

Town of Farmington  
Planning Board Meeting Minutes  
Wednesday, June 1, 2022  
356 Main Street-Farmington

**Board Members Present:**

Rick Pelkey, Chairman  
Bill Fisher, Vice Chairman  
Stephen Henry, Secretary  
Jeremy Squires  
Roger Mains, alternate  
Mike Day

**Others Present:**

Kyle Pimental, Planning Director  
Raymond Bisson, Stonewall Surveying  
Colin Lentz, SRPC Sr. Transportation Planner

**Board Members Absent:**

Charlie King, Selectmen's Rep, excused  
Bruce Bridges, excused

**BUSINESS BEFORE THE BOARD:**

**Call to Order:**

Chairman Pelkey called the meeting to order at 6 p.m.

**Pledge of Allegiance:**

All present stood for the Pledge of Allegiance.

Chairman Pelkey then seated Mr. Mains in Mr. Bridges and Mr. King's absence which were both excused.

**Review of Minutes:**

May 18, 2022- Public Session- No errors or omissions

**Motion:** (Squires, second Henry) to accept the minutes as written passed 6-0.

**Public Comment:** None

**PUBLIC HEARINGS:**

**Public Hearing for Consideration and Possible Vote on a Major Boundary Line Adjustment for Eben and Charles Dorr, Tax Map R-29, Lot 38-2, Tax Map R-29, Lot 14 and Tax Map R-38, Lot 2-1.** The applicants are proposing to make several boundary line adjustments to their adjacent properties. Adjustments include the transfer of a total of 15.28 acres from Tax Map R-29, Lots 14 and 38-2 to Tax Map R-38, Lot 2-1; a transfer of 14.82 acres from Tax Map R-29, Lot 38-2 to Tax Map R-29, Lot 14; and a transfer of 0.40 acres from Tax Map R-29, Lot 14 to Tax Map R-29, Lot 38-2. The properties are in the Agricultural Residential Zoning District.

Ray Bisson of Stonewall Surveying told the board he was representing Eben and Charles Dorr on this project. He said on the board behind him they could see 3 parcels, the blue lot (Map R-38, Lot 2-1 currently 12.64 acres) owned by Charles Dorr and Eben Dorr owns the gold parcel (Map R-29, Lot 38-2 currently 19.43 acres) and the pink lot (Tax Map R-29, Lot 14 now 53.72 acres). Mr. Bisson said what started this was Charles wanted to get more land from Eben to do more farming out in the back area and that got Eben thinking about putting his land in conservation where he currently has hiking trails and you can see Mt. Washington and the ocean from there. He said Eben talked to him about shrinking Lot 38-2 and adding some of that land to his land that he wants to keep. He pointed out the upland area where the house and septic was done on the 2014 survey and that in order to get to middle of the lot you need a wetlands crossing. He then pointed out the path he is using to get to his brother's lot and they talked about how they could adjust things to keep the path in line with what he is using.

Mr. Squires asked if his access was off Meaderboro Road.

Mr. Bisson said his access is off of Ten Rod Road and that Charles' property accesses Alpine Court which is off of Ten Rod Road. He turned to the map showing the proposed adjustments and pointed out the dashed lines showing the original lot lines and noted that Charles' lot would increase by 1.15 acres from Lot 38-2 and by 14.13 acres from Lot 14.

He said Lot 38-2 (yellow area in the upper right portion of the map) would be reduced to 3.86 acres and pointed to the proposed house, septic and well areas and that it all falls in line with the setbacks. He said this scenario puts his property line through the wetland and keeps his access road intact on the property itself.

He said this puts Charles' lot (Lot 2-1) at 27.92 acres, puts Lot 14 at 54 acres and Lot 38-2 at 3.86 acres. He said test pits were done on Lot 38-2 and because it is under 5 acres they had to go to the state for a subdivision approval which they received in April. No septic design has been done at this point because Eben doesn't have any immediate plans to sell the lot he said.

Mr. Bisson said they are working on forest management plans right now so he wanted to get Lot 38-2 taken care of before he starts working on all the plans and have it encompass 2 lots.

Mr. Pelkey asked if the property was logged about two years ago.

Mr. Bisson said they did do some logging and they have some skiing and hiking trails there now.

Mr. Pelkey said this is a major boundary line adjustment is because they are creating a buildable lot.

Mr. Bisson said there is already a buildable lot there as Lot 38-2 was approved in 2014 as a buildable lot.

Mr. Pimental said while it may have been considered a buildable lot when it was subdivided with the way it is configured there is not currently enough room to put in a house without having to cross the wetland to go to the back portion of the lot so while it was buildable it would have been very complicated. We see this with the proposal of where they're putting the home as they wouldn't have been able to do that in that location without moving the line over

so that's why they made that determination he said.

He said this was somewhat of a complicated lot line adjustment but by law it's creating a buildable area for the front portion of the lot even though technically it could be considered buildable but they would have to get a stream crossing, a wetlands permit and it would be very complicated to build it in the back portion of the lot.

Mr. Henry asked for the frontage for the proposed trapezoid shaped lot on Ten Rod Road.

Mr. Pelkey said his math says it's 253.7 ft.

