



**ELECTRIC VEHICLES (EV) REGULATIONS
TASK FORCE
MONDAY, NOVEMBER 17, 2025 - 5:30 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

TO PARTICIPATE IN THIS MEETING, PLEASE JOIN LIVE VIA MICROSOFT TEAMS OR CALL 929-229-9356 (ACCESS CODE: 165 557 546#). IF YOU HAVE TROUBLE ACCESSING THIS MEETING, PLEASE [EMAIL NATE REICHERT](mailto:nate.reichert@lebanonnh.gov).

1. Call to Order

- A. The November 17, 2025 Electric Vehicle Regulations Task Force meeting is hereby called to order.

2. Other Business

- A. Discussion: Electric Vehicles Site Plan and Zoning Ordinance Regulations with possible action

- Attached - correspondence received

3. Approval of Minutes

- A. October 22, 2025
B. October 29, 2025

4. Adjournment

- A. Task Force members, we thank you for your service on the Electric Vehicles (EV) Regulations Task Force, which is hereby dissolved as of November 17, 2025. The Task force member's and the public's contributions were greatly appreciated.

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.

From: [Nathan Reichert](#)
To: [Crystal Taplin](#)
Subject: FW: [EXTERNAL] EV zoning issues
Date: Thursday, November 13, 2025 12:56:36 PM
Attachments: [Proposed EV Zoning amendments - 2 additions-cb.docx](#)
[Proposed EV Zoning amendments - 2 additions-cb.pdf](#)

Nathan Reichert
Director Planning and Development
City of Lebanon, NH
51 N Park Street
Lebanon, NH 03766
603-448-1524
Nathan.reichert@lebanonnh.gov

From: clifton.below@gmail.com <clifton.below@gmail.com>
Sent: Thursday, November 13, 2025 12:31 PM
To: Nathan Reichert <Nathan.Reichert@lebanonnh.gov>
Cc: 'Jon Livadas' <jon.livadas@outlook.com>; 'Sherry Boschert' <sherry.boschert@gmail.com>; Timothy McNamara <Tim.McNamara@lebanonnh.gov>
Subject: [EXTERNAL] EV zoning issues

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Nate,

I wanted to share with you a compromise proposal on how to deal with EV charging in Zoning & Site Plans. I have developed this in collaboration with Jon and will present to the EV subcommittee of LEAC this afternoon. I've briefly discussed with Sherry and she is enthusiastic. My hope is that this will form the basis of a consensus approach that could be presented to the Electric Vehicles Regulations Task Force.

My idea is to amend Zoning for now as quickest way to resolve, with a fairly quick and simple site plan regulations portion as described in the attached, so Jon can fairly quickly get approval for a revised site plan. Then overtime, language could be developed to refine the Planning Board role/review provisions and perhaps also move the zoning provisions into Site Plan Regulations.

Clifton Below ❖ www.linkedin.com/in/clifton-below
H: 25 Perley Ave. ❖ O: 1 Court St., Suite 300, Lebanon, NH 03766
(603) 448-2519 (H), 448-5899 (O), 667-7785 (M)

Draft amendments to the Lebanon Zoning Ordinance

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

Proposed changes are in red text. Additional changes for consideration are in blue text.

Suggested edits by Clifton Below 11/13/25 shown in track changes.

From Zoning Ordinance pages 1836-13784:

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. **Devices such as intelligent load management systems, and circuit splitters, etc. are permitted that may temporarily reduce the EVSE-Ready electrical capacity below Low-power Level 2 per unit, provided that at full capacity the power delivered is Low-power Level 2 or greater.**
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. Devices such as intelligent load management systems and, circuit splitters, etc. are permitted that may temporarily reduce the EVSE-Ready electrical capacity below Low-power Level 2 per unit, provided that at full capacity the power delivered is Low-power Level 2 or greater.**
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~~**provide**:
 - a. **For each residential unit with parking, at least one EVSE-Ready Low-power Level 2 charging space per unit for 50% (five percent) of total units with parking.**
 - b. **EVSE-Capable Low-power Level 2 spaces for a minimum of the remaining an additional 510% (ten percent) of residential units with parking and 25% of the remaining off-street parking spaces. When 480% of the EVSE-Ready spaces described in 3.a. are in use, the property owner or developer must shall convert half or more of the EVSE-Capable spaces to EVSE-Ready; after that, when 480% of total EVSE-Ready spaces are in use, additional EVSE-Capable or EVSE-Planned spaces shall be upgraded to EVSE-Ready or EVSE-Capable pursuant to an approved site plan the remaining EVSE-Capable spaces must be converted to EVSE-Ready.**
 - c. For the remaining number of dwelling units not provided with EVSE-Ready or EVSE-Capable spaces, plus for at least 1 additional off-street parking space, if provided, beyond one per dwelling unit, EVSE-Planned spaces shall be designated

in a site plan approved by the Planning Board for incremental development as EVSE-Capable and EVSE-Ready spaces as demand for such spaces requires.

