City of Cranston
Zoning Board of Review
Application

Application for exception or variation under the zoning ordinance "City of Cranston Zoning Code, December 1994 Edition as amended."

To: Cranston Zoning Board of Review
35 Sockanosset Crossroad Suite 6
Cranston, RI 02920

Date: October 8, 2021

THE UNDERSIGNED HEREBY APPLIES TO THE ZONING BOARD OF REVIEW FOR AN EXCEPTION OR A VARIATION IN THE APPLICATION OF THE PROVISIONS OR REGULATIONS OF THE ZONING ORDINANCE AFFECTING THE FOLLOWING DESCRIBED PREMISES IN THE MANNER AND ON THE GROUNDS HEREINAFTER SET FORTH.

OWNER: VEREIT REAL ESTATE L.P.

ADDRESS: 2325 East Camelback Road, Phoenix, AZ ZIP CODE: 85016

APPLICANT: Volta Charging, LLC ("Volta")

ADDRESS: 155 De Haro Street, San Francisco, CA ZIP CODE: 94103

LESSEE: Stop & Shop

ADDRESS: 1385 Hancock Street, Quincy, MA ZIP CODE: 02169

1. ADDRESS OF PROPERTY: 275 WARWICK AVENUE, CRANSTON, RI 02905
2. ASSESSOR'S PLAT #: 4 BLOCK #: _____ ASSESSOR'S LOT #: 2659 WARD: 1
3. LOT FRONTAGE: 577 FT LOT DEPTH: _____ LOT AREA: 7.46 AC
4. ZONING DISTRICT IN WHICH PROPERTY IS LOCATED: C-5 _____ _____
   (ZONE) (AREA LIMITATION) (HEIGHT LIMITATION)
5. BUILDING HEIGHT, PRESENT: _____ PROPOSED: NO CHANGE
6. LOT COVERAGE, PRESENT: _____ PROPOSED: NO CHANGE
7. HOW LONG HAVE YOU OWNED THE ABOVE PREMISES? Applicant is sub-tenant. Owner has owned parcel since August 9, 2011.
8. ARE THERE ANY BUILDINGS ON THE PREMISES AT PRESENT? YES
9. GIVE SIZE OF EXISTING BUILDING(S): 54,663 SF
10. GIVE SIZE OF PROPOSED BUILDING(S): N/A
11. WHAT IS THE PRESENT USE? LRG BUS MDL94 - SUPERMARKET
12. WHAT IS THE PROPOSED USE? N/A
13. NUMBER OF FAMILIES FOR WHICH BUILDING IS TO BE ARRANGED: 0 N/A

14. DESCRIBE IN DETAIL THE EXTENT OF PROPOSED ALTERATIONS:

(2) standard parking stalls are to be converted into 2 standard electric vehicle (EV) parking stalls. (2) electric vehicle charging stations are to be installed in landscape islands adjacent to the EV parking stalls. Electrical conduits will be extended from the existing building to the electric vehicle charging stations. Volta will also paint and mark all EV charging parking stalls and install necessary parking signs

15. HAVE YOU SUBMITTED PLANS TO THE BUILDING OFFICIAL? NO

16. WERE YOU REFUSED A PERMIT? NO

17. PROVISION OR REGULATION OF THE ZONING ORDINANCE OR STATE ENABLING ACT UNDER WHICH APPLICATION FOR EXCEPTION OR VARIANCE IS MADE.

Volta respectfully requests variance relief from the terms of Section 17.20.010, 17.20.030, 17.72.010 and 17.72.010(6) pursuant to Section 17.92.010 of the City of Cranston Zoning Ordinance and Rhode Island General Laws Title 45, Chapter 45-24, Section 45-24-41 and such other relief as deemed necessary.

18. STATE GROUNDS FOR EXCEPTION OR VARIANCE IN THIS CASE: Please refer to the Supporting Statement submitted herewith and incorporated herein by reference.

SIGNATURE OF APPELLANT(S) AND ATTORNEY (IF APPLICABLE) IS REQUIRED AND MUST BE LEGIBLE.

RESPECTFULLY SUBMITTED,

Please refer to Letter of Authorization submitted herewith. (OWNER SIGNATURE)	(PHONE NUMBER)
(OWNER SIGNATURE)	(PHONE NUMBER)
Michael B Hersberg (APPLICANT SIGNATURE)	978-766-7770 (PHONE NUMBER)
Guy Stutz (LESSEE SIGNATURE)	(PHONE NUMBER)
(ATTORNEY SIGNATURE)	401-276-2639 (PHONE NUMBER)

Edward D. Pare, Jr., Esq., Brown Rudnick LLP For the Applicant
(ATTORNEY NAME-PLEASE PRINT)

ATTORNEY ADDRESS: 10 Memorial Boulevard, Providence, Rhode Island 02903

PRE-ZONING APPLICATION MEETING:

(PLANNING DEPT. SIGNATURE) (DATE)

July 22, 2021

RE: Stop & Shop – 275 Warwick Ave., Cranston, RI 52137 (Property)

To Whom It May Concern:

VEREIT Real Estate, L.P. (Owner) as owner of the above-referenced Property hereby designates The Stop & Shop Supermarket Company LLC (Tenant) as an authorized representative of Owner to submit on behalf of Owner the necessary application as it applies for the proposed improvements (Installation of Electric Vehicle Charging Stations) for the Property.

Contracting Company: VOLTA CHARGING LLC
155 De Haro
San Francisco, CA 94103
Dawn Zancan – Dawn.Zancan@voltacharging.com

Tenant is not authorized to execute any final plats, maps or written agreements that would bind Owner.

