

02/14/2024

Dear Planning Board,

I'm reaching out today regarding the proposed multi-family residential project at 100 Durgin Lane. I'm happy to see that this project is not seeking any variance for wetland setbacks, and though I am all for increasing the housing stock, which is precisely what I hoped this property would turn into, but at the end of the day, I have a few concerns.

My concerns stem from the isolation of a project this size that will essentially comprise of one single use. I can see where the developer highlights multi-modal paths in and out of the property, which are great qualities needed for any new project. I can also understand the proximity to a significant business district in the city, though it still doesn't sit well with me long-term. The businesses being touted that are adjacent to this property, aside from the grocery store and church, don't contribute to the liveliness and community of this newly proposed project.

In my opinion, a project of this size needs to prevent long-term degradation and isolation due to the lack of mixed-use. This could include introducing spaces for businesses like coffee shops, laundromats, co-working spaces, gyms, etc., that foster community-building and connection. The previous uses I have mentioned generally don't need extensive square footage and, in most cases, avoid disruption from active daily deliveries. I genuinely think this project would benefit from adding some of these uses, perhaps near the southeast side of the project adjacent to the Holiday Inn. I know this may be a big ask for the developers to consider since, as I'm led to believe in its current state, needs no variances to move forward, but I think it's essential to think about the aging of the development and making sure it is safe for anyone to live in for years to come.

Thank you for your consideration,

Glenn Trefethen  
Urban Planning Student

**From:** [Kimberli Kienia](#)  
**To:** [Kimberli Kienia](#)  
**Subject:** FW: Webform submission from: Planning Board > Body Blocks  
**Date:** Wednesday, January 24, 2024 8:05:08 AM

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-----Original Message-----

From: City of Portsmouth <webmaster@cityofportsmouth.com>  
Sent: Tuesday, January 23, 2024 6:19 PM  
To: chellman@TNDEngineering.com; Peter L. Britz <plbritz@cityofportsmouth.com>; Peter M. Stith <pmstith@cityofportsmouth.com>  
Subject: Webform submission from: Planning Board > Body Blocks

Submitted on Tue, 01/23/2024 - 18:18

Submitted by: Anonymous

Submitted values are:

Name

Effie Malley

Email

effie.malley@gmail.com <<mailto:effie.malley@gmail.com>>

Subject

EV Charging Stations

Message

Thank you for taking up the EV charging station ordinance and continuing work on it this week. I urge you to move this action as quickly as possible. I have owned an EV for over five years, and to drive to Seabrook or Rochester to use a level 3 charger is at a minimum inconvenient. In addition, as EV ownership increases, chargers are often busy: we need more chargers overall in the seacoast. Please feel free to contact me if you have any questions. Thanks again.

bcc-email

chellman@TNDEngineering.com,plbritz@cityofportsmouth.com,pmstith@cityofportsmouth.com

**From:** [Kimberli Kienia](#)  
**To:** [Kimberli Kienia](#)  
**Subject:** FW: Letter of support for passing the EV Charging Station zoning ordinance  
**Date:** Monday, January 29, 2024 8:41:11 AM

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-----Original Message-----

From: Betsy Blaisdell <betsyblaisdell@gmail.com>  
Sent: Saturday, January 27, 2024 3:15 PM  
To: Peter M. Stith <pmstith@cityofportsmouth.com>  
Cc: Peter L. Britz <plbritz@cityofportsmouth.com>  
Subject: Letter of support for passing the EV Charging Station zoning ordinance

Hi Peter:

I'm writing as a Portsmouth resident and an owner of two EVs to recommend that the City Council pass the EV Charging Station zoning ordinance.

Portsmouth is far behind other communities who have recognized the economic value of installing EV charging stations. When electric vehicle owners have charging within walking distance of businesses and restaurants, local business owners benefit from receiving customers who require usually an hour to more to charge their vehicles. Cities like Montreal have actually integrated charging with parking meters allowing the city to make money not just off parking, but also charging.

