellings. All new **one-** and **two-family dwellings** shall provide at least one (1) **EVSE-Ready Low-power Level 2 charging** space per **dwelling unit**.
2. All new dwellings with up to three units, including Accessory Dwelling Units (ADUs), shall provide at least one (1) **EVSE-Ready Low-power Level 2 charging** space per dwelling unit.
3. Multi-Family Dwellings (four or more units; **adding units to existing multi-family housing triggers the requirements for the new units only**). Parking for **multi-family dwellings** shall include:
 - a. **For each residential unit with parking, at least one EVSE-Ready Low-power Level 2 charging space per unit.**
 - b. **EV-Capable Low-power Level 2 spaces** for a minimum of 25% of the remaining off-street parking spaces.
4. Non-Residential Uses. Parking for uses requiring **the provision of 15** or more **off-street parking spaces** shall include:
 - a. **EVSE-Installed Level 2 spaces** for a minimum of 2% of **required off-street parking spaces**, with a minimum of two **EVSE-Installed spaces**.
 - b. **EVSE-Ready Level 2 spaces** for a minimum of 10% of **required off-street parking spaces**.
 - c. **EVSE-Capable Level 2 spaces** for a minimum of 20% of **required off-street parking spaces**.
 - d. **For parking spaces dedicated for employee use, these requirements may be replaced by a minimum of one EVSE-Ready Low-power Level 2 charging space for half of employees in the largest shift who drive to work.**
 - e. **For existing (not "greenfield") non-residential developments, these requirements for EV charging may be replaced by a contribution to a common fund managed by the City of Lebanon for installing public EV charging stations at a separate site, with the contribution amount to be determined by the City.**

5. Where the calculations above result in a fractional parking space, it shall round up to the next whole number.
6. Where the number of **EVSE-Installed spaces** provided exceeds the minimum required, the excess spaces shall be deducted from the total number of required **EVSE-Ready spaces of a similar level (Low-power Level 2, or Level 2)**.
7. Where the number of **EVSE-Ready spaces** provided exceeds the minimum required, the excess **EVSE-Ready spaces** shall be deducted from the total number of required **EVSE-Capable spaces of a similar level (Low-power Level 2, or Level 2)**.
8. Up to **twenty (20) Level 2 EVSE-Installed spaces** may be substituted with one (1) **Level 3 EV-Installed space** (minimum **150 kW**).
9. **EVSE-Installed spaces, EVSE-Ready spaces, and EVSE-Capable spaces** are to be included in the calculation for both the number of minimum required and maximum permitted off-street parking spaces.
 - a. Every two (2) **EVSE-Installed spaces** provided in addition to the required minimum may be counted as four (4) **off-street parking spaces** as relates to Section 607.1 (Minimum Off-Street Parking Requirements), for reduction of total required parking not greater than 10 percent of the total amount of required parking.

Pages 183-184 and 187:

Appendix A – Definitions

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) / EV CHARGING STATION (EVCS): The apparatus installed specifically for the purpose of transferring energy between the site or building wiring and the Electric Vehicle. EVSE does not include any equipment affixed to the electric vehicle.

ELECTRIC VEHICLE INFRASTRUCTURE: Structures, machinery, and equipment necessary and integral to support an **electric vehicle**, including **EV charging stations** and electrical outlets.

ELECTRIC VEHICLE (EV): An automotive-type vehicle for on-road use primarily powered by an electric motor, including any battery electric vehicle, ~~fuel-cell electric vehicle~~, or plug-in hybrid electric vehicle, that draws current from an onboard battery charged through a building or site electrical service, **EVSE**, or other source of electric current.

EVSE-CAPABLE SPACE: An **off-street parking space** with electrical panel capacity and space for a branch circuit dedicated to the parking space that is not less than **20-ampere and 110/120-volt panel capacity for Level 1 charging, or 20-ampere and 108/240-volt for Low-Power Level 2 charging, or 40-ampere and 208/240-volt for Level 2 charging**, and is equipped with raceways, both underground and surface mounted, to enable the future installation of **EVSE**. For two adjacent EV-capable spaces, a single branch circuit is permitted.

