



**ELECTRIC VEHICLES (EV) REGULATIONS
TASK FORCE
WEDNESDAY, OCTOBER 22, 2025 - 5:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

1. Call to Order

- A. To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 980 045 009#). If you have trouble accessing this meeting, please email [Nate Reichert](#).

2. Sub-committee Organization

- A. Election of Officers: Chair and Co-Chairs
B. Set Meeting Schedule
C. Discussion: Process and Procedures

3. Old Business

- A. None

4. New Business

- A. Staff presentation
B. Presentation by Jon Livadas - Petitioned Zoning Amendment #4
C. Presentation by Sherry Boschert - Lebanon Energy Advisory Committee (LEAC) Zoning Amendment #13
D. Discussion and possible future action

5. Approval of Minutes

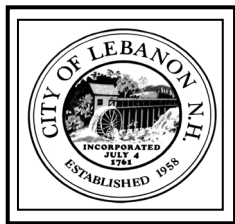
- A. None

6. Adjournment

The order of agenda items is subject to change.

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](#) 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.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: EV Regulations Task Force

FROM: Planning and Development Department Staff

RE: 2025-2026 EV Amendments

DATE: October 21st 2025

The City Council and the Planning Board have both agreed to refer all discussion of EV Charging Regulations to a special EV Regulations Task Force for further discussion.

Mayor Whittlesey appointed City Council Members:

Tim McNamara, Chris Simon, and Laurel Stavis.

Planning Chair Faunce appointed:

Wes Achord, Kellen Appleton and Don Collins.

Nate Reichert, Tim Corwin and Crystal Taplin have been appointed to staff the committee during its work.

The Committee has been established to receive information, discuss and propose EV regulations to be concurrently considered and possibly passed by the City Council and the Planning Board. The City Council has legislative jurisdiction over the Zoning Ordinance, while the Planning Board has legislative jurisdiction over the Site Plan Regulations.

There are currently two competing versions of the Zoning Ordinance regulations that are proposed in the 2025-2026 zoning amendment package:

Lebanon Energy Advisory Committee Zoning Amendment #13 - Primary Leader Sherry Boschert

Petitioned Zoning Amendment #4 - Primary Leader Jon Livadas

There are multiple possible versions from various sources currently being knocked about. Holding additional input sessions may be for the Subcommittee to flesh out policy options.

The Zoning Amendment process is established based on the schedule below. The EV Regulations Task Force should seek to have an actionable recommendation established by early December to remain on schedule. If the Committee needs more time, then they will need to alert the City Council to postpone consideration of Amendment #13 and Petitioned Amendment #4.

STAFF MEMORANDUM

Proposed Zoning Amendments

September 22, 2025

Page 2 of 2

Amendment	Date	Who	Staff Responsibility
2025-26 Amendments	8/18/2025	Planning Staff	Get packet to Crystal for PB meeting
2025-26 Amendments	8/25/2025	Planning Board	PB Final Consideration Meeting
2025-26 Amendments	9/2/2025	Planning Staff	Get packet to Crystal for PB meeting
2025-26 Amendments	9/8/2025	Planning Board	Extra: PB Final Consideration Meeting, if needed
2025-26 Amendments	End of Aug - Beginning of Sept	Planning Staff	Staff Complete Writing Draft Ordinances
2025-26 Amendments	9/22/2025	Planning Staff	Packet due to David for City Council Meeting
2025-26 Amendments	10/1/2025	City Council	Order to Land Use Boards
2025-26 Amendments	10/9/2025	Planning Staff	Send to Legal for Review
2025-26 Amendments	10/27/2025	Legal	Legal Review Letters Due
2025-26 Amendments	10/27/2025	Planning Staff	Get ZBA Packet to Tiffany
2025-26 Amendments	11/3/2025	ZBA	ZBA Review of Amednments
2025-26 Amendments	11/6/2025	Planning Staff	Get ConCom Packet to Crystal
2025-26 Amendments	11/13/2025	Conservation Commission	ConCom Review of Amendments
2025-26 Amendments	11/17/2025	Planning Staff	Get PB Packet to Crystal
2025-26 Amendments	11/24/2025	Planning Board	PB Review of Amendments
2025-26 Amendments	12/18/2025	Planning Staff	Due: Public Notices and RSA written and reviewed
2025-26 Amendments	12/29/2025	Planning Staff	Get Packet to David for Countil Meeting
2025-26 Amendments	1/7/2026	City Council	Council call for Public Hearing
2025-26 Amendments	1/8/2026	Planning Staff	RSA Letters go out
2025-26 Amendments	1/12/2026	Planning Staff	Get Packet to David for Countil Meeting
2025-26 Amendments	1/21/2026	City Council	Council Public Hearing
Planning Board Meeting			
City Council Meeting			
ZBA Meeting			
ConCom Meeting			

Amendment 13

EV Charging

From: Lebanon Energy Advisory Committee (LEAC)

1 These amendments incorporate knowledge gained since the Zoning Ordinance requirements for
2 EV charging at new developments were adopted in 2023. The amendments will significantly
3 reduce costs for developers and lower demand on the electrical grid while expanding residents'
4 access to EV charging.

