

**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.

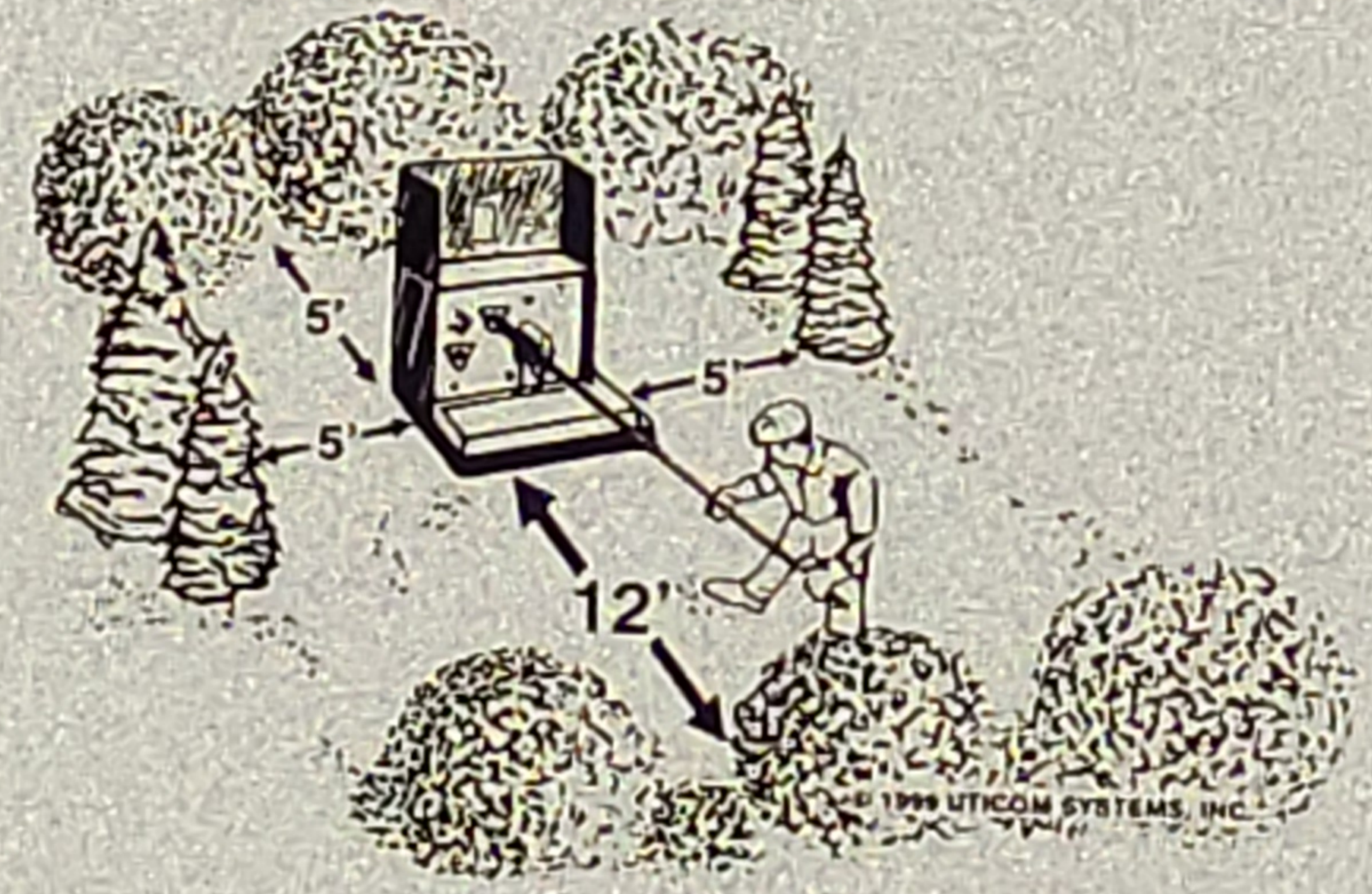
Before digging call 811.