As a major destination for travelers headed up to the Whites or the Maine Coast, Portsmouth is a charging dessert. EV owners' only options are Seabrook, Kittery, or Kennebunk for a super charge. With more than 40% of cars forecasted to be electric by 2030 (source: <https://www.bls.gov/opub/btn/volume-12/charging-into-the-future-the-transition-to-electric-vehicles.htm#:~:text=S%26P%20Global%20Mobility%20forecasts%20electric,surpassing%2050%20percent%20by%202030.>), the city and private business owners should be supported in installing this crucial infrastructure with a clear zoning ordinance.

I also want to add that adding EV charging is essential to the success of our City's Climate Action Plan, in line with our move to Community Energy, and valuable in reducing air pollution within our city.

Please share this letter of support in any hearing where this is discussed.

Thank you,  
Elisabeth Blaisdell

Meeting: Planning Board  
Date: January 18, 2024, 7PM  
RE: EV Ordinance

Dear Members of the Planning Board,

January 11, 2024

*The EV ordinance may need some review prior to moving it forward.* Please take the time to review this link regarding Level 3 charging stations and consider the following thoughts regarding these necessary devices. <https://energy5.com/addressing-noise-and-vibration-issues-in-ev-charger-systems>

Level 3 charging stations are currently not recommended to be built near residential units due to the noise and vibrations they emit. Most recommend these charging stations be installed along highways, in mall parking lots or very large parking lots. These are high end electrical devices. They need high levels of ventilation. Due to many issues these stations perhaps consider them to go through a proper permitting process or be reviewed by the Technical Advisory Committee (TAC). Level 3 charging stations should not be permitted in or abutting residential units of any kind, such as CD4-L2 (most of Islington St), CD4-W (large residential development in the West End), G1 or G2 (commercial on the first floor with residential above) without excellent sound level protections. Level 3 stations could include a set back to residential units and properties of 100' or more.

Electrical charging stations are a great idea and having proper parking is accounted for in the ordinance. Level 2 charging stations also vibrate and hum which, if they are in a well insulated garage, can't be heard. However, what about if a few are put in a parking lot, it's night time and windows are open. Will they be disturbing to those living above or near them? *The number of charging stations next to each other may want to be included in this ordinance.* Could an entire parking lot be filled with Level 3 stations in CD4-L2, like a gas station? Remembered that parking meters were removed from sidewalks to increase pedestrian experiences, be sure to remember that as these stations are added throughout the city.

There doesn't seem to be a limit on how many charging stations are allowed per X area and of which kind: maybe something to consider. There don't appear to be any setbacks to residential units or properties included. **Think of these as generators for cars.** The sound level and the vibrations are similar, except a *generator only runs when the power is out.* EV stations run all the time. National Physical Laboratory (NPL), the noise produced by EV charging points can range from **50 to 85 decibels (dB)**. Generator loudness can range anywhere from under 50 dB to around 100 dB.

This is a great start to an ordinance worth putting into place. It may need to be tweaked a little more before moving it forward. Noise levels do need to be considered as more EV stations are needed. Hopefully the technology will work on the vibration and the noise but until then please consider what it would be like to have a generator pulsating next to your open window, every night, all night long. Please add necessary quality of life stipulations to this ordinance.

Respectfully,  
Elizabeth Bratter  
159 McDonough St  
Property Owner

**From:** [Planning Info](#)  
**To:** [Kimberli Kienia](#)  
**Subject:** EV Station  
**Date:** Thursday, January 25, 2024 8:24:03 AM

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**From:** Private General <qatoday@yahoo.com>  
**Sent:** Wednesday, January 24, 2024 5:07 PM  
**To:** Planning Info <Planning@cityofportsmouth.com>  
**Subject:** Fw: EV Station

Good Morning, Planning Department,

I would appreciate it if these pictures could be forward to the Planning Board for tonight's Work Session with this note. Thank you, Liz

Dear Members of the Planning Board,

These are pictures of a fast charging stations in Kittery, ME (next to Columbia Sports).