5 6 **EV Regulations**

7 8 **Draft amendments to Zoning Ordinance (with proposed changes in red)**

9
10 From Zoning Ordinance pages 183-184:

11 12 **607.8 Electric Vehicles.**

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

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

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

- 21 1. One- and Two-Family Dwellings. All new one- and two-family dwellings shall provide
22 at least one (1) EVSE-Ready Low-power Level 2 charging space per dwelling unit.
- 23 2. All new dwellings with up to three units, including Accessory Dwelling Units (ADUs),
24 shall provide at least one (1) EVSE-Ready Low-power Level 2 charging space per
25 new dwelling unit.
- 26 3. Multi-Family Dwellings (four or more units; adding units to existing multi-family
27 housing triggers the requirements for the new units only). Parking for new multi-
28 family dwellings shall include:
 - 29 a. For each residential unit with parking, at least one EVSE-Ready Low-power
30 Level 2 charging space per unit for 50% of total units with parking.
 - 31 b. EV-Capable Low-power Level 2 spaces for a minimum of the remaining 50%
32 of residential units with parking and 25% of the remaining off-street parking
33 spaces.
- 34 4. Non-Residential Uses. Parking for uses requiring the provision of 10 or more new or
35 additional off-street parking spaces shall include:
 - 36 a. EVSE-Installed Level 2 spaces for a minimum of 2% of new or additional off-
37 street parking spaces, with a minimum of two EVSE-Installed spaces.
 - 38 b. EVSE-Ready or EVSE-Capable Level 2 spaces for a minimum of 20% of new
39 or additional off-street parking spaces.

Amendment 13

EV Charging

From: Lebanon Energy Advisory Committee (LEAC)

c. 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 per employee for at least half of employees in the largest shift who drive to work and who are offered parking.

d. 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 five(5) 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 parking required.
10. In each instance where EVSE Capable is required, EVSE Ready or EVSE Installed may substitute. In each instance where EVSE Ready is required, EVSE Installed may substitute.

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.

Amendment 13

EV Charging

From: Lebanon Energy Advisory Committee (LEAC)

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 208/240-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.

Lebanon City Council
Shaun Mulholland
Jack Wozmak
Lebanon City Hall
51 N Park St
Lebanon, NH 03766

Dear Members of the Lebanon City Council,

I am writing to formally submit a petition in accordance with Section 1000.2.C of the Zoning Ordinance on behalf of the voters who have signed the petition. This petition seeks to amend the Zoning Ordinance, specifically Section 607.8.C.2, which pertains to the regulations for electric vehicle (EV) charging in multi-family dwellings.

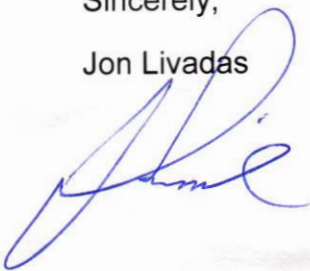
The attached document outlines the proposed amendment and our rationale for the requested changes. We believe that the current EV charging requirements are overly restrictive and financially burdensome, particularly for new developments which will further inflate the housing crisis and limit affordable housing development. By revisiting the requirement using accurate data and by allowing these decisions to be made through the site plan review process, we can ensure a more flexible and case-by-case approach that better accommodates the diverse needs of different projects within our community.

We respectfully request that this petition be reviewed and considered for adoption to promote equitable development and the effective allocation of resources.

Thank you for your attention to this matter.

Sincerely,

Jon Livadas



Petition 1000.2 C: Revising the EV Charging Mandate

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 and senior housing complexes shall include a minimum of 65% of EVSE-installed EV-ready, and EV-capable spaces as follows:~~
 - ~~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 40% 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 minimum of 50% of EVSE-installed, EV-ready, and EV-capable spaces as follows:~~
 - ~~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 38% 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.~~

This document serves as a petition to remove the Electric Vehicle (EV) charging mandates from the Zoning Ordinance and instead include a simpler requirement that suits the actual projected demand in Site Plan regulations.

The current multi-tiered approach of EV charging requirements is overly cumbersome, financially prohibitive, and confusing for property owners. The existing zoning ordinance assumes that almost every tenant will have at least one electric vehicle and lacks the flexibility needed to accommodate various types of projects, forcing all properties, including affordable housing, to adhere to the same overbearing standards. There is no data supporting the current mandates and while we understand Lebanon's EV goals the requirement seems to greatly out project a realistic EV adoption rate. Furthermore, the data showing EV growth in the Lebanon seems to be inaccurate, only covers a few years, and it doesn't distinguish between EV owners who own vs those who rent their homes. This is a crucial factor, as renters have different needs and priorities compared to homeowners when it comes to their vehicle choices. Ignoring this distinction further compounds the issues with the current one-size-fits-all approach

The EV industry continues to evolve as technology changes and making decisions today under the guise of being proactive to save property owners money in 5 or 10 years seems short-sighted given the limited and inconsistent data. Below are two screen grabs from the Lebanon website discussing registered EVs in Lebanon. The first is from last year (2024) and states Lebanon had 212 EVs in 2023. The second image is currently on the website and states there were 58 in 2023 and 95 in 2024.

[News Flash Home](#)
The original item was published from 12/28/2023 11:05:00 AM to 6/2/2024 12:00:01 AM.
[Electric Vehicles](#)

Posted on: December 28, 2023

[ARCHIVED] EV Adoption Zooming Ahead

The latest vehicle registrations in Lebanon confirm a rapid rise in the number of electric vehicles (EVs), which includes all-electric cars or trucks and plug-in hybrids. The same acceleration is happening in Grafton County, across the State of New Hampshire, and in the United States as a whole, Lebanon's [Electric Vehicle \(EV\) Subcommittee](#) reports.

Compared with December 2022, the number of EVs registered in Lebanon increased by 70% in December 2023. And compared with 2016, when the first long-range EVs became available (other than Teslas), EV registrations in Lebanon increased by 278% in 2023. The absolute numbers still are small locally -- we are up to 212 EVs in Lebanon -- but the trend toward more EVs is happening in all parts of the state and the country.

[CNN reports](#) that in 2023 for the first time, U.S. consumers bought more than 1 million EVs in a single year, accounting for around 8% of car sales. A [recent presentation](#) by the New Hampshire Department of Environmental Services (DES) showed increased EV registrations in every county, with Grafton being the fourth most EV-popular county in the state:



Why EVs?