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.

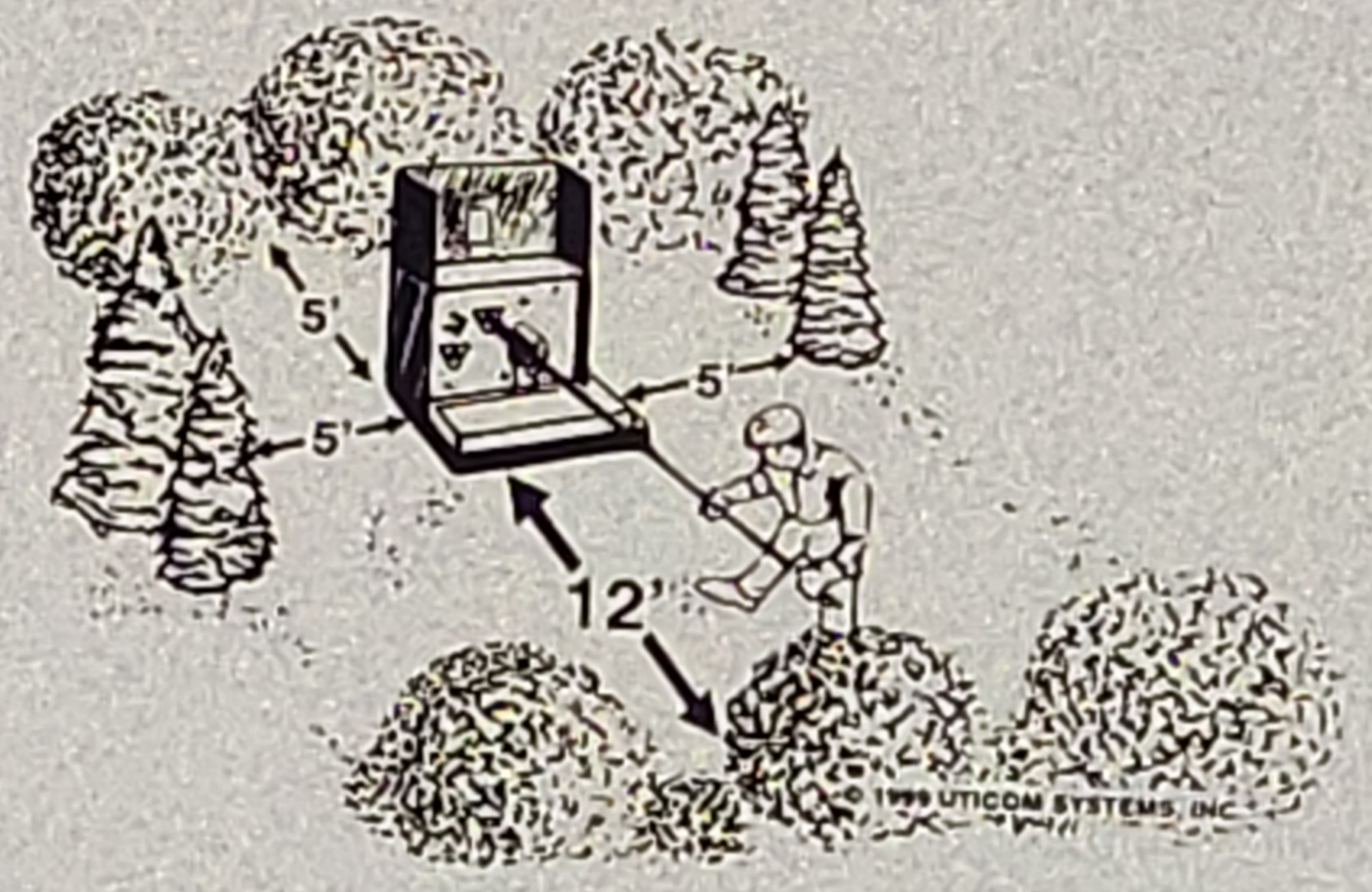
# ADVERTENCIA

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





NO PARKING  
EXCEPT WHILE CHARGING

NO PARKING  
EXCEPT WHILE CHARGING

NO PARKING  
EXCEPT WHILE CHARGING

NO PARKING  
EXCEPT WHILE CHARGING

EV CHARGING ONLY

DXL  
MENS OUTLET

DXL MENS OUTLET  
Sax 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.