VEREIT Real Estate, L.P., a Delaware limited partnership (successor by merger to SS Cranston RI, LLC)

By: VEREIT Real Estate GP, LLC, a Delaware limited liability company,
Its General Partner

By: Teresa Jenkins
2021.07.22 08:10:59 -07'00'

Name: Teresa Jenkins
Title: Authorized Officer

brownrudnick

Edward D. Pare, Jr., Esq.
direct dial: 401-276-2639
epare@brownrudnick.com

September 2, 2021

City of Cranston
Zoning Board of Review
35 Sockanosset Crossroad, Suite 6
Cranston, RI 02920

RE:	Application for Variance – Electric Vehicle Charging Stations
Applicant:	Volta Charging, LLC ("Volta" or the "Applicant")
Site:	Stop & Shop Parking Lot at 275 Warwick Avenue (Assessor's Parcels 4-2659-0, the "Site")
Zoning District:	Commercial C5
Owner:	VEREIT REAL ESTATE L.P.
Relief Requested:	Variance from the terms of Sections 17.20.010, 17.20.030, 17.72.010 and 17.72.010(6) pursuant to Section 17.92.010 of the City of Cranston Zoning Ordinance (hereinafter, the "Ordinance") and Rhode Island General Laws, Title 45, Chapter 45-24, Section 45-24-41, and such other relief as deemed necessary, all rights reserved, for the installation, operation, and maintenance of two electric vehicle charging stations on the Site.

Dear Honorable Members of the City of Cranston Zoning Board of Review:

On behalf of Volta, we are pleased to submit this letter to the City of Cranston Zoning Board of Review (the "Board") in support of the application by Volta for variance relief for the installation, operation, and maintenance of two electric vehicle charging stations. The following provides background information regarding the charging stations and addresses the applicable sections of the Ordinance.

BACKGROUND

Volta was founded in 2010 out of a passion for advancing electric transportation and since then, Volta has mastered the art and science of developing cutting-edge electric vehicle charging networks. By providing seamless, simple and free electric vehicle charging experiences for customers of the businesses where Volta is located, Volta is accelerating the electric vehicle movement. Thoughtfully located along the paths of daily life, Volta chargers are the most

heavily used in the charging industry. With the support of forward-thinking brand partners, Volta delivers free charging solutions to real estate owners, power to the electric vehicle community, efficient use of customers' time and impactful brand stories to everyone. www.voltacharging.com

The Volta charging station experience is a unique concept because Volta does not charge fees or costs to customers for the electricity but gives it away to encourage the use of electric vehicles. As the electricity ultimately must be purchased, Volta sells advertising space to brand name advertisers on the screens on its charging stations to generate the revenue needed to pay for the electricity. Notable advertising partners include Netflix, Jaguar, Alaska Airlines and Haagen Dazs. The advertisements shown on the screens are an integral part of the charging station and the electricity would not be available at no cost to the public without them.

Volta currently has nearly 1,500 charging stations installed throughout the United States including many in Massachusetts in the following communities: Burlington, Barnstable, Marlborough, Northborough, Framingham, Natick, Boston, Wakefield and Belmont. Charging stations are typically situated near retailers such as grocery stores. In Rhode Island, Volta has charging stations at Stop & Shop locations in Coventry and Pawtucket and at the Providence Place Mall.

For example, charging stations were recently installed in front of a Star Market grocery store in Belmont, Massachusetts and the feedback has been terrific:

> *"I'm sure that you will be delighted to hear that the customer reception has been incredible! Yesterday as a user at one station pulled out, another customer pulled right in! This morning I was paged to the service desk to receive more accolades from a customer about how "Great Star Market Is" to be on the forefront with these stations."*
> Steve Duran, Store Director, Belmont Star Market

> *"I just want to thank you for bringing free Electrical Vehicle charging stations to my local Star Market in Belmont, MA. It is very convenient for me and helps to get the word out that electric vehicles are practical as well as environmentally desirable. The charging units are conveniently placed within the parking lot and have been well maintained. I hope the program expands and would especially like to see units where I typically spend more time."*
> S. Harris, Electric Vehicle Owner, Belmont, MA

Volta is also proud of its commitment to assist local communities with displaying emergency messaging on its charging station screens. The Volta Response System allows participating municipalities to show public service announcements and emergency messaging at no cost. This community service allows municipalities to reach communities such as the elderly, without expending local government resources on signs, ad space or media outlets.

The clean energy impact from the Volta charging stations is immense:

- Powering over 73,000,000 free electric miles.
- To date, Volta has offset over 32,000,000 pounds of CO2.
- Total equivalent of over 369,000 trees planted.
- Volta charging stations are the most used in the charging industry.

THE SITE

Volta proposes to install two electric vehicle charging stations at the Stop & Shop parking lot Site at 275 Warwick Avenue, capable of providing free electricity to the public to charge electric vehicles. The charging units will measure approximately 36.5"' wide by 84.9"5' high. On each face of the charging unit, there is a screen for advertisements, measuring 55" diagonally by 27" (48" in height). The ads are stationary and change approximately every eight seconds. These are not video or moving displays but stationary images and there is no sound or noise emitted from the stations. The screens are backlit, similar to a TV screen and target pedestrians, not drivers. Although the display screens are intended for pedestrian traffic, out of an abundance of caution Volta follows an eight-second minimum advertisement loop which is the length of time recommended by the Federal Highway Administration.

The two (2) proposed charging stations will not have an adverse impact upon the aesthetics of the area. The charging stations are located within the parking lot near the existing Stop & Shop and set back from the road. The advertisements are not intended for those traveling along the public ways but for those visitors and shoppers at the Stop & Shop. This is a beneficial, accessory and "green" use. Volta targets areas where customers are shopping so they can efficiently use their time in the store to recharge their electric vehicles, at no cost to boot. Only two existing parking spaces will be converted into parking spaces for electric vehicles at the charging stations. Those parking spaces are not eliminated, just designated for electric vehicle charging use.