Mr. Bisson said showed the board the original property line and said to make it a better lot to build on they reduced the frontage of Lot 14 to just over the minimum required by the Town and added a triangular piece to Lot 38-2 which allows the placement of the septic system as approved in 2014. He said this makes that lot better without having to cross the wetlands in order to get to the back parcel.

Mr. Pimental said they determined that makes this lot buildable because where they're showing the potential house they wouldn't be able to do that without shifting the line over. Chairman Pelkey asked if there were any more questions concerning the application. Hearing none he made the following motions:

**Motion:** (Pelkey, second Fisher) to consider the application substantially complete passed 6-0.

**Motion:** (Pelkey, second Henry) that they consider this not a project of regional impact passed 6-0.

**Staff Review Comments-**Mr. Pimental said the Planning Board approval of a lot line adjustment is limited to review the configuration of the proposed new lots and lines to determine if they are in conformance with the subdivision regulations and any local zoning ordinance and acts as any other subdivision approval. He said it is recognition that the new lot line constitutes a use of the land that is consistent with local land use regulations and the overall land use plan of the municipality. The approval of the Planning Board does not create the new line. Lines dividing parcels of land do not move or disappear without a conveyance or a merger he said.

He said according to RSA676:4, I (e) (1) minor lot line adjustments or boundary agreements which do not create buildable lots do not require public hearings prior to approval unless the subdivision regulations state otherwise. However notice must be given in accordance with RSA 676:4, I (d) that the board is considering such a request. Public hearings are not required for the disapproval of applications based on failure to submit all information required by the regulations, notify abutters, meet deadlines or pay the required fees he said.

He said the proposed boundary line adjustment on Tax Map R-29, Lot 38-2 does create a buildable lot and therefore requires a public hearing. Staff believes that without this boundary line adjustment the front portion of the lot is unbuildable due to the proximity of wetlands without either a waiver or impacts to wetlands to access the uplands in the rear portion of the site.

He said the lot line adjustment on Tax Map R-29, Lot 38-2 is rendering the property less than 5

acres so state subdivision approval is required and has been received. Staff has determined all local land use regulations have been met he said.

Mr. Pelkey asked if they re-did all the elevations for this project or if these are the existing ones. Mr. Bisson said that was done using the state's GPS LIDAR (uses a laser to measure distances) system which is better than aerial photography. He said for projects not dealing with roads it's extremely accurate so he doesn't find the need to request waivers for the topography.

**Motion:** (Pelkey, second Fisher) to approve the major boundary line adjustment with the following conditions:

- 1). That a note be added to the Notice of Decision stating that this approval in and of itself does not effectuate a change in lot line locations; such approval merely constitutes recognition by the municipality that the lot configurations as proposed are in conformance with local land use regulations or are otherwise accepted with non-conformances;
- 2). A request was made that the applicant upon recording the documents reflecting the conveyance with the Registry of Deeds submit a copy of the transaction to the Planning and Community Development Dept. This is to ensure the Town knows when to update its tax parcel maps.

**Vote:** the motion passed 6-0.

#### **Potential Sites for Electric Vehicle Charging Stations:**

Mr. Pimental said they are looking for the board to come up with potential sites that might make sense for EV charging stations that will be submitted to NH Dept. of Transportation and the Federal Highway Administration. He said the Town Administrator received the form the board received in their packets requesting potential priority sites and it was recommended that the Planning Board take a stab at this and recommend the sites to the Selectmen for their ultimate decision.

Mr. Pelkey said the state has roughly \$17 million to spend to site these EV stations and this is federal money coming in and has already been budgeted so they are not going out looking for money to do this.

Mr. Pimental said it is up to the town to decide whether or not to take advantage of this. He said he did not fully understand what the potential costs are and who is paying for the power and asked Mr. Lentz to walk the board through the program and then open it up for questions.

**Strafford Regional Planning Commission Senior Transportation Planner Colin Lentz** said the questionnaire included in the packet was an opportunistic approach on their part given that the funding is on its way in various forms so they are compiling as many potential sites throughout the region as possible. He said it was news to him today that there is open public comment on that plan that DOT is writing for their state EV plan and that was not his original understanding and they will be providing some general comments to the DOT.

Mr. Lentz said that plan is specific to what is known as the "NEVI" program (**National Electric Vehicle Infrastructure**) that is federal funding through the bipartisan infrastructure law. He said

that money (\$17 million) is going to focus on the currently designated corridors throughout the state. He said in our region NH Rt. 11 is one of those that they talked about as a priority and the state has prioritized as well. That money is also focused on the federal goal of developing a network of fast chargers he said.

Mr. Lentz said he is not hearing any municipalities jumping at the opportunity for fast chargers and it wouldn't be his recommendation to focus on that as they are extremely expensive. He said there is a national push to build out the network of chargers that get close to the "gas station experience" but the other side of that is "destination charging" where communities want people to show up, hang out, visit their businesses and go to their parks, etc. and the fast chargers are not set up to do that.

He said Rochester got an application for a privately developed space across from the Granite Ridge for that kind of gas station 20 minutes charging experience and that makes sense even more so if you can put it right in the middle of that big commercial establishment where folks can go grab a burger while their car charges up. That doesn't make sense in my opinion in a downtown like Farmington's downtown where you want someone to stop and spend 1 hour plus in a restaurant or shop around he said.