- EVs are fun to drive!
- Throughout New England, transportation emits carbon dioxide (a greenhouse gas) more than any other sector of society. The same is true in Lebanon. According to the 2012 Lebanon Master Plan, Lebanon's commercial sector is the largest carbon emitter here, and 70% of that is commute vehicle emissions.
- EVs can run on clean, affordable, domestic electricity.
- EVs save money in the long run. Although purchase prices for some EVs can be higher than for some internal-combustion vehicles, costs for fuel and maintenance are dramatically lower with EVs, producing considerable savings overall.
- EVs are good for business. [Installing EV charging stations increased sales at nearby businesses by an average of 13% in a four-year study of 273 stores, restaurants, hotels, and other retail businesses.](#) In a [separate study](#) of 4,000 EV charging stations and 140,000 business establishments, installing EV charging increased annual spending at nearby businesses by 2.7% in 2019 and 3.2% in 2021-2023.
- The U.S. auto industry is shifting to EVs. The number of plug-in vehicles registered in Lebanon increased by 58% between December 2023 and December 2024 (from 58 to 95 EVs and plug-in hybrids). Plug-in vehicles comprised 3.5% of vehicles in Lebanon in 2024, up from 0.5% in 2020. Also view [a town-by-town breakdown of 2020 EV registrations \(PDF\)](#).

So which number is correct? We would be surprised if EV ownership has gone down, and we are not arguing the industry isn't growing, but we do believe a more balanced approach is necessary. One that aligns with the actual needs of the community while forecasting a realistic adoption rate based on defensible, local data rather than nationwide statistics or only pro EV articles. Requiring 65% or more parking spaces to be EV/ready when there is no data to support that number is an overreach. For instance, The Lebanon Woolen Mill (LWM) multi-family development, has 240 parking spaces and is required to have 156 EV parking spaces mixed across the different levels. LWM, will have almost three times more EV ready spaces than there are registered EVs in Lebanon. Furthermore, the development is private, and the chargers will not be accessible to non-residents. Would we be better served by focusing on public charging stations accessible to everyone?

Imposing the current EV charging requirements is financially burdensome for property owners. The significant upfront costs will not yield short-term or long-term value, as technology and market demands evolve rapidly, and future value does not lower the cost of building today. These additional costs will result in less development of both market rate and affordable housing. We need housing units OF ALL KIND - the more supply the more rent relief the market will see.

As it stands, the EV ordinance does not offer the adaptability needed to address the unique circumstances of different developments. By moving EV requirements to the site plan review process, decisions can be made on a case-by-case basis just as parking requirements are managed today. This would allow for a more tailored approach,

ensuring that the needs of each project are adequately met without imposing unnecessary financial burdens on specific projects such as affordable housing.

Lastly, the EV mandate seems to not have thought about the impact it will have on the power grid if all the proposed developments get built. We understand charging will mostly happen during the night when tenants are home but still, the grid must be able to support the power being brought to the site. Were utility companies consulted regarding the additional load these requirements would impose and if that type of power could be provided? Using the Lebanon Woolen Mill project as an example, the switchgear needed to power just the EV aspect could power a 100-unit building. Many designated EV spaces won't have chargers installed as laid out in the requirements, yet our site will still need three switchgears. This is creating a scenario where the power infrastructure is significantly expanded without any guarantee of utilization while potentially lowering the load potential elsewhere. These are all issues California is dealing with today due to their overly aggressive EV requirements.

We believe that rescinding the EV charging mandate, right sizing it for the community future need, and moving it to the Site Plan Regulations will foster a more economically viable development landscape while motivating smaller property owners to invest in their assets to bring more housing on a smaller scale to Lebanon. By enabling a flexible approach through site plan review, we can ensure that each project is evaluated on its own merits and specific needs, similar to how parking requirements are handled.

If you support the above, please sign below:

Name: Karen A. Slayton

Signature: Karen A. Slayton

Date: May 20, 2025

Name: Robert E. Slayton

Signature: Robert E. Slayton

Date: May 20, 2025

Name: Gordon Bailey

Signature: Gordon Bailey

Date: May 20, 2025

Name: SIAMANTHA MEDINA

Signature: Samantha Medina

Date: May 21 2025

Name: Tracy Packard

Signature: Tracy Packard

Date: May 21 2025

Name: Cote Swenson

Signature: Cote Swenson

Date: May 21 2025

Name: Kim Davis

Signature: Kimberla Davis

Date: 5/21/25

Name: Michelle Hammond

Signature: Michelle Hammond

Date: 5/21/2025

Name: Mary Mayes

Signature: Mary Mayes

Date: 5/21/2025

Name: Don Talbert

Signature: Don Talbert

Date: 5/21/2025

DRAFT SITE PLAN REVIEW REGULATION AMENDMENTS –

Electric Vehicle Infrastructure

ARTICLE VI – DESIGN AND CONSTRUCTION REQUIREMENTS

The Planning Board shall approve the proposed site plan only upon determination that the following requirements have been met:

[...]

NEW SECTION 6.11 - ELECTRIC VEHICLE (EV) INFRASTRUCTURE

A. Parking Space Design.

1. Battery charging station outlets and connector devices for ***Electric vehicle supply equipment*** (EVSE) shall be no less than 36 inches and no higher than 48 inches from the ground or pavement surface where mounted.
2. EVSE and associated parking space elements (including components mounted on pedestals, lighting posts, bollards, or other devices) shall be designed and located as to not impede pedestrian travel or create trip hazards and should include a barrier-free accessible route of travel to a primary building entrance. Provide a retraction device or place to mount cords and EVSE pedestals or protections designed to minimize vandalism, pedestrian conflict, and potential damage by accidents, snow storage/plowing and inclement weather.
3. ***Electric vehicle*** (EV) parking spaces shall meet standard dimensional and related requirements of the Site Plan Regulations, Section 6.5E and ADA parameters from the [U.S. Access Board](#).
4. EVSE shall be protected such as by wheel stops or concrete filled bollards or shall be placed a minimum of 24 inches clear from the face of the curb.
5. Adequate lighting (may be on timers or motion sensors) must be provided unless charging will always be for daytime purposes only.