~~d. Devices such as intelligent load management systems and, circuit splitters, etc. are permitted that may temporarily reduce the EVSE-Ready electrical capacity below Low-power Level 2 per unit, provided that at full capacity the power delivered is Low-power Level 2 or greater.~~

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 Low-power Level 2 or Level 2 spaces for a minimum of 210% 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). [If Level 3 is not required, can this be struck?]

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.

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 or conduit, 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-PLANNED SPACE: An off-street parking space that is included in a plan reviewed and approved by the Planning Board for eventual build-out as an EVSE-CAPABLE SPACE pursuant Site Plan Review Regulations.

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** or two Low-power Level 2 outlets 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 (or two 20-amp outlets sharing a 40-amp breaker with some form of load management that limits total load on the circuit to 32-amps) on a 208- or 240-volt AC circuit while drawing 3.3-6.1 kW per 20-amps 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.

ADD DEFINITION FOR LOAD MANAGEMENT? [probably not necessary at this point, but if so: "LOAD MANAGEMENT: a process for actively controlling the consumption of electricity to ensure power demand stays within the design limits of electrical infrastructure (e.g. devices, circuit wiring, breakers, panels, and transformers). A secondary purpose of load management may be to minimize the cost of such electricity demand and any needed capacity upgrades."]

For initial Site Plan Regulations:

Add under Section 5.1, Drawings and Other Submittals, Section 4.e (Table Form Information) after existing subsection (5) concerning parking and renumber remaining subsections, or after the last subsection (13):

(X) Number of any off-street parking spaces initially to be EVSE-Installed, EVSE-Ready, EVSE-Capable, and EVSE-Planned, as described in the City's Zoning Ordinance, respectively.

Under Section 5.1, as part of or following subsection 21 (concerning construction details including parking):

XX. A plan showing which spaces are designated as EVSE-Installed, if any, EVSE-Ready, EVSE-Capable, and EVSE-Planned, as described in the City's Zoning Ordinance. The plan shall indicate where electrical circuit breaker panels will be provided initially, and in the future for EVSE-Planned spaces, whether generally within buildings or outdoors as shown on a site plan. The plan shall also indicate where conduit to serve such panels and spaces will initially be provided and where conduit capacity (such shared with site lighting) and sleeves will initially be provided for EVSE-Planned spaces to avoid the future need to cut through solid walls and floor slabs or excavate under hard surfaces such as pavement, concrete, sidewalks, and curbs for eventual conversion of EVSE-Planned spaces to EVSE-Capable or EVSE-Ready spaces as future demand may require. The plan shall also include a description of planned triggers for such future upgrades and may include annual reporting to the Planning Department of the number of dwelling units, tenants, or residents using EV charging on site and the number of EVSE-Ready or EVSE-Installed spaces provided.

From: [Sherry Boschert](#)
To: [Nathan Reichert](#); [Crystal Taplin](#)
Subject: [EXTERNAL] For EV Task Force records
Date: Sunday, November 9, 2025 6:27:13 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Nate and Crystal,

Rob Greene sent me a copy of comments that he sent to the EV Task Force members. I'm forwarding to you with his permission, for inclusion in the records.

Thanks,

Sherry Boschert

----- Forwarded message -----

From: **Robert Greene** <robmn2010@gmail.com>
Date: Wed, Nov 5, 2025 at 11:56 AM
Subject: I support EV charging at new developments
To: <tim.mcnamara@lebanonnh.gov>, <achordew@gmail.com>, laurel stavis <Lstavis100@gmail.com>, <chris.simon@lebanonnh.gov>, Kellen Appleton <kapplehead@gmail.com>, Don Collins <snilloenod@gmail.com>

Dear Chair McNamara and Task Force Members:

I strongly support EV charging at new developments in Lebanon. I attended the meeting before last and I have been impressed with the arguments in favor of expanded charging stations in Lebanon.

I live at Emerson Place in the 3rd ward. Climate change is already affecting us. Increasingly severe storms resulted in Spencer St. being flooded in July 2024, and near flooding this summer. Air pollution from burning fossil fuels causes a variety of respiratory and other health problems.

Therefore, increasing the availability of electric charging stations will help us locally. Emerson Place has installed 3 charging units in the last few years, which is a good start. But there is much higher potential demand in this development of 160 units! Imagine how many chargers we would have if regulations had required their installation years ago.

I note reports that "the Lebanon Energy Advisory Committee's proposal lowers costs for developers, reduces demand on the electrical grid, and improves access to EV charging for residents compared with existing regulations." I agree with that assessment.

For all these reasons I strongly support adopting new regulations which result in more EV chargers at new developments.