He said he laid out some points on the different levels of charging and level 1 is a basic 3 pronged outlet where folks plug it in at their house but he has also seen large commercial parking lots where they can be adapted on a light post and that is extremely inexpensive but may be more of a private development sort of thing.

He said level 2 chargers are probably the bulk of the public chargers and the equipment and technology is changing so quickly but you can charge a car in about 6-8 hours at one of those chargers. He said those are relatively inexpensive compared to a fast charger or minimum-zero dollars for level 1.

Mr. Lentz said the NEVI program is focused on the direct-current fast chargers but as those networks get developed and built out then he expects to see that funding focusing more on level 2 and corridors like Rt. 11 because the NEVI funding is focused on interstates first then working their way down through the numbered state routes. We are trying to be opportunistic and set up as many potential sites as we can in case the DOT or some consultant calls and asks what top 10 sites we have looked at and analyzed for potential funding he said.

He said he looked at the parking study SRPC did for the Town and looking at level 1 and level 2 chargers in terms of potential sites they focused on municipally owned lots particularly from the permitting standpoint as if it's just one owner who is interested that's less people who have to be involved in the permitting. He said he looked at public sites with low turnover and long term parking like the old fire station, the former TD Bank lot and the Town Hall acknowledging that the old fire station has a lot going on and could be something different in the future.

He said they saw very little turnover at sites like that so thinking of level 2 an employee someone carpooling can plug in, leave their car there and when they come back it's charged up.

Mr. Lentz said it would be good to consider the possibility that most people that own an EV in the region are probably charging up at home unless there's an opportunity where they park every day like an employee lot. He said the range is going to get them to and from work so why would they pay the extra charge at a public charger.

He said there is the potential for private development and he looked at places where people might be parked for a long time like the country club where golf would take a couple of hours which would give you a decent charge on your average EV at a level 2 site. He said it would take about an hour for a meal at the Farmer's Kitchen and was not the longest site he could think of. He said he didn't see a lot of sites where it would make sense to invest that kind of funding for **Direct Current** fast chargers. He said for most of his recommendations on the back of the sheet he touched on the two philosophies and they have talked about taking opportunities to upgrade utilities underground or wherever while the road is dug up let's put stuff in that we are going to need in the future and that is probably the best thing to do right now if you don't sites you're ready to jump on for actually putting in the chargers.

He said this is market driven and people are buying things faster than they can make them and the vendors charge point is one of the bigger ones and other municipalities have said they make the process pretty simple and not as expensive as you would think. He said Portsmouth has a bunch of Charge Point chargers as well as Durham and Dover doesn't have Charge Point but they have something similar. He said he has learned from the municipalities that the biggest annual cost aside from the electricity itself is the software package that comes with those vendors and the pylons because when you roll up, people do it by cell phone, you have an account with a card or bank information and you plug in your car, click a couple of buttons and it tells you when to come back.

He said the electricity rates are wonky right now with all of this demand and the utilities have a demand charge and you can imagine on a hot summer day when everyone is running their air conditioning including public buildings and someone rolls up in a Tesla to a fast charging station and starts doubling the "juice" that's coming from that area you could get triple the rates with these demand charges or even worse so that usually gets eaten by the municipality, the company if it's a private lot or they pass it on to the user and they're probably not coming back to that charger again. That is something a lot of communities are dealing with and the Public Utilities Commission is playing with different scales to address that. Level 2 chargers don't have that issue because the software I mentioned can throttle the electricity so that if you get close to the demand charges it will throttle back so no one has to pay that he said.

Mr. Pelkey asked who will make the recommendation to site any of these.

Mr. Lentz said he believes that ultimately that will come from the Town.

Mr. Pelkey asked if each town will be making a pitch to the state for sites for one or multiple stations and they won't be going through a central organization.

Mr. Lentz said he was not sure and the last time he talked to someone at DOT it was going to be

an internal process to write this plan just to be eligible for the funding. He said as far as a specific strategy for what sites will be selected first he hasn't heard anything about that and they are not part of that process aside from the knowledge that Rtes. 93, 293 and 95 are going to be funded first and once those get built out they move to corridor ready sites and the federal criteria for when a corridor meets this ready state is charging stations with at least 2 chargers each of which would have 2 plugs no farther than 50 miles apart and no farther than 1 mile from the corridor.

Mr. Pelkey said he asked who would be making the recommendation as to where these sites will be because it says the NEVI plan is due on August 1 and that SRPC will have a list of prioritized sites.

Mr. Lentz said the Aug. 1 deadline is for the DOT to write the plan and that allows them to access the NEVI funding which becomes active in Sept. He said they wanted to be ahead of the game in case DOT contacts them to say they're writing the plan and asks for their priority sites.

Mr. Pelkey said this board would feed what they think are Farmington's priority sites to SRPC and SRPC will make recommendations to the state representing everyone in the county.

Mr. Lentz said yes and if they get a request from DOT they would take all the sites from the municipalities and have some way of ranking them and that would be discussed with their Technical Advisory Committee. He said they would also look at the local priorities so if they have 5 sites they would ask what those top 5 sites are so the state would have that knowledge as well as they are distributing these funds.