The first picture is from the side. It shows how the generator is enclosed and has a combination lock on it for access by the necessary people who made need to get at the generator. No one was charging at the time and it was pretty cold therefore the ventilation system was just humming.

The second picture shows the generator and the electric transformer both are needed for this station. Notice the various types of bollards. The State of Maine regulates electricity supplies in their state, they must meet safety and fire protocols.

The third picture is the warning label on the transformer. It has some of setbacks and other requirements listed.

The fourth picture is to aid in understanding how big these are, that is a toyota RAV 4 parked parallel to the generator.

The fifth picture is EV Station connections with me standing (5' 5") next to it to aid in assessing height of the station. These are not ADA complaint stations, something to think about as these are proposed.

This charging station is run by Electrify America. Here is a link to their website about how their systems work.

[Electrify America in Kittery, ME, 375 US-1](#)

Respectfully submitted by Elizabeth Bratter, 159 McDonough St, Property Owner.

# WARNING

Dangerous voltage inside.

KEEP OUT!



Shock, burn or cause death.  
If damaged or unlocked call your local utility company or 911.

# WARNING

Underground power cables located in this area.

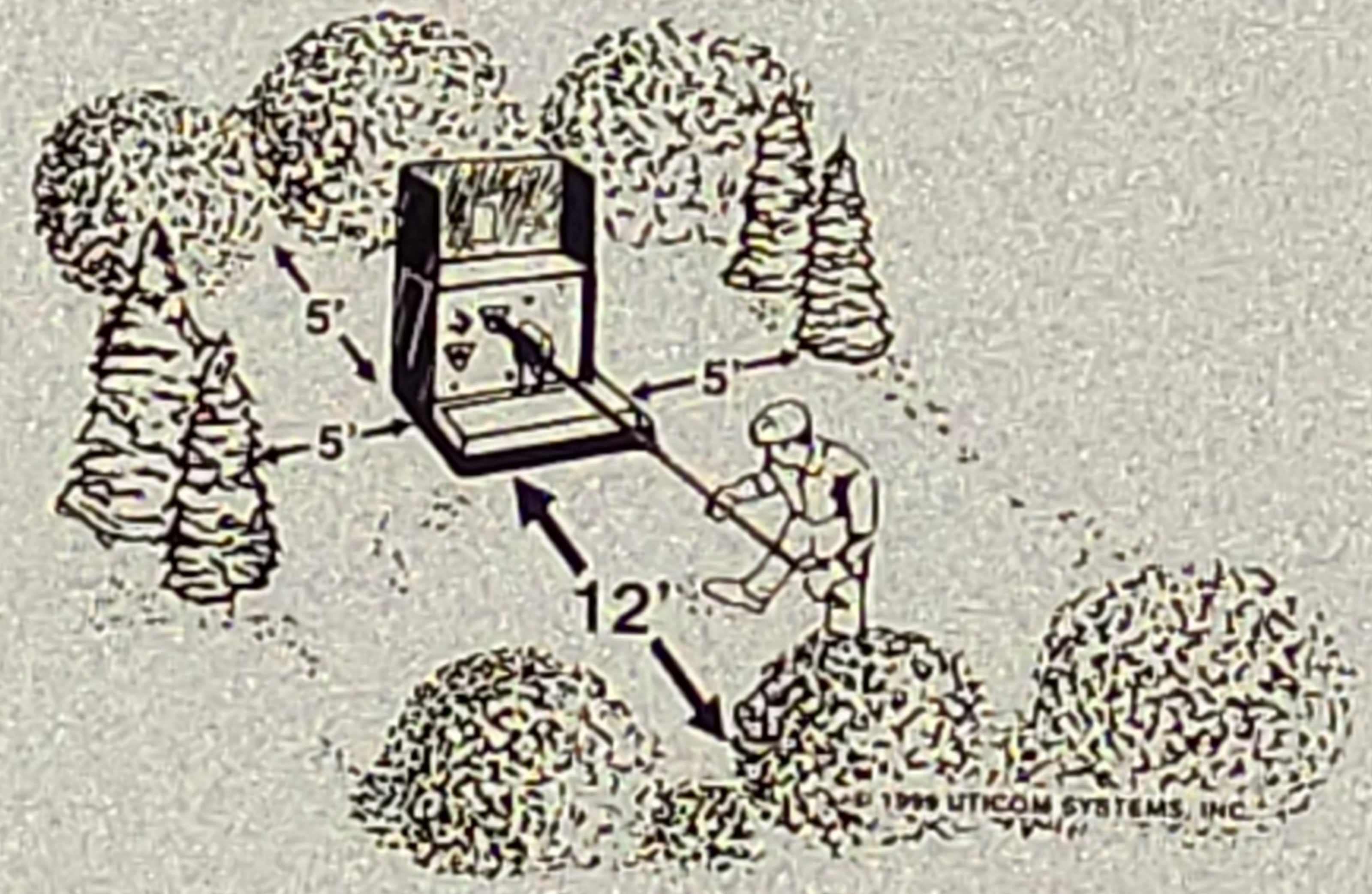
Before digging call 811.