Sincerely,

Rob

Robert A. Greene, MD
Proud resident of our beautiful city!

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From: [Julie Puttgen](#)
To: [Nathan Reichert](#); [Crystal Taplin](#)
Subject: [EXTERNAL] EV Charging for All
Date: Sunday, November 9, 2025 7:15:38 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Nathan and Crystal,

I am writing to encourage you to stand up for access to EV charging for ALL Lebanon residents, and to require developers of new residential properties to build shared chargers into their plans. These chargers will make the difference to give our neighbors confidence and resources to drive electric - the environmentally friendly and economical choice.

As a homeowner, I have taken advantage of the freedom to build a charger on my property. I plug in 3-4 times per week, depending on use. Honestly, this has changed my life greatly for the better. I want to see others have access to the same resources in their lives. Building in Lebanon is a privilege: let the developers give back through updated infrastructure that helps us all.

With best wishes,
Julie Puttgen
38 Eldridge St
Lebanon, NH 03766

--

Julie Püttgen
Artist
Somatic & Expressive Arts Therapist
SoulCollage® Facilitator
Family Constellations
603.322.3511

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www.weavingwisdomworkshops.com

wherever I am my heart is there

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From: [Nathan Reichert](#)
To: [Crystal Taplin](#)
Subject: FW: [EXTERNAL] EV charging
Date: Wednesday, November 12, 2025 11:07:01 AM

Please confirm this is in the packet.

Nathan Reichert
Director Planning and Development
City of Lebanon, NH
51 N Park Street
Lebanon, NH 03766
603-448-1524
Nathan.reichert@lebanonnh.gov

From: L.T. Kelly <ltompkinskelly@gmail.com>
Sent: Tuesday, November 11, 2025 10:07 AM
To: Nathan Reichert <Nathan.Reichert@lebanonnh.gov>; Crystal Taplin <Crystal.Taplin@lebanonnh.gov>
Subject: [EXTERNAL] EV charging

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mr. Reichert and Ms Taplin,

Please add our names to the list of those in the City who feel that EV charging should be available to ALL residents, not just the minority who have the good fortune to be home-owners.

We have had plug-in hybrid vehicles since 2018 and have only charged them at home. If this were not a possibility, the challenge of having to drive elsewhere and wait for the battery to charge would probably have discouraged us from cutting our total reliance on fossil fuel

for transportation.

We feel that it's our responsibility to do everything possible to reduce our carbon footprint. For the sake of future generations, let's make sure that going forward, **all** Lebanon residents can join in this endeavor.

Lorraine Tompkins Kelly
Lawrence A. Kelly
West Lebanon

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| Actual Data - issue with total registered vehicles | | | | | | | | | | | | | | | | |
|--|--|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 |
| Registered | 2,522 | 2,714 | 7,642 | 7,871 | 8,107 | 8,351 | 8,601 | 8,859 | 9,125 | 9,399 | 9,681 | 9,971 | 10,270 | 10,578 | 10,896 | 11,223 |
| Total EVs | 58 | 95 | 159 | 236 | 328 | 439 | 571 | 731 | 922 | 1,151 | 1,426 | 1,756 | 2,153 | 2,628 | 3,199 | 3,884 |
| % of total Vehicles | 2.30% | 3.50% | 2.08% | 3.00% | 4.05% | 5.25% | 6.64% | 8.25% | 10.10% | 12.25% | 14.73% | 17.61% | 20.96% | 24.84% | 29.36% | 34.60% |
| Change in EV Vehicles | | 37 | 64 | 77 | 92 | 111 | 133 | 159 | 191 | 229 | 275 | 330 | 396 | 476 | 571 | 685 |
| % Change in EV Vehicles | | 63.8% | 67.4% | | | | | | | | | | | | | |
| Registered Vehicle Growth | 3.0% | | | | | | | | | | | | | | | |
| EV Growth Assumption | Each year the car total grows by the previous years total plus 20% | | | | | | | | | | | | | | | |

ACTUAL DATA FROM LEBANON in Pink

- 15,000 residents in Lebanon - the national avg car ownership is .86 vehicles per person
- That would mean closer to 13,000 cars
- The NH statewide car ownership if 1.02 per person (in 2022)
- 2023 & 2024 Registered vehicle numbers look extremely off
- 7,600 vehicles is .50 per person which is also extremely low
- Assuming the most recent registered vehicle data, the current adoption rate is much lower than previously reported
- If the national and state averages are a better representation of the data, then the actual EV adoption rate is below 2%

