



**LEBANON ECONOMIC DEVELOPMENT COMMISSION**  
**JULY 9, 2025 - 4:00 PM**  
**COUNCIL CHAMBERS, CITY HALL OR**  
**REMOTE VIA VIRTUAL PLATFORM**  
**LEBANONNH.GOV/LIVE**

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**1. Call to Order**

The July 9, 2025 Economic Development Commission meeting is hereby called to order.

**2. Approval of Minutes**

A. June 11, 2025

**3. New Business**

A. Discuss Potential Zoning Amendments for Fall 2025

B. Discussion of Building Permit Review Process

**4. Future Agenda Items**

**5. Next Meeting Date**

A. August 13, 2025

**6. Other Business**

**7. 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](http://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.

DRAFT

**ECONOMIC DEVELOPMENT COMMISSION  
WEDNESDAY, JUNE 11, 2025 – 4:00PM  
Council Chambers – City Hall – or remote via Virtual Platform  
MINUTES**

**EDC MEMBERS PRESENT:** Chip Brown, Andrew Key (Vice Chair), Dean Cashman, Councilor Chris Simon (City Council Rep), Dan Nash (Chair), Brendan Callahan, Eric Stacy

**EDC MEMBERS ABSENT:** Tracy Hutchins (Upper Valley Business Alliance)

**STAFF PRESENT:** Deputy City Manager David Brooks

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1  
2 **1. CALL TO ORDER:**

- 3     • The June 11, 2025, Economic Development Commission meeting was called to order at 4:00pm.  
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5 **2. APPROVAL OF MINUTES:**

- 6     A. May 14, 2025  
7

8 *Motion by Councilor Simon to approve the meeting minutes of May 14, 2025, as presented.*

9 *Second by Mr. Brown.*

10 *\*The Vote on the MOTION was approved (7-0).*  
11

12 **3. NEW BUSINESS:**

- 13     A. Redevelopment of West Lebanon Main Street Properties  
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15 Mr. Nash noted that the West Lebanon Revitalization Committee will be discussing the improvements on Monday.  
16 Mr. Brooks stated that the Main Street improvements will be started this month. The bulk of the work will occur this  
17 fall, with final paving carrying into next year. Phase I of the project was funded when the City received a  
18 congressional direct spending grant from Representative Kuster's office for \$2.4M. The City then appropriated the  
19 rest of the funding. Phase II, the roundabout and the approaches, is approximately \$3.2M. This work does not impact  
20 the Main Street properties project.  
21

22 Regarding the three Main Street properties, Councilor Simon stated that a survey from the West Lebanon  
23 Revitalization Committee had 350 respondents. 60% of respondents wanted to see mixed use development, 28%  
24 wanted to see a relocation of the Fire Station and 12% did not like either idea or had no opinion. 78.29% were in  
25 favor of closing Church Street West.  
26

27 Mr. Brooks stated that an RFP was advertised in March 2024 to obtain ideas for the three parcels and no suitable  
28 responses were received. Subsequently, the City Manager's Office reached out directly to potential developers who  
29 are capable of undertaking a project of this scale. One company that was asked directly has shown some interest in  
30 the project.  
31

32 Regarding 20 Spencer Street, Mr. Brooks stated that the tax credits through NH Housing Finance will be reapplied  
33 for, with decisions likely coming forward in December. Other funding sources are also being sought. Mr. Brooks  
34 stated that the City continues to work with DES, as there is dissolved arsenic in the groundwater under the site. It is  
35 unclear if this was generated from something that occurred on the site or if it is naturally occurring. DES has  
36 requested a groundwater management permit for the site, but the City and developer are concerned that a GMP  
37 could hinder efforts to redevelop the site. The City is continuing to work on monitoring the groundwater. No one is  
38 using the groundwater in this area. Potential well locations for the site are being identified in order to determine the  
39 extent of the arsenic bloom.  
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- 41     B. Discuss Potential Zoning Amendments for Fall 2025  
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43 The Commission reviewed the potential zoning amendments for Fall 2025, including one regarding EV  
44 infrastructure requirements. There was agreement to collect any thoughts on the proposals at the next meeting.  
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46 The Commission stated that it would also like to discuss the building permit process.

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**4. FUTURE AGENDA ITEMS:**

As discussed during the meeting.

**5. NEXT MEETING DATE:**

A. July 9, 2025

The Commission agreed to meet on July 9, 2025.