Shock, burn or cause death.



Know what's below.  
Call before you dig.

# NOTICE



We need room to work safely on this device. Please keep shrubs and structures 12 feet away from the side with doors and 5 feet from other sides.

Obstructions may be damaged or removed during service restoration or maintenance.

▲ USI (11/18)

U7010WWN-RGE-NY

# ADVERTENCIA

Peligro de choque eléctrico adentro.

NO ENTRAR!



Podría producir choques eléctricos, quemaduras, o causará la muerte.  
Si está dañado o abierto por favor llame a su compañía local eléctrica o al 911.

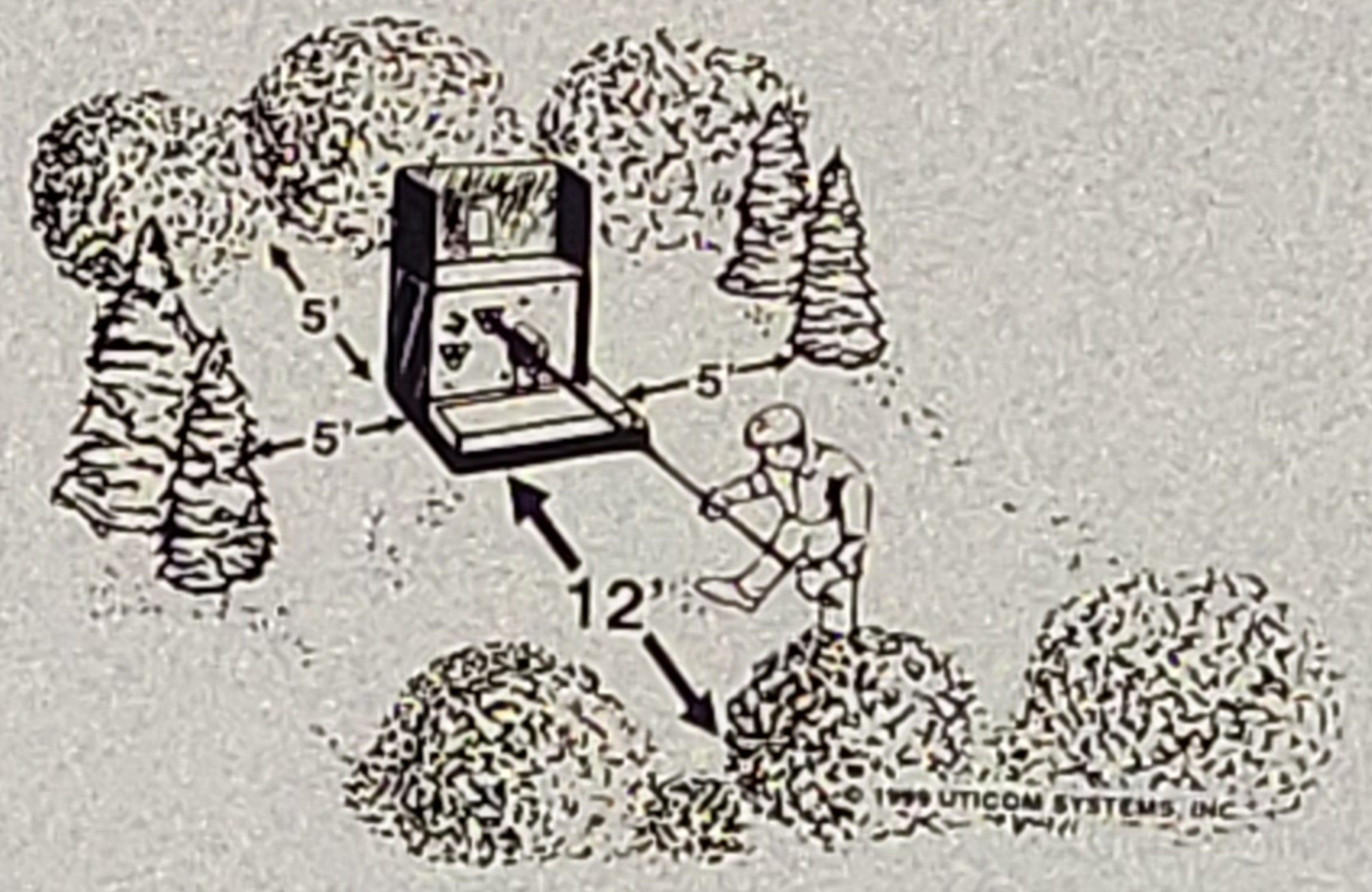
# ADVERTENCIA

Existen cables de voltaje peligroso enterrados en esta área.

Antes de excavar llame al 811.



# AVISO



Necesitamos espacio suficiente para trabajar sin riesgos en este sitio. Por favor mantenga arbustos y estructuras a 12 pies de las puertas y 5 pies de los lados.

Obstáculos podrán ser dañados o removidos durante restauración de electricidad.



Columbia







NO PARKING  
EXCEPT WHILE CHARGING

NO PARKING  
EXCEPT WHILE CHARGING

NO PARKING  
EXCEPT WHILE CHARGING

NO PARKING  
EXCEPT WHILE CHARGING

EV CHARGING ONLY

EV CHARGING ONLY

EV CHARGING ONLY

DXL  
Super Market



**From:** [Private General](#)  
**To:** [Planning Info](#)  
**Subject:** EV Station info from Dover  
**Date:** Thursday, February 15, 2024 12:57:22 PM

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Dear Planning Department,

Sorry I'm so late. Please forward this email with its pictures to the Planning Board and Peter Stith for review prior to the meeting or at least accessible during the meeting. THANK YOU, Liz

Dear Members of the Planning Board,

. Please see the information with each of these three pictures. The information regarding the Dover Parking Garage was received from the Dover Parking Dept. The Circle K info regarding price was acquired from a citizen charging his Kona. Dover's "normal" rate for parking in the garage is \$1.00 per hours.

Respectfully submitted by Elizabeth Bratter, 159 McDonough St, Property Owner



Dover Level 2 Charging Station in Parking Garage. Transformers are behind the wall with all other transformers for the garage and Police Station. No noise could be heard from the station (no one was charging at the time). The Parking Dept shared, they have received no complaints regarding the charging station in the garage. It is on the second floor, about 100' or more from senior housing and a restaurant on the other side of the garage.

Dover pricing \$3.50 per hour. Tesla paid for all the equipment including the non-Tesla stations (total of 4 stations) and provided \$4000.00 for installation costs. The cost to charge was decided to be the middle

between a truck and a small vehicle charging. They are breaking even.



