

TOWN OF FALMOUTH

RECYCLING & ENERGY ADVISORY COMMITTEE

2026.1.8 SUSTAINABILITY COMMITTEE MEETING PACKET

12:00 PM

TOWN OF FALMOUTH

2026.1.8 SUSTAINABILITY COMMITTEE MEETING AGENDA

12:00 PM

Roll Call and Establish Quorum

1. **Item 1 - Public Comment**
2. **Item 2- Review of Draft Meeting Minutes from December 4, 2025**

   Attachment: 2025.12.4 Sustainability minutes.pdf
3. **Item 3. Council Update**
4. **Item 4- Conservation Commission Update**

   Attachment: Draft EV Parking Ordinance - 10.9.25.pdf
5. **Item 5 - EV Charging Ordinance**
6. **Item 6 - Energy Coaching Update**
   9 Applicants

   Training will start February 3
7. **Item 7- Tool Library**
8. **Item 8 - Commercial Recycling/Composting Business Survey**
9. **Item 9 - New Business**
10. **Adjourn**
    Next meeting date: January 8, 2026.

Sustainability Committee Minutes
December 4, 2025

Committee Members Present: Richard Klain, Rich Bicknell, Caleb Hemphill, Stev Parker, Dave Low, MaryBeth Bachman, Pete LaFond

Staff Present: Amanda Methot-Vigue, Policy Analyst

Members of the Public: Maggie and Jackson from Maine Youth Climate Justice

The meeting began at 12:02 PM

1. Roll Call

2. Presentation on the Maine Climate Superfund

Representatives from the Maine Youth Climate Justice group gave a presentation on bill in the state legislature to establish a climate superfund, similar to what is in Vermont and other states. The State will determine major polluters and create a fund based on their payments. Funds can then be used for coastal restoration and other climate change activities. There will be a rally at the State House on January 22nd in support of the bill.

Committee discussed recommending a Council Resolution in support of the bill. Caleb motioned to approve a resolution of support at the Council level, Richard 2nd, motion passed. Sean will work with Council leadership to draft a resolution.

3. Minutes

Dave motioned to approve the minutes, Stev 2nd the motion, motion passed unanimously.

4. Public Comment

No comments from the public

5. Conservation Commission Update

The pesticide and fertilizer regulation will now need education and outreach ahead of the April 1 effective date. The committee has 2 openings.

6. EV Charging

Dave relayed comments from planning staff. Committee discussed potential changes to the ordinance including the following:

- Simplify uses to single family/2 units, multifamily units, and commercial units
- Round up the number or chargers or charger ready spots if math does not give an even number
- Ordinance would apply to new construction and redevelopment that requires additional parking spaces.

7. Energy Coaches Update

Staff gave an update on the last meeting with GPCOG. Committee reviewed and discussed the application form and recommended changes.

8. Tool Library

The Committee discussed how to move this item along without a partnership with the library. Caleb sited the Mill Road garage as a potential site if the Parks garage is moved to the fire station with the new station plan.

Committee members stated they will check into liability issues that South Portland and Brunswick have run into. Lastly, the Committee discussed staffing the library and the logistics surrounding opening hours, inventory, repair, etc.

9. New Business

Stev brought up a bottle collection service for residents in which the revenue would benefit the Town and climate action plan items.

10. Next Meeting Date.

The next meeting will be held on December 4, 2025.

11. Adjourn.

The meeting adjourned at 1:35 pm.

DRAFT EV Parking Ordinance – 10.9.25

1. Definitions

Accessible electric vehicle charging station: An electric vehicle charging station where the battery charging station is located within accessible reach of a barrier-free access aisle and the electric vehicle.

Battery charging station: An electrical component, assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles.

Battery electric vehicle: Any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle's batteries and produces zero tailpipe emissions or pollution when stationary or operating.