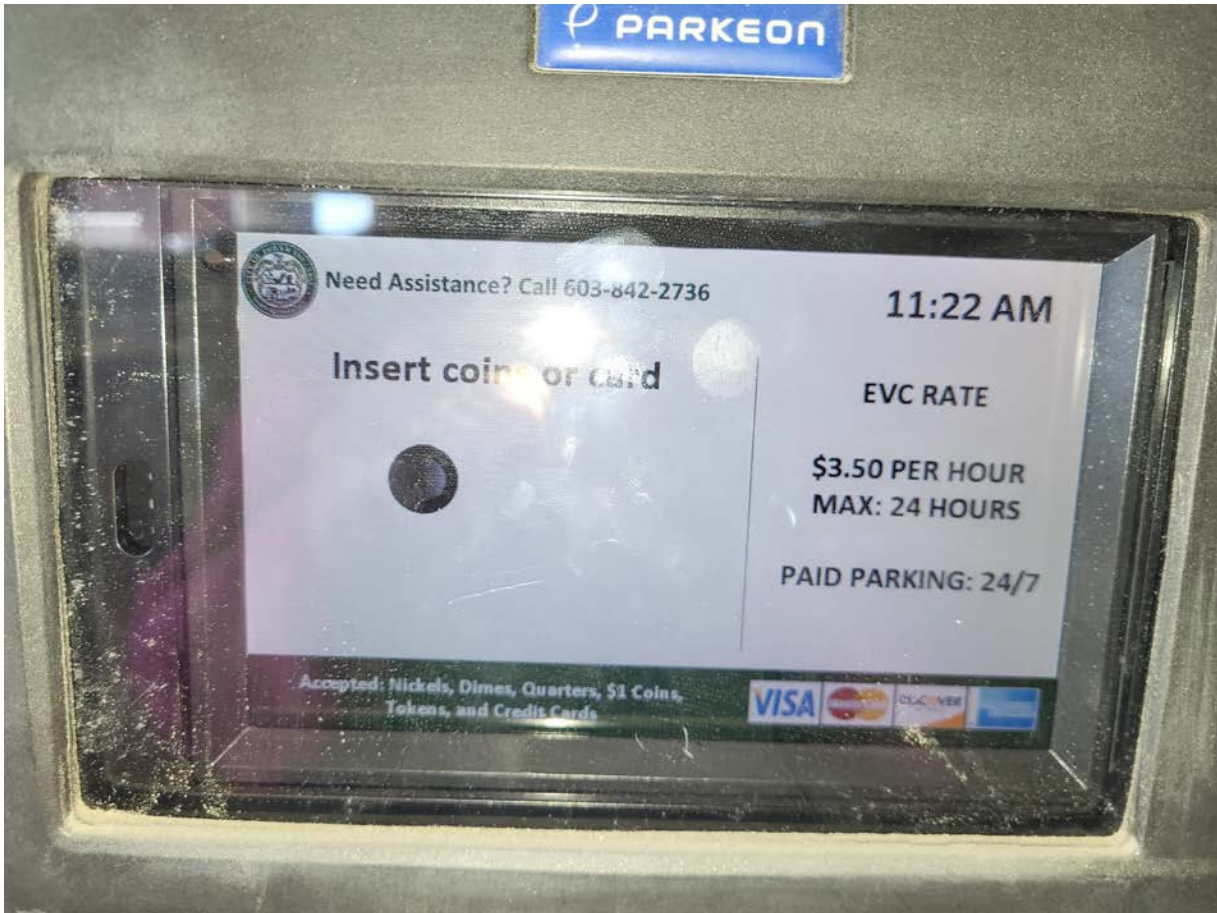
Respectfully submitted by Elizabeth Bratter, 159 McDonough St, Property Owner