Mr. Fisher said it says fast charging stations have 2 chargers with 2 plugs no more than 50 miles apart and that's 4 cars every 50 miles and asked what happens if 8 cars show up needing a charge and where the other 4 cars would go when they have no charge to go further. He said if they picked the former TD Bank parking lot and 4 cars are in there charging and another 4 cars come in expecting to get charged and they can't go anywhere that's 8 spots taken up which doesn't leave much for the rest of the people.

He said out on the Rt. 11 corridor the Farmer's Kitchen parking lot is almost always full because of the great food so if they put in 4 spots there and 4 more people come in there's 8 spots taken away from the restaurant doing business. He said he didn't see the advantage and asked if the state has given any thought to what would happen with the other cars.

Mr. Lentz said that is a good question and that has come up in other EV discussions. He speculated that 4 people stuck at the Farmer's Kitchen with nothing better to do would sit down and have a nice long meal until the charger is open. He said something to consider is this region is a blank spot on the map so if people are coming up from MA they are skipping right through this area.

Mr. Fisher said he could see making them stop here and do some shopping in Farmington but he was thinking about the regional impact of cars lining up down Rt. 11 and if it takes an hour to get charged the people could go into the Farmer's Kitchen but that's only until 2 p.m. He said

after that around 4 p.m. that road gets really busy and if they have cars sitting on the side of the road waiting to be charged he didn't see a real benefit to the town he just sees a headache.

Mr. Lentz said he took his point but something to think about is the technology and the experience of charging an EV is going to be different than the gas station experience. He said people that know a lot more about this say that as the vehicle's range increases the emphasis will be on destination charging so people won't be looking for that gas station top off and can choose their destination based on whether there is a charger there and if their car can make it. He said low end EV's get a range of about 200 miles so that could get you from here out to western MA or from metro-Boston up to Conway in the summer time. I hear you but that scenario may not be as likely he said.

Mr. Henry said if cars are backing up all the time someone will put in more chargers because there is a market for it. He said the federal government is throwing money at this and asked who owns them, who operates them and who would get the revenue from them. He said they are looking at siting them on municipal land and asked if the Town would be getting into the retail fuel business.

Mr. Lentz said not exactly and his understanding is with something like Charge Point they install, operate and maintain the chargers in Durham and Portsmouth. He said Durham publically funded a free charger at their library which is something completely different and is always an option. If you're talking about through a vendor like Charge Point there is a contract between the community and the vendor and the vendor is responsible for the equipment and there is a cost/revenue sharing agreement that is part of the contract he said.

He said one of the costs to the Town is the software to run it and you get access to the use data for analysis. He said he has some data from Durham, Dover and Portsmouth that he is weeding through to give folks an idea of the level of use and if they put these things in who is going to use them is a decent question.

Mr. Henry asked if it would be a private firm that is federally subsidized that leases land from the Town or leases through a revenue share because he heard cost to the Town for software.

Mr. Lentz said yes and there is also a cost for the electricity that is used and that Durham is facing higher electric rates than they originally budgeted for so there is a lot to consider.

Mr. Henry asked if the vehicle owner pays for that electricity.

Mr. Lentz said in part and that's up to the community. He said Durham originally paired it with their parking so if you put it in the parking garage or the public parking you can incentivize people to use the parking for EV's by making them pay for only the first hour of parking or add a charge to them and some cases that goes to the vendor. I believe it's negotiable with the vendor who pays for what and where the revenues go. There is no hard and fast rule he said.

Mr. Henry said he was not looking at Durham as an example of reality.

Mr. Lentz said they had the students there who were hogging the chargers and they had to change stuff. He said it's a totally different scenario here and the Town would be able to



negotiate custom for Farmington.

Mr. Henry asked what chargers in Farmington would be competing with and if they would be competing with municipalities that are subsidizing fuel. He asked if it is the norm for a municipality to subsidize the fuel (electricity).

Mr. Lentz said that's a good question and if a town nearby chooses not to charge for the electricity then they would be competing with that but he didn't there would be a free lunch.

Mr. Pelkey said then citizens in that town would be paying for it and they can choose to do that.

Mr. Fisher said if they are going to subsidize EV's then he wants to be subsidized for his gas.

Mr. Lentz said the members brought up really good points and this is this weird, confusing gray area period that as technology takes off the utilities are trying to figure it all out and meanwhile people are buying these things and looking for sites.

Mr. Pelkey said most of the manufacturers have committed to having electric fleets by 2050 so this is going to be a major problem going forward of how to propel all of these vehicles and that is just talking about the infrastructure that actually charges them it doesn't include the transmission capability and generation capability that it's going to take in order to power all these things when you do away with all the fossil fuels.

Mr. Mains asked if the Hannaford's store in Rochester is getting any money back from the Tesla garage.

Mr. Lentz said he would have to figure that out and because it's on their parking lot he would assume there is some sort of negotiation there. He said he doubts that Hannaford is getting a portion of what the Tesla users are paying to use those chargers but he didn't know for sure.

