ELECTRIC VEHICLE (EV) SUBCOMMITTEE
LEBANON ENERGY ADVISORY COMMITTEE (LEAC)
OCTOBER 9, 2025 - 3:30 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE

Members Present: Sherry Boschert- Chair, Clifton Below, Bill Stearns, Tom Benzel (Remote)
Members Absent: None
Staff Present: Chris Kilmer

1. **Call to Order-** Ms. Boschert called the meeting to order at 3:35 pm

2. **Approval of Minutes:**
   A. September 9, 2025-Mr. Stearns made motion to approve, Second by Ms. Boschert; Unanimously approved

3. **Old Business:**
   A. E-bike Project- NH AARP is possible funding source, project is progressing
   B. Potential revision to Zoning Ordinance- Overview of status and meetings attended with discussion. Ms. Boschert provided revised language (See Attached)
   C. Request for Proposal (RFP) for EV charging stations- Request submitted to City Manager, T-Mobile grant funding from TIF committed to by City Manager Hosmer, he is not ready to commit to full project.
   D. T-Mobile Hometown Grant application- Decision of award expected in November 2025. Calculation submitted only funded one (1) site, need approximately $8100 for both sites. Ms. Boschert committed to the additional funding of approximately $4000 without further consulting City Manager.

4. **New Business:**
   A. 2025-26 Lebanon Fleet changes- DPW is not replacing the sedans for 2024, EV is not an option for Airport truck due to winter operational needs; PAR seek guidance on an EV truck for 2027 and 2029; FD seeks information on EV options for a command vehicle. Mr. Benzel will liaison with Departments to assist.
   B. Amended Meeting Start to 3:30pm: Ms. Boschert moved to adjust EV Subcommittee meeting start to 3:30 pm, Mr. Stearns seconded, Unanimously approved.

5. **Open to the Public**-None

6. **Upcoming Events & Future Agenda Items**

7. **Set next meeting:**

A. November 13, 2025

8. Adjournment- Ms. Boschert moved at 4:15 pm, Mr. Stearns second.

Completed by Chris Kilmer

Item 3B Document presented and discussed at meeting:

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.

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. Devices such as intelligent load management systems, 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, 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:
   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 40% of the EVSE-Ready spaces described in 3.a. are in use, the property owner or developer must convert half of the EVSE-Capable spaces to EVSE-Ready; after that, when 40% of total EVSE-Ready spaces are in use, the remaining EVSE-Capable spaces must be converted to EVSE-Ready.
   c. Devices such as intelligent load management systems, 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 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.

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~~.

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.

ADD DEFINITION FOR LOAD MANAGEMENT?

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