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

February 22, 2024

Portsmouth Planning Board  
City Hall  
Portsmouth, NH

Mr. Chellman and members of the Planning Board:

I had occasion to attend your February 15 meeting in which the board considered multiple proposals for re-zoning. Kudos to board members Mahanna, Hewitt, Begala, Bowen, and Chellman for your thoughtful queries, comments, and insights!

It was notable that City staff failed to cite the provisions of the Master Plan that ostensibly support these re-zoning proposals. As you know, zoning regulations and district boundaries that are not supported by the Master Plan are prima facie unconstitutional.

Councilor Moreau failed to present a build-out analysis, a traffic impact assessment, or a fiscal impact analysis in support of her re-zoning proposals. Mr. Cracknell could have produced the former and the latter in just a few hours. As could Ms. Walker. Alas, our planning department has been purged of its more capable staff. In the absence of applicable data and analyses, the Planning Board has no reliable basis to predict the impact of several of these re-zoning proposals.

Kudos to Vice Chair Mahanna for calling out the City's practice of withholding critical information. This practice is disrespectful and unethical.

The City's public notice for the February 15 hearing forgoes plain English in favor of gibberish. In lieu of referencing street addresses, neighborhoods, or landmarks that are familiar to the populace, the notice relies solely on assessors' lot numbers. RSA 675:7 requires that the notice *"include a statement describing, to the greatest extent practicable and in easily understood language, the proposed changes to the zoning ordinance, the areas affected, and any other information calculated to improve public understanding of the proposal."*

I wholeheartedly concur with Tony Coviello's plea for bold action. Regrettably, that is not what City Councilor Moreau is proposing.

In conclusion, I would offer three suggestions:

- 1) Disregard the Land Use Committee's touchy-feely approach to re-zoning. Instead, engage in a rational, data-driven, decision-making process.
- 2) Accelerate the master plan update schedule. Commence an update no later than mid-2024.

- 3) [NH RSA 674:1-4](#) is abundantly clear that the Planning Board has **sole** responsibility for the master plan update. Do not permit City staff, the City Council, or a committee appointed by the City Council to take control of the process.

And thank you for your service to our community!

A handwritten signature in black ink, appearing to read 'Tom Morgan', with a large, stylized initial 'T'.

Tom Morgan  
39 Richards Avenue



Dear Members of the Planning Board,

This is a General Comparison of allowed uses in G1 and G2 created from the list presented at Land Use Committee Meeting. Items listed here are the uses that exist in G1 but not in G2 or allow a lesser use in G2. For example both G1 and G2 permit single family dwelling. They are not listed because they are permitted in both zones. Restaurants are permitted in both zones however the occupancy load is different. The list of special expectations is similar, only those listed are the difference between G1 and G2. **G1 has the more intense uses!**

**When reviewing these please think about how close some of these proposed zoning changes to G1 are to residential neighborhoods. Sometimes G1 may not be appropriate and G2 or another zone may be a better match.** Please remember some of the uses NOT allowed by right in G2 can receive a Special Exception allowing for abutter input and Board consideration of the proposed use to be sure it may be a reasonable “fit” to the area. The goal of zoning changes is to improve conditions for abutting neighborhoods and better match the Master Plan.