Mr. Pelkey said the chance was pretty good that while his was parked there he would walk in and do any grocery shopping he had to do.

Mr. Mains asked if Nissan and Hyundai would have their charging stations out there too or if those owners would have to pay a separate price for using the Tesla device.

Mr. Lentz said the federal funding is separate from Tesla and none of the green dots on the map are Tesla's. He said they are proprietary and if you own a Tesla you can get an adaptor to use the other chargers not the other way around currently. He said one thing that has been ironed out is the standardization of the public chargers and is the standard that almost all vehicle manufacturers are switching to. Only people that own a Tesla can use the charging stations at Hannaford but anyone can go to Hilltop Chevy in Somersworth and plug in with an adaptor or if they have a Nissan, Toyota or a Chevy that will fit in that station he said.

Mr. Mains said 50 miles is nothing and asked if they are going to go to any type of solar powered devices.

Mr. Lentz said that is happening at the New Durham middle school and they have solar canopies on the parking lot but he didn't know if they have EV chargers. He said the standard range of miles in your average EV is about 200 miles so most people unless they live out in the middle of the country where everything is 250 miles apart your average vehicle is going to get

you to and from work or your errands and get you back home where you charge up until this becomes standard.

Mr. Mains said he couldn't wait until the genius figures out how to put a solar panel on the top or the side of the car and you will buy them for \$30 a shot and be charging while you're driving.

Mr. Lentz said the solar panels have not caught up to that point yet but he didn't think it would be long before someone comes up with something you can put on your car while it sits in a sunny parking lot for your work day. I'm waiting for that to happen he said.

He said he knew the Town has been wrangling with solar installations and that is a big thing that he has heard people discuss but he hasn't heard what the plan is with all the demand that this is going to generate with all the EV's. He said Telsa will have a range of 400 miles and they have chargers that can charge them up in under a half hour that is a lot of juice and it is coming from somewhere. If you're talking about a hot summer day where the hospital needs AC as well as your grandmother living in an apartment who needs it for her well being that's going to cause...

Mr. Pelkey said people who work on the distribution grid talk about in the evening in the summer when folks plug in their EV's they have to switch the transformers because they get so hot they have to take them offline to give them a rest. He said the distribution system is already over taxed and we haven't even started to saturate the market.

Mr. Lentz said he has heard the grid is an issue and as the EV's become more popular and more prevalent things like demand charges will be spread out so he is optimistic that there will be a balancing act but in the middle of summer there will be some issues with the grids.

Mr. Mains asked when the battery can't be charged anymore what they would do with them and where they would put them.

Mr. Lentz said that is a really good question and that is the next big challenge he hasn't heard people talk about. He said it's a tradeoff and there is no free lunch and the lithium for the batteries is coming from a different part of the globe so the battery production is going to be the next bottleneck.

Mr. Pelkey said the handout says that the state's focus is on the DC fast charging stations and most likely the funding is going to go to where the state feels that should be.

Mr. Lentz said yes for the first few years.

Mr. Pelkey said if the Town wanted to do something to try to attract people with EV's to Farmington and be at the beginning of the wave not the end of the wave it would behoove us to think in terms of the DC fast charging stations if we want to get on the map early.

Mr. Lentz said there is not going to be a one size fits all approach to this where you may have a business owner that wants to put a little charger out in front where you plug in and there's no data and they pay for it so their customers can use it. He said the business owner may be interested in doing that in the future and if the Town has the capacity in the utilities underground or wherever it would make it easier for them rather than going to a different

town that has it.

Mr. Pelkey said along the Rt. 11 corridor all of the electric transmission lines are above ground.

Mr. Lentz said it doesn't have to be underground but the level 2 chargers require full on 3-phase power and there is all kinds of permitting issues to go through that don't come up with the level 1's because that is just 120 volts. He said the level 2's are like a dryer or a stove.

He said in his opinion the "low hanging fruit" for Farmington is being ready for the eventual installation of these things and it may not even come down to them going out for federal funds and matching it with local dollars. Rochester has someone looking at a site and that's just private investment and the developer has asked for a variance so they could put it in he said. He said a gas station has a big tank underground and they wouldn't have to deal with that and you don't have the same contamination issues so people are dealing with all these different things so it may not come down to them applying for NEVI funding or anything like that.

Mr. Pelkey asked if the homeowner installed chargers were covered by the National Electric Code.

Mr. Lentz said that is done through local permitting and they have to hire an electrician. He said Chevy has a \$1,000 rebate to go towards a charging unit and they do the whole process with the electrician, the electrician does the permitting and attaches it to the house. He said it is happening and the best thing to do is to be as ready as possible and one of those things is having sites in mind. He said the federal money is focused on the DC fast chargers, the Volkswagen funding is also focused on the DC fast chargers, NH DES is dealing with that through their Request for Proposals which recently closed and the potential sites are not publically known at this point but they did get some responses to their RFP.

Mr. Pelkey asked if they had a real feel from the Public Utilities Commission about what the demand charge fee would be when they start putting some of these in. He said the Town could be interested in hosting a site but if it is going to cost the taxpayers a higher electric bill it's going to be a hard sell for people in town to say they're willing to take a higher electric bill and they need to see what the payoff is for that.