| Population | | 15,000 | | | | | | | | | | | | | | |
|------------|-----|-----------|---------|-----------|---------|--|--|--|--|--|--|--|--|--|--|--|
| Year | EVs | Old Total | % Total | New Total | % Total | | | | | | | | | | | |
| 2023 | 58 | 2,513 | 2.3% | 7,000 | 0.8% | | | | | | | | | | | |
| 2024 | 95 | 2,692 | 3.5% | 7,300 | 1.3% | | | | | | | | | | | |
| 2025 | 159 | 7,642 | 2.1% | 7,642 | 2.1% | | | | | | | | | | | |

| Adoption Rate | Total EV Vehicles | Change in EV Vehicles | % Change in EV Vehicles | Yrs assuming previous adoption rate |
|---------------|-------------------|-----------------------|-------------------------|-------------------------------------|
| 5% | 382.10 | 223.10 | 140% | 2.08 |
| 10.0% | 764.20 | 605.20 | 381% | 5.65 |
| 15% | 1,146.30 | 987.30 | 621% | 9.22 |

| Per Person Car Ownership | Registered Vehicles | Calculated EV % | Notes |
|--------------------------|---------------------|-----------------|--------------------------|
| 0.18 | 2,700 | 5.89% | 2024 Registered Vehicles |
| 0.25 | 3,750 | 4.24% | |
| 0.5 | 7,500 | 2.12% | 2025 Registered Vehicles |
| 0.75 | 11,250 | 1.41% | National Avg |
| 1.00 | 15,000 | 1.06% | NH Avg |

DRAFT

**LEBANON EV REGULATIONS TASK FORCE
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE
WEDNESDAY, OCTOBER 22, 2025 5:00PM**

CITY COUNCIL MEMBERS PRESENT: Timothy McNamara, Chris Simon, Laurel Stavis

PLANNING BOARD MEMBERS PRESENT: Kellen Appleton, Wes Achord, Don Collins

STAFF PRESENT: Nate Reichert (Director of Planning & Development / Zoning Administrator), Tim Corwin (Deputy Planning Director)

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1. CALL TO ORDER

Mr. McNamara called the meeting to order at 5:15pm. The late start was due to audio connectivity issues within Council Chambers.

Mr. Reichert reviewed the City’s meeting in-person and REMOTE attendance policies and procedures.

2. SUBCOMMITTEE ORGANIZATION

A. Election of Officers: Chair and Co-Chairs

A MOTION was made by Chris Simon to nominate Tim McNamara as Chair of the EV Regulations Task Force. The MOTION was seconded by Don Collins.

Mr. McNamara recused himself from the vote.

**The MOTION was approved (5-0).*

A MOTION was made by Laurel Stavis to nominate Chris Simon as Co-Chair of the EV Regulations Task Force. The MOTION was seconded by Kellen Appleton.

A MOTION was made by Don Collins to nominate Wes Achord as Co-Chair of the EV Regulations Task Force. The MOTION was seconded by Chris Simon.

Mr. Simon said he felt it would be best to have someone other than another City Council Member as co-chair of the task force. He withdrew his name from the voting for co-chair.

Mr. Achord recused himself from the vote.

**The MOTION was approved (5-0).*

1 **B. Set Meeting Schedule**

2

3 The group decided to set times for three meetings to occur in the Council Chambers:

- 4 • Wednesday, October 22, 2025 (current meeting)
- 5 • Wednesday, October 29, 2025 from 5-7pm
- 6 • Monday, November 3, 2025 from 6-8pm

7

8 **C. Discussion: Process and Procedures**

9

10 The group followed the steps outlined in the meeting agenda as follows:

- 11 • Staff presentation
- 12 • Presentation by Jon Livadas - Petitioned Zoning Amendment #4
- 13 • Presentation by Sherry Boschert - Lebanon Energy Advisory Committee (LEAC) Zoning
- 14 Amendment #13

15

16 **3. OLD BUSINESS – None**

17

18 **4. NEW BUSINESS**

19

20 **A. Staff presentation**

21

22 Mr. Reichert said the task force was formed because zoning amendments related to EV (electric
23 vehicles) regulations have been presented by two parties at the same time. He noted both
24 proposals recommend changes to the current zoning ordinance, but one proposal also includes
25 changing the purview of the EV Regulations from the Zoning Board to the Planning Board. He
26 said the Task Force was created to have both policy-making groups work together to work out a
27 compromise to present one set of amendments to the City Council.