The charging stations are located near the Stop & Shop grocery store building, with additional existing parking spaces between. One charging station is about 80' from Warwick Avenue and the second, approximately 80' from the rear property line. Given the distance to the street and rear property line, and existing obstructions on the Site, the proposed electric charging stations will have negligible visual impacts on the neighborhood while providing cutting edge "green" benefits to the public.

RELIEF REQUESTED

As the Board knows, the Ordinance does not provide for electric vehicle charging stations such as these. We have attempted to request relief under the existing Ordinance based on existing uses and dimensional requirements. Therefore, Volta respectfully requests all necessary variances from the terms of Sections 17.20.010, 17.20.030, 17.72.010 and 17.72.010(6) pursuant to Section 17.92.010 of the Ordinance and Rhode Island General Laws Title 45, Chapter 45-24, Section 45-24-41, and such other relief as deemed necessary, all rights reserved, for the installation, operation, and maintenance of two (2) electric vehicle charging stations. We believe these stations should be considered full-service fuel stations and approved as charging stations, similar to other accessory uses. However, based upon discussions with the City's Zoning Official, we understand these charging stations would fall under the sign provisions of the Ordinance. Anticipating that these would be considered "monument" signs, these charging stations comply with the maximum square footage and setback requirements; however, the charging station as a whole is approximately seven feet (7') in height, in excess of four feet (4') allowed under the sign Ordinance for the C-5 (Heavy Business, Industry) zoning district. Of course, the excess height is due to the charging station base and equipment, not the sign itself. We are confident that if the two uses were separated, we could install a monument sign on the Site and charging stations which charge a fee or where customers incur costs for charging their electric vehicles. As will be further demonstrated by Volta by evidence submitted to the Board at the public hearing(s) in connection herewith, such relief is appropriate as the charging stations satisfy all pertinent provisions and standards contained in the Ordinance and Rhode Island General Laws for the granting of variances as enumerated below.

COMPLANCE WITH SECTION 17.92.010 OF THE ORDINANCE

B. **In granting a variance, the zoning board of review shall require that evidence to the satisfaction of the following standards be entered into the record of the proceedings:**

1. **That the hardship from which the applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area; and is not due to a physical or economic disability of the applicant;**

   The hardship is owing to the unique characteristics of the land and its use as a shopping plaza, which renders the proposed location uniquely suited for the electric vehicle charging stations as there is ample room on the Site and the existing parking lot is an appropriate location for this "green" technology designed to charge electric vehicles, free of charge. If the charging stations are not allowed on the Site, Volta cannot offer cost-free electricity to the public and the

clean energy benefits of Volta's electric vehicle charging stations will not be realized. Volta has designed its charging stations to be as small as possible and the provisions of the Ordinance relating to the size of monument signs would not allow both the electric charging station and the advertising screen. Without the relief, the opportunity for free electric vehicle charging would not be allowed.

2. **That the hardship is not the result of any prior action of the applicant and does not result primarily from the desire of the applicant to realize greater financial gain;**

The hardship does not result from Volta's prior actions. The electricity is offered to the public free of charge. If the electric vehicle charging stations are not allowed to function, Volta cannot offer the free electricity to the public and the clean energy benefits of Volta's electric charging stations will not be realized.

3. **That the granting of the requested variance will not alter the general character of the surrounding area or impair the intent or purpose of the zoning ordinance codified in this title or the comprehensive plan upon which the ordinance is based; and**

The requested variance relief will not alter the general character of the surrounding area or impair the intent or purpose of the Ordinance because the Stop & Shop parking lot location is uniquely suited for the electric vehicle charging stations. There is ample room on the Site and the locations for this new technology are appropriate and generally screened from view, except for those visiting the Site. The size of the Site, along with the existing building, plantings, vehicles in the parking lot, and setbacks will help screen the electric charging stations from view from the nearby roads and neighboring properties, thereby preserving the aesthetic qualities of the City of Cranston. The charging stations will provide a significant public benefit in the form of free electricity, which promotes the use of green energy and electric vehicles. These unmanned electric charging stations will not create a hazard or nuisance to abutters, vehicles, pedestrians, or the environment because the use is passive in nature and will not produce unreasonable noise, smoke, odors, or waste. The electric vehicle charging stations are designed to line up with the existing parking patterns and pedestrian use of the parking lot, will not pose a hazard to pedestrians or vehicles, and will not interfere with existing traffic patterns on the Site. The existing parking spaces will remain in place, just designated as spaces for electric vehicles seeking a charge. The variance will comply with the City of Cranston's Comprehensive Plan (the "Comp Plan") through the use of "green" energy and development. Consistent with the Comp Plan, the charging stations will promote orderly growth and development that recognizes the natural characteristics of the land, its suitability for use, and the availability of existing and proposed public and/or private services and facilities. Likewise, the charging stations are innovative improvements that promote the development of land suitable for development while

protecting the natural, cultural, historical, and recreational resources while achieving a balanced pattern of land uses and the opportunity to reduce impacts to the environment, improve building efficiency, and lower utility bills by encouraging the construction of green buildings.

4. **That the relief to be granted is the least relief necessary.**

   The relief sought is the least relief necessary to provide space for the electric vehicle charging station with the advertising area necessary to recover the cost of the free electricity.

C. **The zoning board of review shall, in addition to the above standards, require that evidence be entered into the record of the proceedings showing that:**

1. **In granting a use variance the subject land or structure cannot yield any beneficial use if it is required to conform to the provisions of the zoning ordinance. Nonconforming use of neighboring land or structures in the same district and permitted use of lands or structures in an adjacent district shall not be considered in granting a use variance; and, in granting a dimensional variance, that the hardship that will be suffered by the owner of the subject property if the dimensional variance is not granted shall amount to more than a mere inconvenience, which shall mean that there is no other reasonable alternative to enjoy a legally permitted beneficial use of one's property. The fact that a use may be more valuable after the relief is granted shall not be grounds for relief.**

   As discussed above, the electricity to charge electric vehicles is offered to the public free of charge. If the electric charging stations are not allowed to function and include the advertising screens, then Volta cannot offer the free electricity to the public and the clean energy benefits of Volta's electric charging stations will not be realized.