Dover does NOT use Smart Charging, very expensive and Derry tried it and ended up removing them.

There is a privately owned Level 1 Charging Station at the Circle K on Central Ave in Dover. Circle K charges 43 Cents per kilowatt. A Hyundai Kona costs about \$25.00 to charge if fully empty. This station was making a large fan noise. It was charging a vehicle at that time. This unit sits to the rear of the building, is blocked by the building and is over 100' from any residential. It has two charging stations.



**From:** [Kimberli Kienia](#)  
**To:** [Kimberli Kienia](#)  
**Subject:** FW: Webform submission from: Planning Board > Body Blocks  
**Date:** Tuesday, February 6, 2024 12:48:36 PM

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Sent: Tuesday, February 6, 2024 12:25 PM  
To: chellman@TNDEngineering.com; Peter L. Britz <plbritz@cityofportsmouth.com>; Peter M. Stith <pmstith@cityofportsmouth.com>  
Subject: Webform submission from: Planning Board > Body Blocks

Submitted on Tue, 02/06/2024 - 12:24

Submitted by: Anonymous

Submitted values are:

Name

Dan Deering

Email

dan@macedge.com <<mailto:dan@macedge.com>>

Subject

Citizen feedback to Work Session on EV charging

Message

Good afternoon! I thought I would reach out with a little feedback and information regarding EV's and charging as I am on my second EV now. I will provide some information for clarity, some personal experience, and a suggestion based on the Ordinance.

First some clarification on the three main types of EV chargers:

**Level 1 Chargers:** These are the most basic chargers, often used for home charging. They plug into a standard 120V AC outlet and offer slow charging, typically adding about 4-5 miles of range per hour of charging. These are considered "portable" and many cars come with them.

**Level 2 Chargers:** These chargers are faster and require a 240V AC outlet, similar to what large appliances use. They are common in both residential and commercial settings, providing about 12-80 miles of range per hour. These can either have a 240v plug, or be hard wired directly, in either case likely needing an electrician.

**Level 3 Chargers (also known as DC Fast Chargers):** These are the fastest chargers, primarily used in commercial and high-traffic areas. They operate on a 480V DC supply and can add about 60-100 miles of range in just 20 minutes of charging. These required transformers and extensive physical presence. The general cost is unknown publicly, however Revision Energy just had two of these installed on the ChargePoint network in Keene at the Monadnock Food Co-op and do NOT have that such massive infrastructure.

Also I would like to point out that the Level 2 chargers that the city has are pay by the minute. However, they have two connectors and if two cars are plugged in charging at the same time, you are essentially paying double for electricity as it is pay by the minute. I would HIGHLY suggest moving to a cost per kwh to be more fair to consumers. (I have use these once and will never use them again because of that).

Additionally, at work (MacEdge in the Bowl-o-rama Plaza) we have installed a Level 2 charger for employee use only using a 50A circuit and required an electrician to install. It has a key lock so an employee must use a key to engage the charger. This is a great way for companies to provide charging for employees, or without a key, to the public. The charge unit cost about \$700 plus the electrician.

If you would like to learn more, a GREAT YouTube channel is @OutofSpecReviews and this guy is really considered the foremost expert on EV's and charging infrastructure.

**SUGGESTION FOR ORDINANCE:**

On the proposed ordinance Section 10.1110 Table of Minimum Off-Street parking. The requirement is defined as Number of Charging Ports + 2 parking spaces. I would like to point out that in **SOME** instances, a Level 3 charger might have 2 ports but only one is operational at a time. For example all of the Electrify America stations. So if EA wanted to put four chargers in, this ordinance would required 8 parking spaces, not 4 and based on this, an EA station would not be feasible. I would suggest changing that definition to "Number of concurrent usable ports".

Thank you for your time.

Regards,

Dan Deering  
President & Chief Nerd  
MacEdge LLC

bcc-email  
chellman@TNDEngineering.com,plbritz@cityofportsmouth.com,pmstith@cityofportsmouth.com