B. EVSE signage.

1. Identify individual ***EV-installed spaces*** as EV-parking only, according to the Federal Highways Administration/Manual on Uniform Traffic Control Devices (MUTCD) Interim Approval (IA-13) for Electric Vehicle Charging, current edition, except when located in conjunction with single- or two-family dwellings.
2. Required information. At each ***EV-installed space*** or cluster of EV charging stations, except when located in conjunction with single- or two-family dwellings, signage must

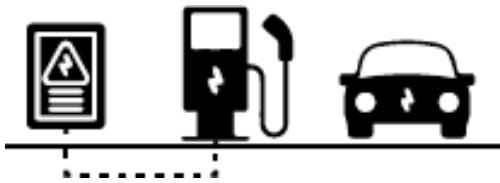
be posted and include pertinent user information, such as time limits or similar restrictions (e.g., “Electric Vehicle Parking Only While Charging”), pricing, safety information (e.g., voltage and amperage levels), contact information for service problems (including phone number), hours of operation (e.g. MUTCD R7-5), and penalty warnings (e.g., idling/maximum duration of charging sessions, non-EV parking), if applicable.

3. Format. As an alternative to posting all of the above information, details subject to change (e.g. rates) may be provided via a digital screen, website or similar. Signage must be included in the specifications package for Site Plan approval.
4. Labels. Submittal plans and associated installed equipment must be clearly labeled as follows: 1) service panels must identify dedicated circuits available for EV charging as “**EV Ready**”, 2) service panels designated for future additional EV charging must be identified as “**EV Capable**”, and 3) Conduit endpoints must be marked as “**EV Ready**” for full circuits, and “**EV Capable**” for inaccessible conduit installed.

C. Other

1. Multifamily dwellings and non-residential EVSE installations must include a plan for Operations & Maintenance of the chargers and related equipment, such as software.
2. Applicants are encouraged to design EVSE and related parking facilities in adherence to the Electric Vehicle Charging Design Guide (see Appendix B).

ARTICLE II – DEFINITIONS



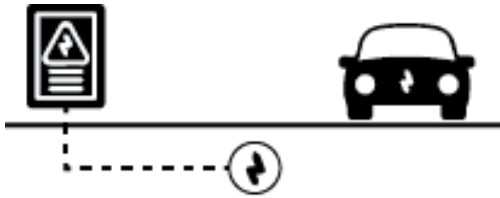
Electric vehicle supply equipment (EVSE)/ EV charging station: The apparatus installed specifically for the purpose of transferring energy between the site or building wiring and the Electric Vehicle. EVSE does not include any equipment affixed to the electric vehicle.

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

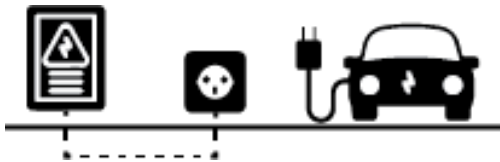
Electric vehicle (EV): An automotive-type vehicle for on-road use primarily powered by an electric motor, including any battery electric vehicle, fuel cell electric vehicle, or plug-in hybrid electric vehicle, that draws current from an onboard battery charged through a building or site electrical service, **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 40ampere 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 overcurrent protection devices terminating in a 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** or **Low Power Level 2 charging stations**, at minimum.

Level 1: “Trickle” charging level for **EVs** that operates on a 15- to 20-amp breaker on a 120-volt AC circuit (wall outlet) while drawing 1.4 to 2.4 kW to add 2-6 miles of range per hour of charging.

Low Power Level 2: Charging level for **EVs** that operates on a 208- or 240-volt, 20-amp circuit while drawing around 3.8 kW to add approximately 13 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 around 6.2+ kW to supply approximately 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.

Electric Vehicle Load Management System: An automatic load management system designed to distribute load across one, or to locate charging capacity among multiple, EV charging stations. The system should distribute a minimum of 8 amps per charger (though allocations may vary) and is intended to increase cost-effectiveness by allowing the system to “share” the load across multiple EVs in the parking facility depending on aggregate and individual charging needs.

CITY OF LEBANON SITE PLAN REGULATIONS APPENDIX B

ELECTRIC VEHICLE CHARGING DESIGN GUIDE

This guide provides detailed requirements for electric vehicle charging and is part of the City's Site Plan Review development regulations. Companion requirements for EV Charging Infrastructure thresholds are part of the Zoning Ordinance. A key objective of this guide is to foster the greatest uptime of EVSE, a smooth user experience, and maximum value of related investments.