Mr. Lentz said that is a major disincentive that is a barrier right now. He said at this point it doesn't make sense to focus on DC fast charging in the downtown area and gave Portsmouth as an example of where they have level 2 and level 3 (fast chargers) and the fast chargers don't get used because people are going to the level 2's and then go walking around town. He said even those people are not using the fast chargers because of the additional charges.

Mr. Fisher said they could put fast chargers at some of the hiking trails and while they are hiking they could charge their car.

Mr. Lentz said they could if they can run the cables out there and that the copper cables are a couple of inches thick.

Mr. Fisher said all of the trails have parking lots that are right off the main roads and he didn't think it would be a problem to put them in there. He said the biggest drawback is who is paying

for the electricity and nobody gave it really good thought. He said they just said by 2050 we're going to have all electric cars and they didn't put a thought into what it is going to take to support them and who is going to pay for it. If the Town or any one person in this town has to pay for somebody else to charge their car then my answer is no he said.

Mr. Pelkey said they would also have to hope that electric cars aren't obsolete 5 years after they go to them.

Mr. Henry said it's up to the Selectmen who are going to end up paying for it and knowing them as he has seen them over the last 15 years he didn't see them subsidizing the electricity.

Mr. Pimental said tonight is the first that he's heard of the \$17 million of the NEVI funding being focused on DC charging and agreed that doesn't make sense in a downtown setting at all. He said in looking at the maps Mr. Lentz provided it's easy to see that Rt. 11 from the seacoast to Winnepesaukee there's a giant gap between Rochester and Wolfeboro that we know that is a heavily trafficked route to get over to the lakes so the idea of thinking about a potential site for a DC charger on Rt. 11 does make some sense.

He said to the question about cars lining up his understanding is that with the DC chargers you get 200 miles in 10 minutes so they are not talking about a long time. He said that isn't as big of a concern to him as the level 2 chargers in the downtown taking away parking for businesses in the downtown. That's a legitimate concern for the Town to think about but for Rt. 11 if someone needs to get a quick charge I think the turnover will be quick enough that you're not going to have cars backed up he said.

Mr. Pelkey said if there was one on Rt. 11 in Farmington there might be potential to attract something adjacent to it that would be filling in for the people that are going to be there for 20 minutes or so.

Mr. Pimental said in thinking about the uses in conjunction with the sites makes sense. He said he thought the Selectmen would go in the direction that any fees for charging units especially on Rt. 11 would be passed on to the user and not be subsidized by Farmington taxpayers.

He said in his opinion the people that would use a fast charger on Rt. 11 are probably not Farmington residents and are probably people that are passing through.

Mr. Pelkey said if you have an EV you are going to put that infrastructure in when you buy the vehicle and charge it at home.

Mr. Pimental said that's somebody that may be coming from MA and this is the last line before they get to the lakes and they have to get power somewhere. He said tonight's meeting is an opportunity to at least get some sites into the pipeline. The decision for the town and the Selectmen to make on whether you're ever going to accept federal dollars and have any of these things installed is a long time from tonight. I would encourage that we come up with some ideas to give Colin knowing there is so much to iron out that we're not committing ourselves to anything other than saying these are potential sites. We would never sign on to something that says we're going to put a DC charger in the downtown or we're going to

subsidize the rates from the taxpayers and we could all agree that we would not be supportive of those types of initiatives he said.

Mr. Pimental said the way they structured some of this in Dover was the Planning Board looked at their parking regulations specifically for private developments and the parking requirements in their site plan regulations have parking maximums and if you want to go over the max you have to get a conditional use permit and that requires if you're going over the allotted parking you have to put in "x" amount of EV charging stations.

He said they also looked at as part of new developments potentially having the conduits really not installing the units but just having it ready for the future. He said they tied it to parking and he wasn't necessarily saying that is the best option but it's one way of making the developer/applicant provide for EV stations as part of the conditional use permit.

Mr. Pelkey said a good question to add to any application for a multi-unit development would be if they plan to or have considered doing this.

Mr. Pimental said right now we don't require it at all and Dover doesn't require it it's just if you are seeking more parking than is allowed.

Mr. Henry said he was "flabbergasted" at the maximum amount of parking so he would add Dover to the list with Durham as not an example of reality. He said one site from a marketing standpoint would be the Town-owned land next to one of the solar farm sites (at the corner of Rt.153/Main St. and Cocheco Road) that used to be Rt. 153 before the state rerouted the road. He said that is close to Rt. 11 and next to a solar farm so there will be some high capacity lines coming in to take the electricity away from the farm.

Mr. Day asked who plows and maintains the old road.

Mr. Henry said it is unused at the moment.

Mr. Day said that would be an added cost and asked if the Town would pay for that.

Mr. Henry said if the municipality is getting the revenue from the charger fees.

Mr. Day said then 3-phase would have to be brought in to the site.

Mr. Henry said are building a power plant there so that stuff or close to it would be there.

Mr. Pelkey said they said they would be capable of transmitting into the grid so he was sure they could handle this.

Mr. Mains asked who owns the old Davidson Rubber site as that would be a good place to get cars off the road.