EVSE-READY SPACE: An off-street parking space provided with a full dedicated branch circuit that includes not less than **20-ampere and 110/120-volt panel capacity for Level 1 charging, or**

20-ampere and 208/240-volt panel capacity for Low-Power Level 2 charging, or 40-ampere and 208/240-volt panel capacity for Level 2 charging plus conduit, wiring, receptacle, and overprotection devices terminating in an outlet or receptacle ~~or junction box~~ that will support an installed EVSE or support attachment of a charge cord for the vehicle and which is located in close proximity to the location of the parking space. For two adjacent EV-Ready spaces, a single branch circuit is permitted. These spaces are "ready to go" as outlets for users who bring their own charging cords or with the addition of an installed EV charging station (EVCS).

EVSE-INSTALLED SPACE: An *off-street parking space* with a dedicated branch circuit and ~~EVSE at minimum~~.

LEVEL 1 (which is not mandated but is included here for informational purposes): Charging level for **EVs** that operates on a dedicated 20-amp breaker (same kind used for conventional electrical outlets in most buildings) on a 110- or 120-volt AC circuit while drawing 1.9-3.2 kW to supply approximately 2-5 miles of range gained per hour of charging.

LOW-POWER LEVEL 2: Charging level for **EVs** that operates on a dedicated 20-amp breaker on a 208- or 240-volt AC circuit while drawing 3.3-6.1 kW to supply approximately 15+ miles of range gained per hour of charging.

LEVEL 2: Charging level for **EVs** that operates on a dedicated 40- to 100-amp breaker (same kind used by a clothes dryer or stove) on a 208- or 240-volt AC circuit while drawing 6.2+ kW to supply 19+ miles of range gained per hour of charging.

LEVEL 3: Fast or rapid charging level for **EVs** that operates on a 60-amp or higher breaker on a 480-volt AC electric circuit or higher ~~three~~-phase circuit with special grounding equipment and mounting on an equipment pad.

Pages 183-184:

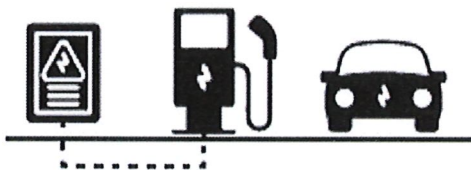
607.8 Electric Vehicles.

- A. Purpose. The purpose of this section is to facilitate the transition to **electric vehicle** use and to expedite the establishment of convenient, cost-effective **electric vehicle infrastructure** that such a transition necessitates.
- B. Applicability. **EV charging stations** are allowed as an **accessory use** in all zoning districts. When the retail charging of **electric vehicles** is proposed to be the principal use of a **lot**, then the proposed **EV charging station** shall be considered a **service station** for zoning purposes.
- C. EV Infrastructure Requirements / Off-Street EV Parking Requirements. **EVSE-installed spaces, EV-ready spaces, and EV-capable spaces** shall be provided as follows:
1. One- and Two-Family Dwellings. All new **one- and two-family dwellings** shall provide at least one (1) **EV-ready** space per **dwelling unit**.
 2. Multi-Family Dwellings. Parking for **multi-family dwellings** shall include:
 - a. **EVSE-installed spaces** for a minimum of 5% of proposed **off-street parking spaces**.
 - b. **EV-ready spaces** for a minimum of 20% of proposed **off-street parking spaces**.
 - c. **EV-capable spaces** for a minimum of 65% of proposed **off-street parking spaces**.
 3. Non-Residential Uses. Parking for uses requiring or proposing to provide 30 or more **off-street parking spaces** shall include:
 - a. **EVSE-installed spaces** for a minimum of 2% of proposed **off-street parking spaces**, with a minimum of two **EVSE-installed spaces**.
 - b. **EV-ready spaces** for a minimum of 10% of proposed **off-street parking spaces**.
 - c. **EV-capable spaces** for a minimum of 50% of proposed **off-street parking spaces**.
 4. Where the calculations above result in a fractional parking space, it shall round up to the next whole number.