A. Site selection

1. Utility coordination. Prior to initiating permitting in conjunction with the requirements of Zoning Ordinance Section 607.8, proposed EVSE sites should have a site survey in coordination with utilities to assess physical and financial options of existing electrical power capacity or needs for bringing power to the site, if required. The purpose is to avoid conflicts that might increase project complexity or impact parking configurations. Submission of load requests to utilities for power reviews should use GPS coordinates rather than address locations. Such a strategy will lead to a more accurate assessment of the feasibility of supplying power to the site.
2. Power level. Where **Level 3** and **Level 2** EV charging station capacity is demonstrated to be unsuitable due to user needs or the site's power capacity, and upgrades are not practical, **Low Power Level 2** or **Level 1** EV charging stations should be considered for alternative provisions.
3. Visibility. The site design and location of EVSE is important to encourage its maximal use. EV parking spaces should be sited in visible and convenient locations. EV charging station wayfinding signage should be implemented.
4. Risk management. Consider the risks of locating chargers in areas subject to 100-year floods. For example, protections can include waterproof connectors that guard the grid from moisture. Some stations can use batteries, but they need to be elevated and have the ability to ventilate.
5. Accessibility. EV parking spaces should be located adjacent to the principal use. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and connected to a barrier-free accessible route of

travel. The owner of the property may designate the accessible electric vehicle charging station exclusively for use by people with disabilities.

6. Shelter. EV batteries are degraded in hot conditions and not charged fully in cold weather; the applicant may wish to provide shade, canopy or other shelter (i.e., enclosed structured parking), noting that 60-70 degrees (F) is the ideal charging temperature.
7. Energy optimization. When selecting a charging station location, site hosts and developers should consider existing and future needs for incorporating on-site distributed energy resources, and prioritize areas that can easily accommodate these assets, which in turn could reduce the cost of future upgrades. It is best practice to identify existing locations with excess load capacity that can support the deployment of curbside EV charging; for example, consider repurposing light poles.

B. Electrical system

1. Code compliance. All installations of EVSE shall meet National Electric Code (Article 625) and UL certification is recommended. The applicant should consult with the local code officials to ensure electrical code compliance as well. Level 2, including all auxiliary loads, should be metered in accordance with electric utility requirements.
2. Service. The electric service panels for EVSE ready circuits should be positioned near EV parking and shall provide sufficient capacity and space to accommodate the circuit and over-current protective device.
3. Load balancing. Property owners should consider equipment that is capable of supporting demand response, time-of-use (TOU), and/or smart charging. For example, evaluation and installation of an **electric vehicle load management system** in conjunction with other EVSE is recommended for larger projects, with the system designed to allocate charging capacity among multiple EV charging stations at a minimum of 8 amps per charger (minimum allocation may vary).
4. Enhanced charging infrastructure. Innovative charging strategies are encouraged, such as battery pack storage integration with EVSE for TOU demand management, solar canopy parking, co-location with electric bike storage and charging, and bidirectional EV chargers for vehicle-to-grid, -home, or -building load balancing.
5. Future-proofing. The make-ready portion of electrical infrastructure installed at publicly-funded, publicly-accessible locations, in particular, should be capable of supporting chargers with a minimum 150kW capacity.

C. Other best practices

1. Price signals. Usage fees must be transparent. Related considerations for programming include time of use rates and demand charges. Charging stations should display on their face the rate of charge, unit price (in whole cents or tenths of one cent), kWh at which the EVSE dispenses electricity during a transaction, and total kWh delivered per charging session, and demand charge signals prior to payment (where applicable).
2. Payment type. Multiple payment operations should be enabled. Each newly installed publicly-funded, publicly-accessible charging station must accept payments, with appropriate consumer data protection safeguards, via credit card reader and at least one other accessible form of payment. Publicly accessible EVSE should not require use of cell phone-based payment approaches.
3. Materials. EV infrastructure should be made of low-maintenance durable materials that are vandal-proof to the extent possible and operational in extreme weather conditions (including low and high temperatures).
4. Publicly accessible EVSE. The owner or operator should disclose the location and characteristics of each publicly accessible EV charging station to the U.S. Department of Energy's Alternative Fuels Data Center. Information that must be disclosed includes, but is not limited to, address, voltage, and timing restrictions.

Lebanon City Council
Shaun Mulholland
Jack Wozmak
Lebanon City Hall
51 N Park St
Lebanon, NH 03766

Dear Members of the Lebanon City Council,

I am writing to formally submit a petition in accordance with Section 1000.2.C of the Zoning Ordinance on behalf of the voters who have signed the petition. This petition seeks to amend the Zoning Ordinance, specifically Section 607.8.C.2, which pertains to the regulations for electric vehicle (EV) charging in multi-family dwellings.

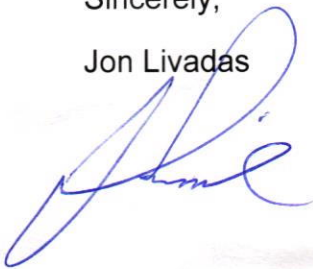
The attached document outlines the proposed amendment and our rationale for the requested changes. We believe that the current EV charging requirements are overly restrictive and financially burdensome, particularly for new developments which will further inflate the housing crisis and limit affordable housing development. By revisiting the requirement using accurate data and by allowing these decisions to be made through the site plan review process, we can ensure a more flexible and case-by-case approach that better accommodates the diverse needs of different projects within our community.

We respectfully request that this petition be reviewed and considered for adoption to promote equitable development and the effective allocation of resources.

Thank you for your attention to this matter.

Sincerely,

Jon Livadas



Petition 1000.2 C: Revising the EV Charging Mandate

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 and senior housing complexes shall include a minimum of 65% of EVSE-installed EV-ready, and EV-capable spaces as follows:~~
 - ~~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 40% 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 minimum of 50% of EVSE-installed, EV-ready, and EV-capable spaces as follows:~~
 - ~~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 38% 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.~~

This document serves as a petition to remove the Electric Vehicle (EV) charging mandates from the Zoning Ordinance and instead include a simpler requirement that suits the actual projected demand in Site Plan regulations.