CONCLUSION

As evidenced by the materials submitted with this Application and as will be further demonstrated by the Applicant through evidence submitted to the Board at the public hearing(s) in connection herewith, the proposed electric vehicle charging stations satisfy the intent and objectives of the Ordinance in light of the size of the parcel, the commercial nature of the shopping plaza, as well as the charging station placement within the Site and the provision of free electricity for electric vehicles. The electric vehicle charging stations will minimize any potential adverse impact to the surrounding neighborhood and the City of Cranston as a whole as the advertisements are targeted to the shoppers and will not generally be visible from public

ways or neighboring parcels. Volta respectfully requests that the Board approve the two (2) electric vehicle charging stations by granting the requested variance relief. We are sure the Board agrees that these new, cutting edge "green" technologies will continue to develop over time based on the foundation of acceptance and approvals pursuant to a forward-looking municipality.

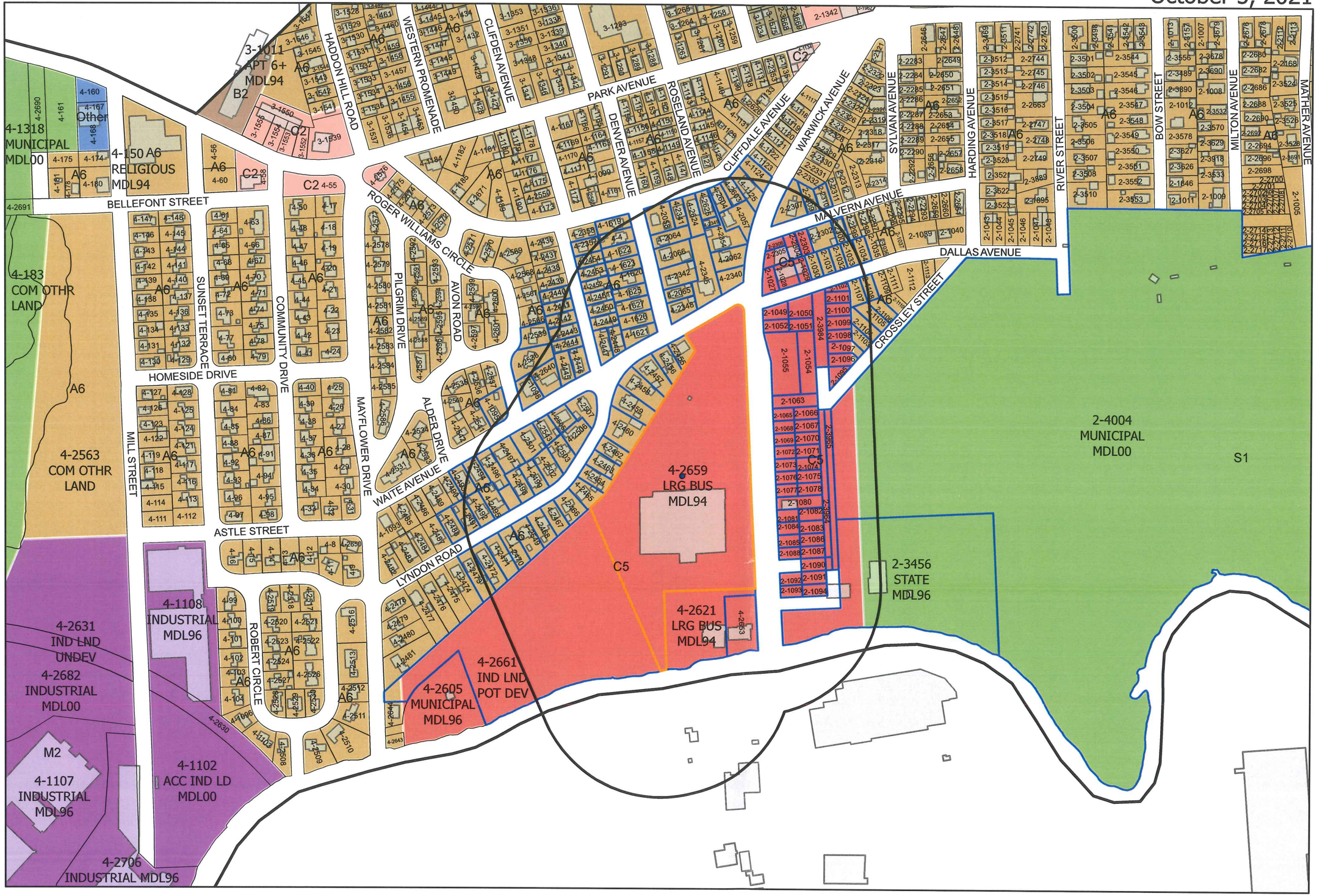
Respectfully Submitted,

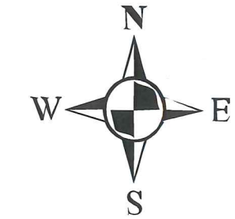
BROWN RUDNICK LLP

By: _____
Edward D. Pare, Jr., Esq.