**6. OTHER BUSINESS**

Tim Sidor, Ledgeworks, stated that it would be laudable to streamline the building permit process. There are challenges to trying to do business with the City.

**7. ADJOURNMENT.**

*Motion by Mr. Callahan to adjourn the meeting.*

*Second by Mr. Brown.*

*\* The Vote on the MOTION was approved (7-0).*

*The meeting was adjourned at 5:12PM.*

Respectfully submitted,  
Kristan Patenaude

To: Lebanon Economic Advisory Commission  
From: Eric Stacy, Member, Economic Development Commission Board  
Date: June 12, 2025  
Subject: Recommendation: EV-Capable Requirement in Residential New Construction (1–4 Family Homes)

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## Executive Summary

This memo outlines the rationale for requiring all new 1–4 family residential construction in Lebanon to be EV-capable, not EV-ready or EV-installed. This approach reduces long-term infrastructure costs, supports future homeowner flexibility, avoids unmanaged grid stress, and accommodates future electric vehicle adoption without imposing premature expense.

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## Definition of EV-Capable

An EV-capable home includes: - Electrical panel capacity reserved for a 240V, 40-amp branch circuit - Continuous conduit (raceway) installed from panel to garage or parking location - No outlet, wiring, or charging equipment installed unless and until the homeowner installs it later

This enables homeowners to install an EV charger later with minimal disruption and avoids tearing up walls, driveways, or increasing panel capacity.

(Citation: Plug In America, 2024; International Code Council, 2022)

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## Cost Efficiency

- Cost to install EV-capable infrastructure at construction: ~\$400–\$900 per home
- Retrofit cost after construction (trenching, drywall, rewiring, panel upgrades): \$2,500–\$3,500+ per home
- Mandating EV-capable now avoids 3–5x future retrofit costs

(Citation: Atlas Public Policy, 2025; Plug In America, 2024; ICC EV Code Study, 2022)

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## Grid Management & Delay of Uncontrolled Load Growth

- Requiring only EV-capable avoids early mass installation of unmanaged chargers
- This delays the onset of evening peak EV load clustering
- Allows utilities time to roll out smart meter programs, TOU rates, and demand response tools before charger saturation occurs

(Citation: NH Department of Environmental Services, 2019; NHPUC Docket IR 22-076, 2023; VGIC Comments, 2023)

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### Avoiding Stranded Investment for Homeowners

- Many buyers won't own EVs for several years
- Installing a Level 2 charger upfront risks paying for unused technology
- EV-capable homes preserve homeowner flexibility and avoid burdening home prices

(Citation: NH House Bill 606, 2023; Plug In America, 2024)

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### Level 3 Charging and Homes with Limited Electrical Capacity

- Older or rural homes with 100-amp panels, no smart meters, or no garages are poorly suited to home chargers
- Strategically sited shared DC fast chargers (Level 3) offer a neighborhood-based solution
- Reduces unmanaged residential load; public chargers can be grid-buffered and monitored
- Can be deployed with battery storage to avoid stressing feeders during peak demand

(Citation: Franklin Grid Solutions, 2024; University of Vermont FOREST Project, 2024; VGIC, 2023)

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### Conclusion

Mandating EV-capable (not ready or installed) infrastructure in new 1–4 unit homes is the fiscally and technically prudent step. It avoids premature costs, allows for future charging without expensive retrofits, and limits grid exposure during the market transition. Shared public fast charging offers an additional grid-friendly solution for homes unable to host residential chargers.

I recommend the Commission support a local EV-capable building code amendment consistent with IECC Appendix requirements for conduit and panel capacity, to be incorporated into Lebanon's residential development policy.

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Citations: - Atlas Public Policy. (2025). Cost Savings from EV-Enabling Building Codes. - Plug In America. (2024). EV Charging for All Coalition Guidelines. - International Code

Council. (2022). IECC Appendix EV-Provisions. - NH Department of Environmental Services. (2019). Electric Vehicle Infrastructure Planning. - New Hampshire PUC. (2023). IR Docket 22-076 on Managed EV Charging. - Vehicle-Grid Integration Council. (2023). Comments on NH Grid Management Strategies. - Franklin Grid Solutions. (2024). DC Fast Charging Infrastructure & Battery Integration. - University of Vermont / VT DPS. (2024). FOREST Project: Grid Optimization Tools. - NH House Bill 606. (2023). Proposed EV Infrastructure Requirements in State-Funded Housing.