The current multi-tiered approach of EV charging requirements is overly cumbersome, financially prohibitive, and confusing for property owners. The existing zoning ordinance assumes that almost every tenant will have at least one electric vehicle and lacks the flexibility needed to accommodate various types of projects, forcing all properties, including affordable housing, to adhere to the same overbearing standards. There is no data supporting the current mandates and while we understand Lebanon's EV goals the requirement seems to greatly out project a realistic EV adoption rate. Furthermore, the data showing EV growth in the Lebanon seems to be inaccurate, only covers a few years, and it doesn't distinguish between EV owners who own vs those who rent their homes. This is a crucial factor, as renters have different needs and priorities compared to homeowners when it comes to their vehicle choices. Ignoring this distinction further compounds the issues with the current one-size-fits-all approach

The EV industry continues to evolve as technology changes and making decisions today under the guise of being proactive to save property owners money in 5 or 10 years seems short-sighted given the limited and inconsistent data. Below are two screen grabs from the Lebanon website discussing registered EVs in Lebanon. The first is from last year (2024) and states Lebanon had 212 EVs in 2023. The second image is currently on the website and states there were 58 in 2023 and 95 in 2024.

[News Flash Home](#)
The original item was published from 12/28/2023 11:05:00 AM to 6/2/2024 12:00:01 AM.
[Electric Vehicles](#)

Posted on: December 28, 2023

[ARCHIVED] EV Adoption Zooming Ahead

The latest vehicle registrations in Lebanon confirm a rapid rise in the number of electric vehicles (EVs), which includes all-electric cars or trucks and plug-in hybrids. The same acceleration is happening in Grafton County, across the State of New Hampshire, and in the United States as a whole, Lebanon's [Electric Vehicle \(EV\) Subcommittee](#) reports.

Compared with December 2022, the number of EVs registered in Lebanon increased by 70% in December 2023. And compared with 2016, when the first long-range EVs became available (other than Teslas), EV registrations in Lebanon increased by 278% in 2023. The absolute numbers still are small locally -- we are up to 212 EVs in Lebanon -- but the trend toward more EVs is happening in all parts of the state and the country.

[CNN reports](#) that in 2023 for the first time, U.S. consumers bought more than 1 million EVs in a single year, accounting for around 8% of car sales. A [recent presentation](#) by the New Hampshire Department of Environmental Services (DES) showed increased EV registrations in every county, with Grafton being the fourth most EV-popular county in the state:



Why EVs?

- EVs are fun to drive!
- Throughout New England, transportation emits carbon dioxide (a greenhouse gas) more than any other sector of society. The same is true in Lebanon. According to the 2012 Lebanon Master Plan, Lebanon's commercial sector is the largest carbon emitter here, and 70% of that is commute vehicle emissions.
- EVs can run on clean, affordable, domestic electricity.
- EVs save money in the long run. Although purchase prices for some EVs can be higher than for some internal-combustion vehicles, costs for fuel and maintenance are dramatically lower with EVs, producing considerable savings overall.
- EVs are good for business. [Installing EV charging stations increased sales at nearby businesses by an average of 13% in a four-year study of 273 stores, restaurants, hotels, and other retail businesses.](#) In a [separate study](#) of 4,000 EV charging stations and 140,000 business establishments, installing EV charging increased annual spending at nearby businesses by 2.7% in 2019 and 3.2% in 2021-2023.
- The U.S. auto industry is shifting to EVs. The number of plug-in vehicles registered in Lebanon increased by 58% between December 2023 and December 2024 (from 58 to 95 EVs and plug-in hybrids). Plug-in vehicles comprised 3.5% of vehicles in Lebanon in 2024, up from 0.5% in 2020. Also view [a town-by-town breakdown of 2020 EV registrations](#) (PDF).

So which number is correct? We would be surprised if EV ownership has gone down, and we are not arguing the industry isn't growing, but we do believe a more balanced approach is necessary. One that aligns with the actual needs of the community while forecasting a realistic adoption rate based on defensible, local data rather than nationwide statistics or only pro EV articles. Requiring 65% or more parking spaces to be EV/ready when there is no data to support that number is an overreach. For instance, The Lebanon Woolen Mill (LWM) multi-family development, has 240 parking spaces and is required to have 156 EV parking spaces mixed across the different levels. LWM, will have almost three times more EV ready spaces than there are registered EVs in Lebanon. Furthermore, the development is private, and the chargers will not be accessible to non-residents. Would we be better served by focusing on public charging stations accessible to everyone?

Imposing the current EV charging requirements is financially burdensome for property owners. The significant upfront costs will not yield short-term or long-term value, as technology and market demands evolve rapidly, and future value does not lower the cost of building today. These additional costs will result in less development of both market rate and affordable housing. We need housing units OF ALL KIND - the more supply the more rent relief the market will see.

As it stands, the EV ordinance does not offer the adaptability needed to address the unique circumstances of different developments. By moving EV requirements to the site plan review process, decisions can be made on a case-by-case basis just as parking requirements are managed today. This would allow for a more tailored approach,

ensuring that the needs of each project are adequately met without imposing unnecessary financial burdens on specific projects such as affordable housing.

Lastly, the EV mandate seems to not have thought about the impact it will have on the power grid if all the proposed developments get built. We understand charging will mostly happen during the night when tenants are home but still, the grid must be able to support the power being brought to the site. Were utility companies consulted regarding the additional load these requirements would impose and if that type of power could be provided? Using the Lebanon Woolen Mill project as an example, the switchgear needed to power just the EV aspect could power a 100-unit building. Many designated EV spaces won't have chargers installed as laid out in the requirements, yet our site will still need three switchgears. This is creating a scenario where the power infrastructure is significantly expanded without any guarantee of utilization while potentially lowering the load potential elsewhere. These are all issues California is dealing with today due to their overly aggressive EV requirements.