Charging levels: Means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 (or DC) are the most common charging levels, and include the following specifications:

- Level 1 provides charging through a 120 volt (V), alternating-current (AC) plug. Level 1 is considered as slow charging. Level 1 charging equipment is standard on vehicles and therefore does not require the installation of charging equipment. The most common place for Level 1 charging is at the vehicle owner's home and is typically conducted overnight.
- Level 2 charging is through a 240V, AC plug and requires installation of home charging or public charging equipment. These units require a dedicated 40 amp circuit. Level 2 chargers are commonly found in residential settings, public parking areas, places of employment and commercial settings.
- Level 3 charging is through a 480V, direct-current (DC) plug. Due to their high cost and extremely high-power draw, Level 3 chargers are typically found in commercial or industrial locations rather than residential.

Electric vehicle: A vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes. "Electric vehicle" includes:

- Battery electric vehicle
- Plug-in hybrid electric vehicle

Electric vehicle charging station (EVCS): A public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric

energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

Electric vehicle charging station (EVCS) – private restricted use: An electric vehicle charging station that is:

- Privately owned and restricted access (e.g., single-family home, executive parking, designated employee parking, assigned parking at multi-family residential buildings); or
- Publicly owned and restricted (e.g., fleet parking with no access to the general public).

Electric vehicle charging station (EVCS) – public use: An electric vehicle charging station that is:

- Publicly owned and publicly available (e.g., Park & Ride parking, public library parking lot, on-street parking); or
- Privately owned and available to visitors of the use (e.g., shopping center parking).

GREEN is from Scarborough

Pink is from our Municipal ordinance

EVCS-capable: Parking spaces with necessary conduit installed but lacking required electrical capacity to install EVCS.

EVCS-installed: Parking spaces equipped with electrified EVCS.

EVCS-ready (non-residential): Parking spaces with necessary conduit installed and the electrical panel and equipment where EV charger circuits are to originate be designed with sufficient space to accommodate future capacity to install required EVCS.

EVCS-ready (residential): Parking spaces with an electrical panel with at least 50 amp service and a 240V grounded alternating current outlet or junction box installed near where cars will be parked (garage, driveway, etc.).

Electric Vehicle Capable Space: An automotive parking space that is provided with some of the infrastructure necessary for the future installation of *electric vehicle supply equipment,* such as conduit, raceways, electrical capacity signage, or reserved physical space for such infrastructure.

Electric Vehicle Ready Space: An automotive parking space that is provided with an electrical circuit capable of supporting an installed *electric vehicle supply equipment*.

Electric Vehicle Supply Equipment (EVSE): The conductors, including the ungrounded, grounded, and equipment grounding conductors, and the *electric vehicle* connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the *electric vehicle*.

Electric vehicle infrastructure: Conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations.

Electric vehicle parking space: Any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

Electric vehicle supply equipment (EVSE): Any equipment or electrical component used in charging electric vehicles at a specific location. EVSE does not include equipment located on the electric vehicles themselves.

Electrical capacity: At minimum:

- Panel capacity to accommodate a dedicated branch circuit and service capacity to install a 208/240V outlet per charger;
- Conduit from an electric panel to future EVCS location(s).

Non-electric vehicle: Any motor vehicle that is licensed and registered for operation on public and private highways, roads, and streets that does not meet the definition of an electric vehicle.

Redevelopment: Means the excavation or grading (not including paving or fine grading) of existing parking areas in excess of 25% of the existing parking area.

Plug-in hybrid electric vehicle: An electric vehicle that:

- Contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor;
- Charges its battery primarily by connecting to the grid or other off-board electrical source;
- May additionally be able to sustain battery charge using an on-board internal-combustion-driven generator; and
- Has the ability to travel powered by electricity.

All new structures will be subject to the ordinance. (municipal projects subject to current municipal green building ordinance)

Single family homes and multi-family homes of up to 5 units being redeveloped will not be subject to the requirements.

Land Use Type	A. Number of EVSE required (As a % of total parking spaces)	B. EVSE Ready (As a % of total parking spaces)
Single Family Residential		50%
Multi-family Residential	35%	65%
Lodging	10%	20%
General Office	10%	20%
Industrial	10%	10%
Commercial (Retail, Dining, Recreational, Entertainment, Cultural, etc.) <10,000 sq ft	5%	5%
Commercial (Retail, Dining, Recreational, Entertainment, Cultural, etc.)	10%	20%