275 Warwick Ave 400' Radius Plat 4 Lot 2659

October 5, 2021





Buildings
Cranston Boundary
Cranston Parcels

Zoning
- none
- A80
- A20
- A12
- A8
- A6
- B1
- B2
- C1
- C2
- C3
- C4
- C5
- M1
- M2
- EI
- EI
- MPD
- S1
- Other

Historic Overlay District
BufferParcels_ToExcel_Feature_Set_Points
Parcels in Radius
Lot 2659
400' Radius

0 100 200 300 400 Feet

VOLTA

STOP & SHOP #2702 CRANSTON

275 WARWICK AVENUE
CRANSTON, RI 02905
CITY OF CRANSTON
PARCEL: 4-2659-0

ITEM	TASK	YES	NO	N/A
1	CONTACT 811 UTILITY PRIOR TO EXCAVATION WORK.			
2	NOTIFY VOLTA & KIMLEY–HORN OF ANY DISCREPANCIES W/ PLANS OR POTENTIAL CONFLICTS.			
3	VERIFY ALL FIELD CONDITIONS PRIOR TO START OF CONSTRUCTION IN ACCORDANCE WITH THESE PLANS.			
4	INSTALL WORK AREA PROTECTION MEASURES.			
5	FIELD LOCATE EXISTING UTILITIES AND CROSSINGS & VERIFY NO CONFLICTS W/PROPOSED INFRASTRUCTURE.			
6	FIELD VERIFY ALL STALL DIMENSIONS AND EQUIPMENT LOCATIONS.			
7	CONFIRM ALL ADA AND LOCAL REQUIREMENTS ARE MET.			
8	ESTABLISH TEMPORARY CONSTRUCTION ACCESS(ES).			
9	IMPLEMENT AND MAINTAIN EPSC CONTROL MEASURES PER LOCAL REQUIREMENTS.			
10	LOCATE VERTICAL AND HORIZONTAL UTILITIES PRIOR TO BORING.			
11	PROVIDE PROPOSED LIMITS OF ASPHALT OVERLAY SKETCH TO KIMLEY–HORN & VOLTA (IF NEEDED).			
12	SEED & STABILIZE ALL DISTURBED AREAS AFTER FINAL GRADING.			

CONTRACTOR VERIFICATION CHECKLIST

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE BUILDING/DWELLING, STRUCTURAL, PLUMBING, MECHANICAL, ELECTRICAL, AND FIRE/LIFE SAFETY CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THE LOCAL GOVERNING AUTHORITIES CODES.

CODE BLOCK

VOLTA PROPOSES:

- 2 STANDARD PARKING SPACES ARE TO BE CONVERTED INTO 2 STANDARD ELECTRIC VEHICLE (EV) PARKING SPACES. 2 ELECTRIC VEHICLE CHARGING STATIONS ARE TO BE INSTALLED IN LANDSCAPED ISLANDS ADJACENT TO THE EV PARKING STALLS. ELECTRICAL CONDUITS WILL BE EXTENDED FROM THE EXISTING BUILDING TO THE ELECTRIC VEHICLE CHARGING STATIONS. VOLTA WILL ALSO PAINT AND MARK ALL EV CHARGING PARKING SPACES AND INSTALL NECESSARY PARKING SIGNS.

PROJECT DESCRIPTION

VOLTA REPRESENTATIVE:
VOLTA
155 DE HARO STREET
SAN FRANCISCO, CA 94103
CONTACT: MICHAEL HERSBHERG
PHONE: (978) 766–7770
EMAIL: MICHAEL.HERSHBERG@VOLTACHARGING.COM

SITE PARTNER:
STOP & SHOP
1385 HANCOCK ST
QUINCY, MA 02169
CONTACT: LINDA CARMARA
PHONE: (508)–654–6851
EMAIL: LCAMARA@STOPANDSHOP.COM

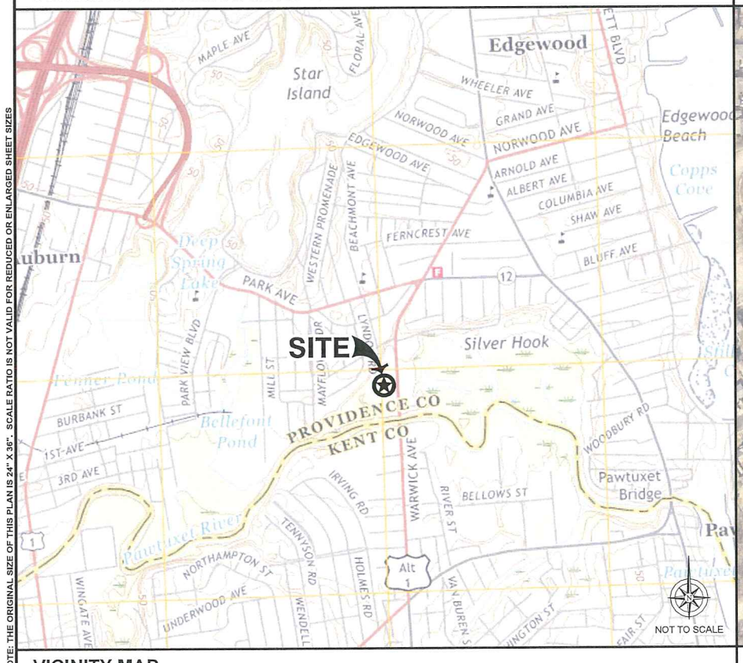
OWNER:
SS CRANSTON RI LLC C/O AHOLD FINANCIAL SERVICES
P.O BOX 6500, CARLISLE, PA 17013 ATTN: LEASING ACCOUNTING

PROGRAM MANAGER:
KIMLEY–HORN & ASSOCIATES
CONTACT: RYAN GRAM
PHONE: (615)–564–2865
EMAIL: RYAN.GRAM@KIMLEY–HORN.COM

CIVIL ENGINEER:
KIMLEY–HORN & ASSOCIATES
CONTACT: MIKE JUNGHANS, P.E.
PHONE: (914)–368–9189
EMAIL: MIKE.JUNGHANS@KIMLEY–HORN.COM