28

29 He noted the agenda packet contains three documentation sets:

- 30 • Mr. Jon Livadas' amendment request with a signed petition
- 31 • The LEAC (Lebanon Energy Advisory Committee) / EV Subcommittee's draft
- 32 amendments
- 33 • Draft EV regulation amendments proposed in 2023 that were never fully discussed or
- 34 accepted

35

36 Mr. Reichert said the Task Force should strive to have the following compiled by mid-
37 November:

- 38 • Proposed EV Regulations zoning amendments
- 39 • Proposed EV Regulations Site Plan Regulation amendments

40

41 He said they will be presented to the City Council for its consideration in January 2026.

42

43 **B. Presentation by Jon Livadas - Petitioned Zoning Amendment #4**

44

45 Mr. Paul Hillscamp, founder of Anode Technology (a battery company), said he is
46 knowledgeable about the technology involved in EV charging. He said he lives in San Francisco
47 and is a proponent for EV adoption and sustainable energy. He said the costs for charging
48 hardware, battery technology, and other EV equipment are falling dramatically. He said, at the

1 same time, the performance of EV charging technology is getting more powerful and efficient.
2 He said he owns a Tesla and that, although they have a charger at home, he rarely charges his car
3 at home. He said the Tesla charging stations are easy to access and are conveniently located in
4 the city. He said public charging is sufficient to enable wider spread EV adoption.

5
6 Mr. Livadas gave an overview of his proposal for EV regulation changes. He said he is
7 proposing that 5% of parking spaces have EV chargers for residential properties. He said he is
8 also proposing that EV regulations be made part of the site plan regulations review (under the
9 purview of the Planning Board). He said he would send his presentation to the Task Force
10 members.

11
12 He said currently about 3.5% of the total vehicles driven in Lebanon are EVs. He said the Merek
13 residential development shared the following residential and parking data for its residents:

- 14 • 315 parking spaces
- 15 • 245 occupied units
- 16 • 225 cars
- 17 • 7 EVs
- 18 • 6 EV chargers

19
20 He said that 2.9% of its residents have EVs. He said they have no additional demand for EV
21 chargers from tenants.

22
23 He said EV sales have plateaued recently because the federal government has eliminated its
24 subsidies. He said, with this in mind, the demand for EV charging will probably not increase as
25 has been reported. He said technology is changing rapidly. He said the regulations that the City
26 adopted in 2023 (just two years ago) are being amended because technology has changed.

27
28 He said one argument is that it is cheaper to install EV equipment during the construction phase
29 than once the building is built, but he said if the technology continues to evolve at the current
30 rate, it will be expensive and wasteful to have replace technology and equipment that is outdated
31 before it really was used. He said another argument is that if developers do not install the EV
32 equipment now, they never will. He said developers add amenities based on tenant demand and
33 will respond with additional EV technology if their tenants ask for it.

34
35 Mr. Livadas said, for his project, the additional costs for switch gear, panel boards, transformers,
36 thousands of feet of conduit, wire and copper, a crew of four people are around \$1 million. He
37 said they have had to wait on power companies to deliver utility gears and other equipment with
38 no guarantee on arrival, which delays the completion of the project and costs additional money.

39
40 He noted that insurance costs are also a consideration. He said fires involving EVs charging in
41 garages are more difficult to extinguish than fires involving gas cars, and these incidents might
42 make it difficult to insure buildings with EV chargers. He said all the extra costs get passed on to
43 the tenants. He said these costs could be better spent on amenities for the building. He said if he
44 had known at the start of his project about the costs involved in meeting the current EV
45 requirements, he would not have built the public park, the riverwalk, or the two garages.

46
47 He said the technology is changing so rapidly that equipment installed during the project may be
48 outdated by the time any residents need to use EV chargers. He said EV drivers can use EV
49 chargers that have been installed around the City and do not need chargers at their place of

1 residence (much like gas vehicle drivers utilize gas stations located around the City). He said
2 these EV requirements make building so-called “affordable housing” impossible to achieve in
3 Lebanon.

4
5 He said his proposal for amending the current EV regulations includes:

- 6 • Requiring 5% of the total parking spaces for multi-unit residential developments be EV-
7 ready and another 10% of the spaces be EV-capable, which would result in 15% of the
8 parking spaces available for EV charging
- 9 • Make EV Regulation review part of the Site Plan Review process instead of being part of the
10 zoning ordinance.

11
12 He said he would compose his proposal and submit it in writing. He also agreed to share a cost
13 break-down of the \$1 million in additional costs he mentioned that result from the EV
14 requirements.

15
16 **C. Presentation by Sherry Boschert - Lebanon Energy Advisory Committee (LEAC)**
17 **Zoning Amendment #13**

18
19 Ms. Boschert shared the proposal prepared by the EV Subcommittee of LEAC, which was
20 included in the meeting agenda packet. She noted that Lebanon’s Master Plan and Strategic Plan
21 have goals to reduce greenhouse gas emissions. She said most of the greenhouse gas emissions
22 come from gas powered vehicles and if the City doesn’t get out of gas vehicles, people will not
23 be able to slow climate change, which brings its own costs to the City. She said data shows that
24 installing EV infrastructure during construction is 3-18 times less expensive than trying to
25 retrofit later and put in chargers after a development has been built.