Mr. Pelkey said it is owned by a trust. He asked if they have a recommended footprint especially for the fast chargers. He said if they can site something near Rt. 11 to get somebody to come into Farmington it's going to help local business if we can make it work.

Mr. Henry said the town lot next to the potential solar farm gives them a place for a kiosk to advertise the town. He said private industry should and will handle this because the market is developing so the coffee shops will put in the 10 minute chargers because they have a product that caters to the person with that timeframe, the country clubs and your sit-down restaurants

are going to put in the level 2 stuff and the government should stay the heck out of it.

Mr. Lentz said that's up to those businesses and the DC fast chargers can cost 10's of \$1,000's of dollars. He said he was not trying to convince them to not put in DC fast chargers and if the state says let's talk about potential sites on Rt. 11 that wouldn't be a bad thing.

He said he didn't see anything in the planning around these that is going to require some kind of match on the Town's end for these funding opportunities.

Mr. Pelkey asked if there are lots available on Rt. 11 if this plan includes purchasing land to do this.

Mr. Lentz said he hasn't seen that and his guess is that they are going to focus on stuff that is in the DOT r-o-w first and state owned properties if they're talking about the application of the VW and the NEVI funding and then go out for public/private partnerships.

Mr. Henry said he didn't understand who gets the money and what it is for. He asked if it is to build municipal infrastructure that causes a private company to come in and make an investment or is it to buy equipment to hand over to a private firm to generate revenue from.

Mr. Lentz said the answer would be yes to pretty much all of those questions. He said for the VW funding DES put out an RFP for consultants to do all of that cost and the respondents would be responsible for purchasing the land, installing and maintaining the equipment.

He said the NEVI funding is a little different where it is federal funding that may be used by a municipality to hire a vendor or it could be similar to the VW funding and he hasn't seen the plan because he was told he is not really involved in it. He said they told him they were writing it and he asked if there would be a public comment period because they've gotten questions like these and recommendations like let's have them focus on and get some money on the dotted lines rather than on the interstates for towns like Farmington.

Mr. Pimental asked if the board knew of any publically owned sites that might make sense along Rt. 11.

Mr. Henry said the piece of land he mentioned is not far from Rt. 11 and is near the Sarah Greenfield Business Park.

Mr. Fisher said the Town owns some land behind the business park but they would have to put in a road to get to it for people to charge their cars.

Mr. Pelkey said across from the old Davidson Rubber site there is road off of Rt. 11 to what is currently a gravel pit and asked if the Town owns the gravel pit.

Mr. Henry said yes and that is the potential future expansion area of the business park.

Mr. Lentz said gas stations only make money from the stuff they sell out of the mini-mart so that model is something to think about which will be different when you are talking about EV charging. He said in the future for this to work really well you would have solar panels charging batteries that can be discharged when people roll up to them so the gas station model isn't going to work in this case because the fuel is different and where the only revenue the gas stations make is in the stuff they sell in the stores. That model changes when you are not

importing the fuel and in the future generating and distributing it locally.

Mr. Pelkey said they don't know what the majority of the consumers are going to be demanding in 15 years. He said based on the American model they are going to want to get it as fast as they can get it and get going to where they want to be.

Mr. Lentz said the technology is most likely going to be light years different in 15 years than it is now where you go until you have 20 miles of gas left and then fill it all the way up where most of these vehicles with their range increasing are going to be more sipping along the way. He said there are already transit systems where the bus rolls over a plate and charges while it sits there like the wireless chargers made for phones. Everything is moving at light speed but the one consistent factor is the need to upgrade the grid and the overhead and underground wires to handle this and be ready for that private investment.

Mr. Henry suggested they survey any business along Rt. 11 and ask them if they are interested in being a potential site for this and then it becomes a private party agreement between the landowner, the Rt. 11 business and the firms that operate the chargers and we act as the middle man as necessary for whatever federal red tape for the subsidies may be involved. He said at some point it becomes private industry dealing with another private industry to facilitate this service. He said long term the EV owners are going to charge at home and want fast charging. He said destination charging is a novelty and they know they can go on a trip and charge, it will be 10 minutes and we don't pick our restaurants based on gas stations.

Mr. Pimental said he liked the idea of doing a survey with businesses along Rt. 11 but he sees that as something they can do in addition to what SRPC is looking for. He said he was looking at the Town's tax map and the parcel behind Sarah Green field has a giant wetland in the middle of it and doesn't look like it has a lot of potential for this.

He said the other parcel has frontage on Rt. 153 and Rt. 11 and is 83 acres and you would only need 1%-2% of that to do something like this. He asked if this is one potential for a DC charger off of Rt. 11 that the Town owns that they want to make.

Mr. Pelkey suggested they survey what is municipally owned along Rt. 11.

Mr. Henry said he is comfortable with putting it on the list but he was not sure how big it is.

Mr. Pelkey said the lot at the corner of Rt. 153 and Cocheco Road is privately owned and the Town's solar farm would be on the former landfill site. He said there is Town owned r-o-w in front of the privately owned lot.

Mr. Henry pointed out the piece he was talking about on the map and Mr. Pimental said that piece is about 1 acre in size and can be added to the list.

Mr. Pimental recommended that they leave the lot behind Sarah Greenfield off the list for now and then asked for potential sites downtown.