ELECTRICAL ENGINEER:
KIMLEY–HORN & ASSOCIATES
CONTACT: JEFFREY SALLEE, P.E.
PHONE: (757)–213–8635
EMAIL: JEFFREY.SALLEE@KIMLEY–HORN.COM

PROJECT TEAM



VICINITY MAP

Sheet Number	Sheet Title
C0-00	COVER SHEET
C0-01	GENERAL NOTES
C0-02	VOLTA STATION OVERVIEW
C1-00	OVERALL SITE PLAN
C2-00	ENLARGED SITE PLAN
C3-00	SITE DETAILS
C3-01	SITE DETAILS
C3-02	SITE DETAILS
E1-00	ELECTRICAL ONE LINE DIAGRAM & PANEL SCHEDULE
E2-00	ELECTRICAL NOTES & DETAILS

SHEET INDEX

LOCAL MAP

811
DIG ALERT

Know what's BELOW.
CALL before you dig.

CALL AT LEAST TWO WORKING DAYS BEFORE YOU DIG

CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING LOCATIONS, CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME

CALL BEFORE YOU DIG

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

VOLTA
155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn
1 N LEXINGTON AVE, SUITE 505
WHITE PLAINS, NY 10601
Main: 914.368.9200 | www.kimley-horn.com

REV	DATE	DESCRIPTION	BY
1	01/21/2021	CD90s	TAS
2	03/18/2021	CD100s	TAS
3	09/15/2021	CD100 REVISION TO V4	CGE

ISSUE DATE
09/15/2021

ISSUED FOR
PERMIT

MICHAEL W. JUNGHANS
No. 17070
REGISTERED PROFESSIONAL ENGINEER
09/15/2021

STOP & SHOP #2702 CRANSTON
275 WARWICK AVENUE CRANSTON, RI 02905

SHEET TITLE
COVER SHEET

SHEET NUMBER
C0-00

GENERAL NOTES:

1. VOLTA WILL PROVIDE AN INSTALLATION GUIDE AND OTHER SUPPORTING DOCUMENTS AT TIME OF CONSTRUCTION.
2. ALL EXISTING CONDITIONS SHOWN ARE APPROXIMATE. EXISTING UTILITY LOCATIONS AND CROSSINGS ARE TO BE LOCATED IN THE FIELD. CONTRACTOR IS TO CONTACT 811 UTILITY PRIOR TO BEGINNING ANY EXCAVATION WORK.
3. ALL PAVEMENT, LANDSCAPING, UTILITIES, AND OWNER PROPERTY THAT IS DAMAGED OR AFFECTED BY CONSTRUCTION SHALL BE RETURNED TO EXISTING CONDITIONS OR BETTER AT THE CONTRACTOR'S EXPENSE.
4. PROPOSED PAVEMENT STRIPING SHALL LINE UP WITH EXISTING STRIPING WHEREVER POSSIBLE, ADDITIONAL PAVEMENT STRIPE IS NOT NECESSARILY PARALLEL TO THE CONSTRUCTED CHARGING ISLAND.
5. THIS ACCESSIBILITY REVIEW WAS UNDERTAKEN TO IDENTIFY DESIGN FEATURES OF THE PROJECT THAT MAY BE CONSIDERED BY GOVERNMENTAL AGENCIES OR DEPARTMENTS, OR NON-GOVERNMENTAL GROUPS TO BE NON-COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, REVISED 2010 ADA REGULATIONS AND STANDARDS. THE AMERICANS WITH DISABILITIES ACT OF 1990 IS A FEDERAL CIVIL RIGHTS LAW, THERE IS NO FEDERAL REVIEW PROCESS TO ENSURE FULL COMPLIANCE WITH THE GUIDELINES, EXCEPT THROUGH THE FEDERAL COURT SYSTEM. THE DEPICTIONS, NOTES, AND RECOMMENDATIONS, EXPRESSED ON THIS PLAN ARE BASED ON PROFESSIONAL JUDGEMENT GAINED FROM PAST EXPERIENCE WITH ACCESSIBILITY LAWS, CODES, AND STANDARDS AND THE WORKING INVOLVEMENT TO DEVELOP ACCESSIBILITY STANDARDS THAT WILL MEET OR EXCEED THE APPLICABLE FEDERAL GUIDELINES. ACCORDINGLY, NO CLAIMS OR WARRANTIES, EXPRESSED OR IMPLIED, ARE MADE THAT IN PREPARING THIS PLAN AND PROPOSING RECOMMENDATIONS, THAT ALL POSSIBLE BARRIERS TO ALL PEOPLE HAVE BEEN IDENTIFIED.
6. CONTRACTOR SHALL ACHIEVE A MINIMUM OF 1% BUT NO MORE THAN A 2% SLOPE IN ANY DIRECTION WITHIN ADJACENT ACCESSIBLE SPACE AND BLEND ASPHALT OVERLAY TO EXISTING GRADES AS REQUIRED. CONTRACTOR SHALL PROVIDE A SKETCH TO VOLTA OF PROPOSED LIMITS OF ASPHALT OVERLAY TO ACHIEVE THIS REQUIREMENT PRIOR TO BEGINNING PAVEMENT WORK.
7. ACCESSIBLE EV STALLS WERE DESIGNED BASED ON EXISTING CONDITIONS AND WITHOUT THE BENEFIT OF SURVEY DATA. ALL ADA AND LOCAL REQUIREMENTS INCLUDING BUT NOT LIMITED TO SLOPE AND SPACING SHALL BE CONFIRMED BY THE CONTRACTOR AND MET AT THE TIME OF CONSTRUCTION.
8. CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN ACCESSIBILITY PRIOR TO CONSTRUCTION.
9. UNDER NO CIRCUMSTANCE IS THE CONTRACTOR TO DISRUPT ANY OPERATIONS AT THE SITE HOST LOCATION, INCLUDING BUT NOT LIMITED TO CUSTOMER DISRUPTION, UTILITIES, AND INFRASTRUCTURE.
10. CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT WORK AREAS WITH CONES AND/OR BARRICADES AT ALL TIMES.