26
27 She said, according to the City Clerk’s data, EV registrations in Lebanon have increased from
28 2023 to 2024 by 58%. She said there are currently 159 full EVs in the City, which she said is 6%
29 of all vehicles. She said if EV adoption (including plug-in hybrids) remains about 50% year over
30 year, it will be close to 30% five years from now. She said charging EVs slowly (for example,
31 overnight) is the cheapest, safest, and most convenient way to charge with less demand on the
32 grid. She said that is why it is important to have EV charging easily accessible to tenants at home
33 in residential developments. She said if residential developments do not have EV charging at
34 home, there will be no demand for EVs.

35
36 Ms. Boschert explained the difference between Level 2 chargers and Low Power Level 2
37 chargers. She said the cost of 26 LPL2 EV ready smart outlets in San Mateo, California, was
38 \$47,320. She said she would provide a breakdown of these costs to the task force. She said part
39 of LEAC’s proposal was to install LPL2 EV chargers instead of Level 2 chargers.

40
41 Mr. Bill Stearns (Ward 3), member of the EV Subcommittee, said one of the points in favor of
42 having EV charging capability at home is that it allows people to charge overnight when the grid
43 is least likely to be loaded and is the best option to reduce the load on the grid.

44
45 Ms. Boschert said LEAC’s proposal for amendments to the EV regulations includes:

- 46 • 50% of the parking spaces to be Low Power Level 2 EV-Ready, another 50% to be LPL2
47 EV-capable, and 25% of the remaining off-street parking spaces to be EV-capable, for a total
48 of 125% of parking spaces at multi-unit housing developments to have EV charging
49 capabilities

- 1 • Keep EV Regulations a part of the zoning ordinance and not make it part of Site Plan Review

2
3 The group discussed the proposals that had been presented. They said they would like more
4 information that could be provided by the City’s building officials, electrical inspector, and fire
5 department staff, and asked if those persons could be invited to the next meeting.

6
7 Mr. Simon said they should keep state law in mind as they discuss these amendments, so they do
8 not put the City’s zoning ordinance in conflict with any proposed state laws. Mr. Reichert noted
9 that whatever policy that the task force creates will be reviewed by legal counsel.

10
11 Mr. Livadas asked if some data on usage, adoption rates, requirements, etc. from other New
12 England towns (instead of the data from California and Colorado that was presented by LEAC)
13 could be shared with the task force. The group suggested data from Portsmouth, NH and
14 Portland, ME might be helpful as examples similar to Lebanon.

15
16 **D. Discussion and possible future action**

17
18 The task force members asked for the following for the next meeting:

- 19 • Mr. Livadas’ breakdown of the \$1 million cost figure
- 20 • Ms. Boschert’s breakdown of the \$47,320 cost figure
- 21 • City’s building official and/or building inspector to attend
- 22 • City’ fire department staff to attend
- 23 • City’s electrical inspector to attend
- 24 • EV data from Portland, ME and Portsmouth, NH

25
26 **5. ADJOURNMENT**

27
28 *A MOTION was made by Chris Simon to adjourn the meeting at 6:59pm. The MOTION was*
29 *seconded by Kellen Appleton.*

30
31 **The MOTION was approved (6-0).*

32
33 The meeting adjourned at 6:59pm.

34
35 Respectfully submitted,
36 Paula Roux
37 Recording Secretary

DRAFT

**LEBANON EV REGULATIONS TASK FORCE
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE
WEDNESDAY, OCTOBER 29, 2025 5:00PM**

CITY COUNCIL MEMBERS PRESENT: Timothy McNamara, Chris Simon, Laurel Stavis

PLANNING BOARD MEMBERS PRESENT: Kellen Appleton, Wes Achord, Don Collins

STAFF PRESENT: Nate Reichert (Director of Planning & Development / Zoning Administrator), Tim Corwin (Deputy Planning Director)

1
2 **1. CALL TO ORDER**
3 Mr. McNamara called the meeting to order at 5:00pm. Mr. Reichert reviewed the City’s meeting
4 in-person and REMOTE attendance policies and procedures.
5

6 **2. MEETING SCHEDULE**
7 **A. Set Next Meeting Date**
8 The group decided to set the next meeting for Monday, November 17, 2025 from 5-7pm.
9

10 **3. NEW BUSINESS**
11 **A. Discuss Fire, Building, and Electrical Code Requirements**
12

13 **Building & Electrical Code Requirements**
14 Mr. Leigh Hays, Lebanon Chief Building Official and Health Officer, said he researched state
15 building codes and regulations related to EV charging stations, as well as other parking
16 requirements. He said there was no distinction in regulations between EVs and internal
17 combustion engine vehicles. He said it seems the Low Power Level 2 (LPL2) chargers have
18 emerged as a preferred choice for EV chargers. He discussed the amperage needed to provide
19 enough electrical output for developments with EV chargers. He said 200-amp service for small-
20 to mid-sized houses (new construction) should be more than sufficient. He said he has heard
21 from developers that it can take many months to get switch gear and transformers (especially
22 since the pandemic). He explained the difference between switch gear and transformers, and the
23 differences in power needs and sources between large apartment buildings and single-family
24 homes.
25