We believe that rescinding the EV charging mandate, right sizing it for the community future need, and moving it to the Site Plan Regulations will foster a more economically viable development landscape while motivating smaller property owners to invest in their assets to bring more housing on a smaller scale to Lebanon. By enabling a flexible approach through site plan review, we can ensure that each project is evaluated on its own merits and specific needs, similar to how parking requirements are handled.

If you support the above, please sign below:

Name: Karen A. Slayton

Signature: Karen A. Slayton

Date: May 20, 2025

Name: Robert E. Slayton

Signature: Robert E. Slayton

Date: May 20, 2025

Name: Gordon Bailey

Signature: Gordon Bailey

Date: May 20, 2025

Name: SIAMANTHA MEDINA

Signature: Samantha Medina

Date: May 21 2025

Name: Tracy Packard

Signature: Tracy Packard

Date: May 21 2025

Name: Cote Swenson

Signature: Cote Swenson

Date: May 21 2025

Name: Kim Davis

Signature: Kimberlee Davis

Date: 5/21/25

Name: Michelle Hammond

Signature: Michelle Hammond

Date: 5/21/2025

Name: Mary Mayes

Signature: Mary Mayes

Date: 5/21/2025

Name: Don Talburt

Signature: Don Talburt

Date: 5/21/2025

ISSUE #1: Should Lebanon move the electric vehicle (EV) charging station requirements for new developments from the Zoning Ordinance to the Site Plan Review process?

The City of Lebanon, NH, is considering relocating electric vehicle (EV) charging station requirements—specifically, the mandated number of chargers per development—from its zoning ordinance to the site plan review regulations. The Lebanon Energy Advisory Committee (LEAC) voted unanimously on June 19, 2025 to recommend that the EV charging station requirements for new developments remain in the Zoning Ordinance.

When these regulations were drafted in 2022, some Planning Board members and its chair were hostile to the concept of EV charging station requirements and opposed placing the regulations within the Site Plan Review process. The regulations were adopted as amendments to the Zoning Ordinance instead.

The composition of the Planning Board has changed and its current members seem to be more open to the EV charging station requirements at new developments. But if the membership changes again, as it will, moving the regulations to the Site Plan Review process makes them vulnerable to the evolving membership of the Planning Board. Given the crucial need for Lebanon and its residents to move away from fossil fuels as soon as is humanly possible to reduce the risk of global warming, LEAC recommends keeping these regulations in the Zoning Ordinance so that all new developments get EV charging.

Sherry Boschert, LEAC member

Background information offered by LEAC and AI: Moving the EV charging station regulations from the Zoning Ordinance to the Site Plan Review process would provide the Planning Board with greater flexibility in granting waivers. While such a change could offer certain advantages, it also presents significant drawbacks. Below is an analysis of the pros and cons, followed by an argument against making this change, all compiled by AI.

Pros of Moving EV Charger Requirements to Site Plan Review Regulations

1. **Enhanced Flexibility for Developers and the Planning Board:** Site plan review regulations can be more readily adjusted than zoning ordinances, allowing the Planning Board to respond to unique site conditions or evolving technologies without undergoing the more rigorous process of amending zoning laws.
2. **Streamlined Waiver Process:** By situating requirements within site plan review, the Planning Board may find it administratively simpler to grant waivers or modifications, potentially accelerating project approvals and encouraging development.

3. **Alignment with Technical Considerations:** Site plan reviews often delve into technical specifics, such as infrastructure capacity and site design, which are pertinent to the installation of EV charging stations. This could lead to more context-sensitive decisions regarding EV infrastructure.

Cons of Moving EV Charger Requirements to Site Plan Review Regulations

1. **Reduced Regulatory Certainty:** Zoning ordinances provide a stable, long-term framework that developers can rely upon. Moving requirements to site plan review could introduce variability, making it harder for developers to anticipate obligations, potentially deterring investment.
2. **Potential Undermining of EV Infrastructure Goals:** The flexibility afforded by site plan reviews might lead to inconsistent application of EV charging requirements, hindering the city's broader objectives for EV infrastructure development and climate action.
3. **Diminished Public Engagement:** Changes to zoning ordinances typically involve public hearings and greater community input. Site plan reviews may not offer the same level of public participation, potentially reducing transparency and community involvement in decisions affecting local infrastructure.
4. **Challenges in Enforcement and Compliance:** Zoning ordinances are enforceable through established legal mechanisms, providing clear avenues for compliance and enforcement. Site plan review conditions may be more challenging to monitor and enforce consistently.

National Context: EV Charging Requirements in Municipal Codes

As of December 2024, numerous municipalities across the United States have incorporated EV charging requirements into their regulatory frameworks:

- **Building Codes:** 12 states and 53 local governments have added EV provisions to their building codes, local ordinances, and zoning requirements. ([Energy Codes](#))
- **Zoning Ordinances:** Many jurisdictions classify EV charging stations as accessory uses within zoning codes, facilitating their integration into various land uses without necessitating special permits.
- **Site Plan Review Regulations:** While some municipalities address EV charging in site plan reviews, this approach is less common and may lead to less consistent application of requirements.

The trend indicates a preference for embedding EV charging requirements within zoning ordinances or building codes to ensure clarity, consistency, and enforceability.

Argument Against Moving Requirements to Site Plan Review Regulations

Retaining EV charging station requirements within Lebanon's zoning ordinance is advisable to maintain regulatory certainty, promote equitable infrastructure development, and uphold the city's commitment to sustainability goals.

Zoning ordinances provide a transparent and predictable framework that benefits both developers and the community. They ensure that EV infrastructure requirements are applied uniformly, supporting the city's broader objectives for reducing greenhouse gas emissions and promoting alternative transportation options.

Shifting these requirements to site plan review regulations could introduce variability and reduce the enforceability of EV infrastructure mandates. This move might also limit public participation in decision-making processes, as zoning changes typically involve more robust community engagement than site plan reviews.