Mr. Henry suggested at the Town Hall (Rec. Center) parking lot. He said he was leery of putting the old fire station lot on the list because they don't know what will happen with that property.

Mr. Pimental said that would have to be ironed out as part of the development of the lot.

Mr. Pelkey asked about the cost to put in a level 2 charger.

Mr. Lentz said if you go through a vendor his understanding is their model is based on volume and they have cost sharing agreements with their clients. He said they have the equipment and they install it at their cost so the Town would not pay for the physical infrastructure itself.

Mr. Pelkey said the big question would be how long they would want to have it there before they got their return on their investment because if they thought it would be some time down the road before we would lose that municipal parking it might be worth doing.

Mr. Fisher said the Public Safety Building would probably be a better place to put chargers in than the old fire station because he thinks the old fire station is going to start moving before long. He said they are doing a brownfields inspection of it right now and once that's done they might be able to start moving on it quicker probably within the next year or two so any company coming in wouldn't be there long enough to regain what they spent.

Mr. Lentz said he was not here to spin and sell EV's to them but they don't have transmissions, they don't have oil so the moving parts are almost zero so the cost of ownership on the maintenance side is extremely low. He said he didn't know what the Town's fleet is like but if you have a basic drive around town car for assessing, etc. that's going to live at the Public Safety Building in a designated parking space that is something to consider for investment where DES has the diesel emissions reduction program where you can get incentives for replacing an old vehicle with an EV. He said a level 2 charger on the side of a building can be about \$1,000.

Mr. Henry asked what the Municipal Office Building lot looks like during the day and if it is full.

Mr. Pimental said it's not ever full. He said there is also some parking in back of the building and some of the employees park there.

Mr. Henry said that this could be a spot for level 2 chargers as well.

Mr. Pimental said he understood that the library doesn't own that parking and it's part of the former TD Bank lot.

Mr. Fisher said the library had an agreement with the bank to use their lot for parking and there is no easement.

Mr. Pimental then asked about the Post Office.

Mr. Pelkey said there is plenty of parking there and that would be a suitable site.

Mr. Henry said there is a back line there that would be a spot to put them in.

Mr. Pimental said Mr. Lentz asked about the schools.

Mr. Fisher said that would be good for the teachers.

Mr. Lentz said they would have to figure out if any of them drive EV's.

Mr. Henry said they would charge them at home and they're not going to pay to charge if they have the range to get to work.

Mr. Lentz speculated that Farmington teachers aren't driving in from the other side of the state where they would need to charge up.



Mr. Henry said the schools aren't looking for reasons to bring people on the property that don't have school business on the property.

Mr. Pimental then read the following list of potential charging sites:

DC fast chargers within the Rt. 11 corridor: 1) Off of Rt. 153 at the corner of Cocheco Road and Rt. 153; 2) Across from the former Davidson Rubber property and 3) To also send out a survey to private business owners to see what their interest is;

Potential downtown locations for level 2 chargers-the Post Office, the Municipal Office Building and the Town Hall.

Mr. Henry said he would also query any businesses downtown that have parking lots.

Mr. Fisher said there is also 12 acres of Town-owned land at the end of Commerce Parkway which is right off of Rt. 11 by Energy Resources Group. He said the Conservation Commission owns it but he didn't know if it has an easement on it.

Mr. Henry said he could see an EV charging station falling within the goals of the Con Com. He said it may also be that the Town sets it up, lines up the pieces and then puts the property out to bid and it would be like selling a piece of property with a site plan.

Mr. Pimental said this one would be a little tougher sell but it's worth including. He asked Mr. Fisher to put this on the Con Com's agenda to talk about next Wednesday to see if the commission would support some sort of development because they would have to build a road or long driveway off of Commerce Way to access the lot.

Mr. Fisher said he was thinking that the transmission lines are probably already there.

Mr. Day said the 3-phase is already there and across the road from it.

Mr. Lentz said he appreciated all the questions and he is trying to research more on the business side of things and would be happy to do research on that the board.

Mr. Henry asked about the \$31 million from Volkswagen and asked if that is NH's share.

Mr. Lentz said yes and 15% of the settlement has to go to EV charging and that's in the RFP for the fast chargers.

Mr. Pimental asked the board to recognize that he will fill out the Municipal Site Identification Form based on the conversation they had tonight and get it to the Selectmen before submitting it to the SRPC as the Planning Board's recommendation.

Mr. Pelkey said that works for him.

**Members Comments:** None

**Any Other Business before the Board:** None

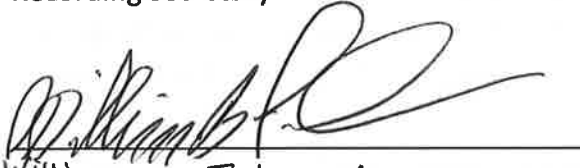
**Adjournment:**

**Motion:** (Squires, second Henry) to adjourn the meeting passed 6-0 at 7:43 p.m.

Respectively submitted

Kathleen Magoon

Recording Secretary

A handwritten signature in black ink, appearing to read "William B. Fisher", written over a horizontal line.

William B. Fisher, Vice-Chairman