26 He said developers need to have a transformer and switch gear to provide power to their
27 buildings whether EV chargers are installed or not. He said developers can install conduit in a
28 junction box for future use but will have to size the transformer and the switch gear to handle
29 future use, which may include EV chargers. He said if they do not account for that use when the
30 equipment is first installed, they might have to replace it later when EV charging is installed.
31

32 Mr. Hays said there is no difference in the type of transformers or switch gear needed for regular
33 electrical power or for EV charging. He discussed how development owners can use meters to
34 charge tenants for individual electrical use. He explained the building inspection process and the

1 Planning Board requirements that need to be met in order to receive a Certificate of Occupancy.
2 He said developers who add EV chargers after receiving the COO are required to get a building
3 permit because of the new electrical installations. He said several chargers could be included in
4 one building permit if they were installed at the same time. He discussed how the addition of
5 several EV chargers in one location could impact the electric line capacity for an area.
6

7 The group discussed how the City's zoning requirements compare to the usage requirements of
8 the National Electric Code (NEC). Mr. Jon Livadas noted that Liberty Utilities sizes its
9 transformers based on the assumption that people could be charging EVs all day. He explained
10 the usage and transformer calculations for his project in great detail and said he would provide
11 his calculations to the Task Force members. He said he would have Liberty Utilities review and
12 confirm his calculations and would obtain a letter of endorsement from Liberty Utilities that it
13 agrees with the calculations.
14

15 **Fire Code Requirements**

16 Mr. Jim Wheatley, Lebanon Fire Chief, said there are no fire codes related to EV chargers
17 located either inside garages or outside in parking areas. He said there is research being
18 conducted but no regulations have emerged yet. He said the City has had no problems with any
19 of the EV charging stations in Lebanon. He said the only EV chargers located in garages are at
20 the development on Mount Support Road. He said there have been no electrical fires in Lebanon
21 due to EV charging.
22

23 He said data from multiple sources indicates that, in the United States each year, there are about
24 25 fires for every 100,000 electrical vehicles compared to about 1,500 fires for every internal
25 combustion engine that's on the road. He said between 2011 and 2021, there were 460
26 documented electric vehicle fires. He confirmed 14 of the 460 vehicles were full EVs and the
27 rest were gas/hybrids.
28

29 He said the biggest operational challenges that the fire department faces related to EVs is that, if
30 they do catch fire, EVs don't go out easily and, when they do go out, they tend to start back on
31 fire. He said EV fires tend to start in battery packs and it takes 8,000 gallons of water to
32 extinguish an EV fire, compared to 500-1,000 gallons of water to extinguish an internal
33 combustion engine vehicle. He said, rather than trying to put out EV fires, fire teams often
34 isolate EVs from buildings and other vehicles and let them burn out. He said he recommends that
35 developers locate EV chargers near exits of either garages or parking lots to facilitate the
36 removal of any EVs that may catch fire.
37

38 Mr. Clifton Below (member of the Lebanon Energy Advisory Committee (LEAC) EV
39 Subcommittee) said part of the problem Mr. Livadas was pointing to is that Liberty Utilities'
40 sizing practices haven't caught up with the new flexibility in the National Electric Code to allow
41 systems that can adapt to amperage constraints of LPL2 chargers.
42

43 Mr. Livadas explained his budget calculations (which includes labor hours, technology,
44 hardware, etc), which the Task Force members had asked him to bring to this meeting. He said
45 he would give a copy of his calculations to the group. He said the \$1.9 million that he calculated
46 in additional construction costs would have to be burdened by the tenants. He said he has not
47 determined yet how he will break the costs down among all tenants and whether non-EV users
48 will have to pay for the additional costs that resulted from EV charger installation for the
49 development. Ms. Sherry Boschet (EV Subcommittee) asked if the cost of the chargers is

1 separated out from the total cost of rest of the construction process. She asked if the labor hours
2 spent digging trenches specifically for EV equipment was separated out from the labor hours that
3 are part of the regular construction process. Mr. Livadas explained in detail how his costs and
4 labor hours were determined and explained that it is more complicated than itemizing hours
5 spent on trenches for EV equipment/chargers. He said the expected rent for the development he
6 is building will be about \$2,800/month for a one-bedroom unit. He said he would add a column
7 to his cost breakdown that shows the cost of each item/service/labor hour if no EV chargers were
8 to be installed.