5. Where the number of **EVSE-installed spaces** provided exceeds the minimum required, the excess spaces shall be deducted from the total number of required **EV-ready spaces**.
6. Where the number of **EV-ready spaces** provided exceeds the minimum required, the excess **EV-ready spaces** shall be deducted from the total number of required **EV-capable spaces**.
7. Up to five (5) **Level 2 EV-installed spaces** may be substituted with one (1) **Level 3 EV-installed space** (minimum 50kW).
8. **EVSE-installed spaces, EV-ready spaces, and EV-capable spaces** are to be included in the calculation for both the number of minimum required and maximum permitted off-street parking spaces.
 - a. Every two (2) **EVSE-installed spaces** provided in addition to the required minimum may be counted as four (4) **off-street parking spaces** as relates to Section 607.1 (Minimum Off-Street Parking Requirements), for reduction of total required parking not greater than 10 percent of the total amount of required parking.

Appendix A – Definitions

Pages 183-184 and 187:

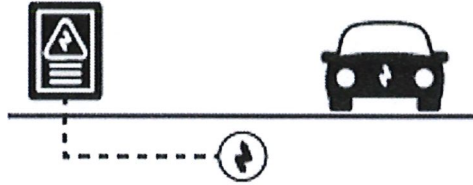


ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) / EV charging station: The apparatus installed specifically for the purpose of transferring energy between the site or building wiring and the Electric Vehicle. EVSE does not include any equipment affixed to the electric vehicle.

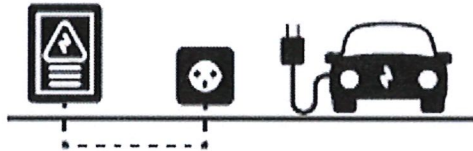
ELECTRIC VEHICLE INFRASTRUCTURE: Structures, machinery, and equipment necessary and integral to support an **electric vehicle**, including **EV charging stations** and electrical outlets.

ELECTRIC VEHICLE (EV): An automotive-type vehicle for on-road use primarily powered by an electric motor, including any battery electric vehicle, fuel cell electric vehicle, or plug-in hybrid electric vehicle, that draws current from an onboard battery charged through a building or site electrical service, **EVSE**, or other source of electric current.

EV-CAPABLE SPACE: An *off-street parking space* with electrical panel capacity and space for a branch circuit dedicated to the parking space that is not less than 40-ampere and 208/240-volt and equipped with raceways, both underground and surface mounted, to enable the future installation of *EVSE*. For two adjacent EV-capable spaces, a single branch circuit is permitted.



EV-READY SPACE: An off-street parking space provided with a full dedicated branch circuit that includes not less than 40-ampere and 208/240-volt panel capacity, conduit, wiring, receptacle, and overprotection devices terminating in an outlet, receptacle or junction box that will support an installed EVSE and which is located in close proximity to the location of the parking space. For two adjacent EV-ready spaces, a single branch circuit is permitted. These spaces are "ready to go" with the addition of an EV charging station (EVSE).



EVSE-INSTALLED SPACE: An *off-street parking space* with a dedicated branch circuit and *EVSE* for *Level 2 EV charging stations*, at minimum.

LEVEL 2: Charging level for *EVs* that operates on a dedicated 40-100 amp breaker (same kind used by a clothes dryer or stove) on a 208 or 240 volt AC circuit while drawing 6.2+ kW to supply 19+ miles of range gained per hour of charging.

LEVEL 3: Fast or rapid charging level for *EVs* that operates on a 60 amp or higher breaker on a 480 volt AC electric circuit or higher three phase circuit with special grounding equipment and mounting on an equipment pad.