### **Permitted Used in G1 and not in G2**

#### **G1**

- 16. Personal Services
- 17. Consumer services such as copy shop, bicycle repair and pet Grooming
- 19. Trade, craft, and general service establishments, such as shops for Plumbers, electricians, painters, paper hangers, upholsterers, sign Painters and printers
- 20. Self-service laundry for use by general public
- 27 Nightclub or bar less than 250 occupancy
- 30. Restaurant occupancy up to 250

#### **G2**

- 25. Restaurant occupancy up to 50

### **Allowed by Special Exception in G1**

- 14. Clinics with inpatient care
- 15. Ambulatory surgical care
- 19 Convenience goods, 1, 24/7
- 20. Convenience goods 2, 24/7
- 21. Nightclub or bar from 250 to 500 occupancy
- 22. Restaurant occupancy 250 to 500
- 23. Boarding house
- 26. Hotel or motel up to 500 rooms
- (more below on next page)

#### **G2**

- 15. Personal services (*allowed in G1 by right*)
- 16. Consumer services such as copy shop, bicycle repair and pet grooming (*allowed in G1 by right*)
- 21. Nightclub less than 250 occupancy (*G1 yes, G2 no*)
- 23. Restaurant occupancy 50 to 500 (*G1 up to 250 by right*)
- 26. Hotel or motel up to 250 rooms (G1 by right-not G2)

29. Sales, renting or leasing of passenger cars or light trucks  
Motorcycles, tractors, snowmobiles and small power equipment  
(ie: lawn mowers) including accessory repair services
30. Motor vehicle service stations, motor vehicle repair or washing  
Facility for passenger cars and light trucks
31. Sales, rental, leasing, distribution and repairs of trucks over 10,000lbs  
GVW recreational vehicles, marine craft or manufactured housing and  
Related equipment
32. Wholesales devoted to and in the same establishment as a permitted  
Retail use, occupying up to 20% GFA of establishment
34. Research and development not marine dependent
35. Food processing not including seafood processing
36. Electronics manufacturing
- 37 General manufacturing not marine dependent
43. Carts or trailers, including outdoor display area, used for the  
Seasonal sale of dry goods, Christmas trees, flowers, fruits  
Vegetables, seasonal products and prepared foods.

**Comparison of other zones to follow if time permits.**

Respectfully submitted to the Planning Board by:  
Elizabeth Bratter  
159 McDonough St  
Property Owner

Dear Planning Board Members,

Here are the last of the summaries of uses for MRB, OR, GR, GA/MH, SRB and GRA. The easiest way to compare uses is to go to the zoning ordinances and open up the Table of Uses (10.440). Keeping one eye on G1 and then run a finger down the desired zoning one wants to look at. It allows for a direct comparison of apples to apples.

Please consider the whole donut when looking at each of these zoning changes. What is next to these area? Residential, GB, some of the desired zoning yet more of another? Be careful of industrial (I) and General Business (GB) areas, putting residential next to them can become a major complaint area. **Please be careful of the intensity of uses in G1 and consider using G2** and match those levels to what is next to the proposed zoning change area. For example a car wash is allowed in GB and in G1 by special exception but not allowed in ANY of the other zones being looked at today including Industrial and G2. With proper distance to residential and wetlands car washes are great; again it's about that balance.

Please consider the open/green space requirements of G1 and G2 of 10 to 20%. Almost all of the other zones have between 5 to 30% more. Preserving open spaces is part of the Master Plan which is hard to do if every inch of land is filled up with buildings. Housing is needed but open spaces, parking and infrastructure are needed to support it. Residents may come but they won't stay if they can't find a place to park, don't have any water in the summer to use, their children have to ride the bus for an hour to get to and from school or they have to wait for a few minutes to get across 4 lane roads with no lights since some of these road are owned by the NHDOT.

Break up this request if necessary. Better to get it right the first time than to plow through it and have to redo it in a year. Thank you for your consideration and time in dealing with this rezoning.

