

FINAL

**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)

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).*

B. Set Meeting Schedule

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

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

C. Discussion: Process and Procedures

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

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

3. OLD BUSINESS – None

4. NEW BUSINESS

A. Staff presentation

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

He noted the agenda packet contains three documentation sets:

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

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

- Proposed EV Regulations zoning amendments
- Proposed EV Regulations Site Plan Regulation amendments

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

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

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

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

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

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

- 315 parking spaces
- 245 occupied units
- 225 cars
- 7 EVs
- 6 EV chargers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

D. Discussion and possible future action

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

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

5. ADJOURNMENT

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

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

The meeting adjourned at 6:59pm.

Respectfully submitted,
Paula Roux
Recording Secretary