9
10 Ms. Boschert said LEAC provided the Task Force members with EV adoption rates that were
11 verified for Lebanon, Hanover, Hartford, and Norwich. She said she is still trying to get the
12 number of registered vehicles in Lebanon, but a change in the City’s software has made it
13 difficult to obtain. She said she had not yet received answers to her requests for EV statistics and
14 information from Portsmouth, NH and Portland, ME. Mr. McNamara said it is likely that
15 adoption rates will slow over time.

16
17 Mr. Hays discussed how NEC rates usage for buildings and said transformers that are required
18 need to at least meet the usage rate. He said it is possible that developers like Mr. Livadas will
19 install transformers that are larger than the use rate but are still appropriate in order to meet the
20 usage rate. He said LPL2 chargers are not suitable for sharing by multiple units/residents, so if
21 Mr. Livadas intends to install chargers for 5% of his parking spaces, he will provide EV charging
22 for 5% of his units. The group discussed the likelihood that residents would have to fully
23 recharge their vehicles and how well they would share chargers at their place of residence.

24
25 Mr. Jon Chaffee (member of EV Subcommittee) said that if Mr. Livadas’ proposed 5% of spaces
26 are the required number for EV chargers, it is not likely that it will ever be more than that. He
27 said the question for the committee is what is a reasonable number of EV chargers. He said the
28 only way to get those charging stations is to require developers to install them during
29 construction when the cost is lower.

30 .

31 **Task Force Discussion**

32 Mr. McNamara said he feels that EV Regulations should be in the Site Plan Review Regulations
33 and not the Zoning Ordinance.

34
35 Ms. Appleton said they did not think it should be in the Site Plan Review because it is easier for
36 the Planning Board to rationalize why waivers should be granted for applicants than for
37 applicants to obtain a variance from the Zoning Board. They said if the City feels EV charging
38 requirements at residences is important, developers should have to apply for a variance if they
39 can’t meet the requirements instead of a waiver from the Planning Board.

40
41 Mr. Achord said he agreed with Ms. Appleton but suggested a two-pronged approach: Leave the
42 regulation of the number of required EV chargers as part of zoning, but what type of chargers,
43 signage, safety, etc. should be part of Site Plan Review Regulations overview.

44
45 Ms. Stavis said she is on a Study Commission in the NH State Legislature for HB399, which is a
46 bill designed to “roll back” local zoning ordinances and replace them with a statewide zoning
47 plan. She said new legislation designed to limit or end local zoning requirements is likely to pass.
48 She said she feels regulation of EV charging should remain part of the zoning ordinance because

1 she said the Planning Board can make decisions that might not be consistent among applicants,
2 and she said she felt this issue needed consistency.

3
4 Mr. McNamara said he had not been aware that EV chargers were required for one- and two-
5 family dwellings (as well as ADUs). He said he is less likely to want to regulate these types of
6 dwellings than multiple-family residences. He suggested that a percentage of required EV
7 charging spaces that is between Mr. Livadas' proposed 5% and LEAC's proposed 125% could
8 present an acceptable compromise for Lebanon's EV charging policies. Ms. Appleton said the
9 majority of single-family homes being constructed are not being built by families but are being
10 built by developers. They said the families that buy the homes will not have a choice to add EV
11 charging during construction. They said because they had an EV charger installed at their home,
12 they wound up buying an EV.

13
14 The group discussed how this issue is similar to the fire sprinklers that had been required for all
15 homes (including single-family homes) in the City years ago. The group discussed how the City
16 could recommend installation of EV charging outlets for single-family homes rather than
17 requiring it. The group discussed whether the City could require developments with more than
18 two dwelling units and make it optional for less than two dwellings.

19
20 Mr. Livadas said he would provide his cost breakdown and asked that the other information that
21 had been brought to the committee could be shared with him. He asked the committee to review
22 the amount of power that will be required for developments if the EV regulations stay in the
23 zoning ordinance. He said is project will be required to have power to charge more vehicles than
24 they have parking spaces for. He also said if these requirements continue, it will severely limit
25 the ability of developers to build affordable housing in the City.

26
27 Ms. Boschert said the City adopted an employee EV charging plan where employees could use
28 two Level 2 chargers for their commute electricity. She said the cost for each employee who
29 charged their commute electricity was \$44 less per month than the cost of gasoline. She said that
30 adds up to \$528 per year in savings for employees for their commute alone. She said they do not
31 want to not provide EV charging at low-income housing.

32
33 **4. OLD BUSINESS - None**

34
35 **5. APPROVAL OF MINUTES - None**

36
37 **6. ADJOURNMENT**

38
39 *A MOTION was made by Chris Simon to adjourn the meeting at 6:59pm. The MOTION was*
40 *seconded by Kellen Appleton.*

41
42 **The MOTION was approved (6-0).*

43
44 The meeting adjourned at 6:59pm.

45
46 Respectfully submitted,
47 Paula Roux
48 Recording Secretary