Sincerely,

Elizabeth Bratter  
159 McDonough St  
Property Owner

## **Mixed Residential Business (MRB)**

### **Allowed in MRB, special exception in G1**

Primary or secondary school

Bed and breakfast 1 and 2

Research and development non marine dependent

*MRB allows a CUP for a Garden Cottage (G1 does not allow them)*

### **Not permitted in MRA allowed in G1 or G1 with Special exception**

MRB does not permit more than 8 units per dwelling (G1 allows)

MRB does not permit indoor or outdoor performance facility

MRB does not permit religious, cinema, indoor rec

MRB does not allow museums

MRB does not allow convenience good 1, 24/7

MRB does not allow nightclubs, restaurants or most retail

MRB does not allow hotels or motels

## **Office Research (OR)**

### **Allowed in OR but not in G1 or only with G1 special exception:**

Hospital

Hotel or motel up to 125 room (G1 allows up to more than 500 with special exception)

### **Allowed in both OR and G1:**

Professional office

Business office

Financial services

Retail bank (G1-permitted, OR-special exception)

Publishing

Medical office

Clinic (G1 and OR -special exception)

### **Not allowed in OR:**

No dwelling units (most permitted G1)

No primary or secondary schools (post-secondary permitted as in G1)

No media studio (G1 special exception)

No assisted living or residential care (G1 by special exception)

No place of assembly (G1 by special exception)

No indoor performance facility up to 500 (G1 by right)

No indoor performance facility over 500 (G1 by special exception)

No outdoor facility up to 500 (G1 by special exception)

No outdoor facility over 500 (G1 by special exception)

No fraternal service or club (G1 by special exception)

No religious, cinema, amusement, indoor rec (G1 by special exception)

No health club, ect (G1 by right-over 2000 sf (G1special exception)

No outdoor rec (G1 by right)

No daycare (G1 family by right, G1 group by special exception)

No laundry facilities (G1 by right except onsite dry cleaning-not permitted by both)

No veterinary care (G1 by special exception)

No convenience stores of any kind (G1 with hours by right, 24/7 special exception)

No retail (most permitted in G1 except large scale)

No nightclubs (most permitted in G1)

No restaurants (most permitted in G1-over 250 special exception)

No bed and breakfast (G1 with special exception)

## **General Business (GB)**

### **Allowed in GB, either special exception or not allowed in G1**

Assisted living center

Primary, secondary and post secondary

Museums

Indoor performance up to 500

Indoor performance over 500 (not allowed in G1)

Religious, cinema, indoor rec

Health club over 2000 sf GFA

Media studio

Call center (not allowed in G1)

Group day care

Convenience goods 1, 24/7

Fishing boat landing 1 (not allowed in G1)

Wholesale sales-occupying 20% of GFA

Wholesale sales-occupying 21% of GFA (not allowed in G1)

Whip antenna not more than 30' in height

Cart or trailers-outdoor displays

### **Allowed in GB and G1**

Professional office

Business office

Financial institutions

### **Not allowed in GB**

No dwellings units (most permitted in G1)

No assisted living home (G1 special exception)

No residential care -5 (G1 special exception)

## **Garden Apartment/Mobile Home Park GA/MH**

### **Permitted dwelling in GA/MH and uses**

Two family dwelling

Town house

Multi-family units

Manufactured house (not permitted in G1)

Assisted living home (special exception GA/MH and G1)

Parks

Non commercial boat landing

**Most other uses are NOT allowed with this zoning.**

## **Single Residence B (SRB)**

### **Permitted dwelling in SRB and uses**

Single family dwelling

Parks

Family day care

Non commercial boat landing

Farm with no farm animals

Home occupation 1

Accessory use, no outdoor storage

**Most other uses are NOT allowed with this zoning.**

## **General Residence A (GRA)**

### **Permitted Dwellings allowed with CUP in GRA but not allowed in G1**

Attached accessory unit

Detached accessory unit

Garden cottage

### **Allowed with Special exception in GRA, allowed in G1**

Townhouse

Multi family 3 to 4 units

### **Permitted in GRA**

Parks

Family day care

Non commercial boat landing

Farm

**Most other uses are NOT allowed with this zoning.**