Given the national trend of incorporating EV charging requirements into zoning ordinances and building codes, Lebanon would align with best practices by maintaining its current approach. This strategy supports long-term planning, fosters community trust, and ensures that the city remains a leader in sustainable development.

In conclusion, while relocating EV charging requirements to site plan review regulations may offer short-term flexibility, the potential drawbacks—such as reduced consistency, enforceability, and public engagement—suggest that maintaining these requirements within the zoning ordinance is the more prudent course of action.

ISSUE #2: Should the EV charging station regulations themselves be amended?

The Lebanon Energy Advisory Committee (LEAC) initiated discussions with the Planning Department staff in 2024 with the goal of seeing if we could tweak the EV charging station requirements to reduce costs to housing developers and reduce demand on the electrical grid while maintaining sufficient access to EV charging for residents of multi-family housing.

The main changes that we propose are:

- Allowing Low-power Level 2, EV-Ready charging spaces to meet the regulations instead of full-power Level 2, EV-Installed charging spaces. This greatly reduces costs for developers and dramatically reduces demand on the grid.
- The current regulations envision full-power Level 2 stations that would be shared by multiple drivers for charging. Because Low-power Level 2 is not suitable for sharing, the proposed amendments envision one EV-Ready charging space for each unit, which is much more convenient and safer for drivers, allowing them to come home, plug in their car, and forget about it overnight.

Below are LEAC's proposed amendments, adopted unanimously on June 19, 2025. Following that is a copy of the regulations as they currently exist, for your reference.

In the proposed amendments, the **red changes** were approved by LEAC. After subsequent discussions with developers and their advocates, the **blue changes** are additional ideas that potentially could further decrease costs while maintaining sufficient access to EV charging. LEAC's EV subcommittee will discuss these in detail at its November 13, 2025 meeting and bring recommendations to LEAC's November 20 meeting.

We ask that the task force on EV charging regulations keep in mind that any compromises you may consider are a compromise between the *existing* regulations and doing nothing, not between LEAC's proposal and doing nothing. LEAC's proposal *is* a compromise – one that we believe most benefits developers, our electrical grid, and residents.

Sherry Boschert, for LEAC

LEAC's proposed amendments to the Lebanon Zoning Ordinance

Endorsed unanimously by the Lebanon Energy Advisory Committee, June 19, 2025.

Proposed changes are in red text. Additional possibilities that have not yet been fully discussed by LEAC are in blue text.

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 new 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 new 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 for 50% of total units with parking.
 - b. EVSE-Capable Low-power Level 2 spaces for a minimum of the remaining 50% of residential units with parking and 25% of the remaining off-street parking spaces. When 60% of the EVSE-Ready spaces described in 3.a. are in use, the property owner must convert half of the EVSE-Capable spaces to EVSE-Ready; after that, when 60% of total EVSE-Ready spaces are in use, the remaining EVSE-Capable spaces must be converted to EVSE-Ready.
4. Non-Residential Uses. Parking for uses requiring the provision of 10 or more new or additional off-street parking spaces shall include:
 - a. EVSE-Installed Level 2 spaces for a minimum of 2% of new or additional off-street parking spaces, with a minimum of two EVSE-Installed spaces.
 - b. EVSE-Ready or EVSE-Capable Level 2 spaces for a minimum of 20% of new or additional off-street parking spaces.
 - c. 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 per employee for at least half of employees in the largest shift who drive to work and who are offered parking.
 - d. 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 **five(5)** 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.

10. In each instance where EVSE Capable is required, EVSE Ready or EVSE Installed may substitute. In each instance where EVSE Ready is required, EVSE Installed may substitute.

11. Load management devices or systems are permitted that may temporarily reduce electrical capacity below the designated minimum power level for the EVSE-Ready or EVSE-installed space.

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 208/240-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.~~

EVSE IN USE: For the purpose of determining when to trigger conversion of EVSE-Capable spaces to EVSE-Ready, charging spaces shall be considered “in use” based on the proportion of residents at a multi-family housing development that inform management they would like to charge an EV. Residents shall be empowered to notify the City of Lebanon when a conversion trigger is met.

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.

LOAD MANAGEMENT: Devices such as circuit splitters, meter collars, or intelligent load management systems that automatically adjust EV charging rates to prevent overloading the electrical system by dynamically balancing the available power among chargers or appliances.

Pages 183-184:

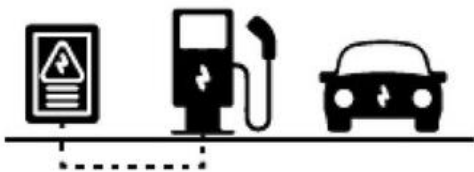
607.8 Electric Vehicles.

- 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:

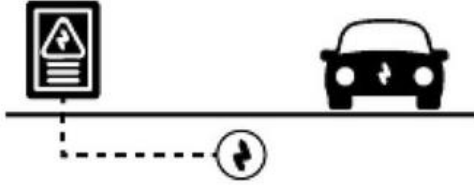


ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) / EV charging station: The apparatus installed specifically for the purpose of transferring energy between the site or building wiring and the Electric Vehicle. EVSE does not include any equipment affixed to the electric vehicle.

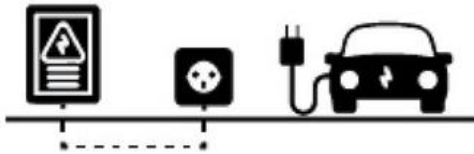
ELECTRIC VEHICLE INFRASTRUCTURE: Structures, machinery, and equipment necessary and integral to support an **electric vehicle**, including **EV charging stations** and electrical outlets.

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.