EROSION CONTROL & GRADING NOTES:

1. ADDITIONAL EROSION CONTROL DEVICES TO BE USED AS REQUIRED BY LOCAL INSPECTOR.
2. DISTURBED AREAS LEFT IDLE FOR FIVE DAYS, AND NOT TO FINAL GRADE, WILL BE ESTABLISHED TO TEMPORARY VEGETATION. MULCH, TEMPORARY VEGETATION OR PERMANENT VEGETATION SHALL BE COMPLETED ON ALL EXPOSED AREAS WITHIN 14 DAYS AFTER DISTURBANCE. ALL AREAS TO FINAL GRADE WILL BE ESTABLISHED TO PERMANENT VEGETATION UPON COMPLETION.
3. WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24 HOURS OF SEEDING. IF UNABLE TO ACCOMPLISH, MULCH SHALL BE USED AS A TEMPORARY COVER. CONCENTRATED FLOW AREAS AND ALL SLOPES STEEPER THAN 2.5:1 AND WITH A HEIGHT OF TEN FEET OR GREATER (DOES NOT APPLY TO RETAINING WALLS), AND CUTS AND FILLS WITHIN BUFFERS, SHALL BE STABILIZED WITH THE APPROPRIATE EROSION CONTROL MATTING OR BLANKETS.
4. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
5. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
6. SEED ALL DISTURBED AREAS UNLESS OTHERWISE NOTED AS PART OF THIS CONTRACT.
7. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN. THE CONTRACTOR IS TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING.
8. STOCKPILED TOPSOIL OR FILL MATERIAL IS TO BE TREATED SO THE SEDIMENT RUN-OFF WILL NOT CONTAMINATE SURROUNDING AREAS OR ENTER NEARBY STREAMS. STOCK PILE LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER PRIOR TO GRADING ACTIVITIES. EROSION & SEDIMENT CONTROL PRACTICE SHALL BE INSTALLED PRIOR TO STOCKPILE OPERATIONS.
9. CONSTRUCT SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
10. MULCH AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER FINAL GRADING IS COMPLETED (WITHIN 15 DAYS OF ACHIEVED FINAL GRADES) UNLESS OTHERWISE INDICATED. CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO ESTABLISH PERMANENT SOIL STABILIZATION. STEEP SLOPES (GREATER THAN 3:1) SHALL BE STABILIZED WITHIN 7 DAYS OF FINAL GRADING.
11. PROVIDE TEMPORARY CONSTRUCTION ACCESS(ES) AT THE POINT(S) WHERE CONSTRUCTION VEHICLES EXIT THE CONSTRUCTION AREA. MAINTAIN PUBLIC ROADWAYS FREE OF TRACKED MUD AND DIRT.
12. DO NOT DISTURB VEGETATION OR REMOVE TREES EXCEPT WHEN NECESSARY FOR GRADING PURPOSES.

ADA COMPLIANCE:

1. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.
2. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.
3. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
4. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.
5. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

SITE NOTES:

1. HORIZONTAL DIRECTIONAL DRILLING (HDD) OR OTHER TRENCHLESS METHODS AS APPROVED BY SITE HOST ARE THE PREFERRED METHOD TO INSTALL CONDUIT BENEATH EXISTING PARKING LOTS AND PAVED AREAS.
   - 1.1. CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF TWO AND ONE-HALF FEET (2.5') OR BELOW THE FREEZE LINE, WHICHEVER IS DEEPER. CONDUIT TYPE AND DESIGN TO BE SPECIFIED BY EV CHARGING STATION VENDOR AND MEET ALL LOCAL REQUIREMENTS. CONDUIT DIAMETER SHALL BE NO LARGER THAN TWO (2) INCHES.
   - 1.2. THE RECEIVING PIT SHALL BE LOCATED AS CLOSE AS REASONABLY POSSIBLE TO THE PROPOSED WALL PENETRATION TO LIMIT THE LENGTH OF BUILDING-MOUNTED CONDUIT. LOCATE RECEIVING PIT WITHIN ASPHALT PAVED AREA OR CONCRETE SIDEWALK AREA; RECEIVING PIT SHALL NOT BE LOCATED WITHIN THE UNLOADING PAD [SIX TO TEN INCH (6-10") REINFORCED CONCRETE SLAB AT THE REAR OF THE STORE]. RECEIVING PIT LOCATION AND WORK AREA SHALL NOT AFFECT SITE HOST CUSTOMER OR DELIVERY TRAFFIC. SEE SUPPLEMENTAL DOCUMENTS, RECEIVING AREA DIAGRAM.
   - 1.3. THE RECEIVING PIT SIZE SHALL BE LIMITED TO THREE FEET (3') BY THREE FEET (3') AND SHALL NOT UNDERMINE THE BUILDING FOUNDATION, ENCLOSURES OR CONCRETE UNLOADING PAD.
   - 1.4. BACKFILL EXCAVATIONS AND REPAIR PAVEMENT PER SPECIFICATIONS BELOW.
   - 1.5. WHERE CONCRETE PAVEMENT, SIDEWALK, ASPHALT PAVEMENT, CURBING, OR CURBING GUTTER IS REMOVED, THE WIDTH OF THE REMOVAL SHALL EXCEED THE ACTUAL WIDTH AT THE TOP OF THE TRENCH BY TWELVE INCHES (12") ON EACH SIDE OF THE TRENCH, OR A TOTAL OF TWO FEET (2') WIDER THAN THE TRENCH.
   - 1.6. TRENCHING THROUGH THE CONCRETE RECEIVING PAD AT THE REAR OF THE STORE OR THE DRIVE-THRU SLAB IS NOT ALLOWED. ONLY TRENCHING THROUGH MINOR CONCRETE INSTALLATIONS SUCH AS SIDEWALKS WILL BE PERMITTED.
   - 1.7. EXCAVATE TRENCHES TO A DEPTH FOUR INCHES (4") DEEPER THAN BOTTOM OF FINISHED PIPE ELEVATION.
   - 1.8. THE BOTTOM WIDTH OF THE TRENCH SHALL BE AS REQUIRED TO PERMIT CONDUIT TO BE PROPERLY LAIN AND BACKFILL TO BE PLACED AND PROPERLY COMPACTED.
   - 1.9. REMOVED PAVEMENT, CONCRETE AND EXCAVATED MATERIALS UNSUITABLE FOR USE AS BACKFILL SHALL BE DISPOSED OFFSITE.
   - 1.10. BEDDING AND BACKFILL MAY BE MATERIAL EXCAVATED FROM THE TRENCH PROVIDED THAT IT IS FREE FROM DEBRIS AND ROCKS LARGER THAN ONE AND ONE-HALF INCHES (1-1/2").
   - 1.11. OVER THE PIPE, IN LAYERS NOT EXCEEDING FOUR INCHES (4"), PLACE AND COMPACT SUITABLE FILL MATERIAL TO NINETY-FIVE PERCENT (95%) DRY DENSITY AS DETERMINED BY ASTM D698.
   - 1.12. COMPACTING EQUIPMENT SHALL BE OF SUCH DESIGN, WEIGHT, AND QUALITY AS IS REQUIRED TO OBTAIN THE DENSITIES SPECIFIED HEREIN OR INDICATED ON THE DESIGN DRAWINGS. AREAS INACCESSIBLE TO SELF-PROPELLED COMPACTING EQUIPMENT SHALL BE COMPACTED OR CONSOLIDATED BY HAND-OPERATED MECHANICAL TAMPERS OR VIBRATORS.
   - 1.13. RESTORE GRASS, LANDSCAPING, IRRIGATION AND ALL FEATURES TO THEIR PRECONSTRUCTION CONDITION.
2. ANY UTILITIES, PAVEMENT, IRRIGATION, LANDSCAPING OR OTHER SITE FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY EV CHARGING STATION VENDOR TO SITE HOST SPECIFICATION.
   - 2.1. WHERE LANDSCAPING IS IMPACTED, IT IS THE RESPONSIBILITY OF EV CHARGING STATION VENDOR TO REPOSITION OR PROVIDE NEW LANDSCAPING WITHIN THE SITE HOST PROPERTY TO ENSURE COMPLIANCE WITH ANY CODE REQUIREMENTS.
   - 2.2. WHERE PARKING LOT, SIDEWALK OR OTHER PAVED AREAS ARE IMPACTED OR DAMAGED, IT IS THE RESPONSIBILITY OF THE EV CHARGING STATION VENDOR TO REPAIR THE AREA TO LIKE NEW CONDITION, REPAIR SHOULD EXTEND BEYOND DAMAGED AREA TO NEAREST CLEAN BREAK THAT ALIGNS WITH ARCHITECTURAL BREAKS, MATERIAL JOINTS, PAVEMENT MARKINGS, ETC.
3. WHERE APPLICABLE, UTILITY SERVICE PROVIDER TO USE SITE HOST APPROVED ROE (RIGHT OF ENTRY) AGREEMENT. SITE HOST PROGRAM MANAGER WILL PROVIDE TEMPLATE WHEN NECESSARY.
4. ASPHALT PAVEMENT REMOVAL AND REPLACEMENT
   - 4.1. SAW CUT THE PAVEMENT TO NEAT, STRAIGHT LINES TO THE FULL DEPTH OF THE PAVEMENT. PAVEMENT REMOVAL SHALL EXTEND A MINIMUM OF TWELVE INCHES (12") BEYOND THE EDGES OF THE REMOVAL AREA. ANY OTHER PAVEMENT AREAS DAMAGED DURING REMOVAL SHALL ALSO BE REPAIRED OR REPLACED AS NECESSARY
   - 4.2. REMOVE THE PAVEMENT WITHOUT DAMAGING THE PAVEMENT THAT IS TO REMAIN IN-PLACE.
   - 4.3. IF BASE REPLACEMENT IS REQUIRED, COMPACT THE IN-SITU SOILS TO NINETY-FIVE PERCENT (95%) ASTM D698 AND PLUS OR MINUS TWO PERCENT (2%) OF OPTIMUM MOISTURE CONTENT. REMOVE AND REPLACE ANY UNSUITABLE IN-SITU SOILS.
   - 4.4. PLACE AND COMPACT BASE MATERIAL TO NINETY-FIVE PERCENT (95%) OF ASTM D698.
   - 4.5. APPLY PRIME COAT TO AGGREGATE BASE IN COMPLIANCE WITH THE DOT SPECS. PRIME COAT SHALL NOT BE APPLIED MORE THAN TWENTY-FOUR (24) HOURS BEFORE ASPHALT PAVEMENT IS PLACED. APPLICATION RATE TO BE PER THE DOT SPEC.
   - 4.6. CLEAN AND APPLY TACK COAT TO THE ENDS OF CURBS, EDGES OF CONCRETE SURFACES, EDGES OF MANHOLES AND INLETS AND EDGES OF SAW CUT PAVEMENT THAT WILL REMAIN IN-PLACE.
   - 4.7. PLACE AND COMPACT HOT-MIX ASPHALT. HOT-MIX ASPHALT THICKNESS SHALL BE THE GREATER OF THE IN-PLACE ASPHALT OR THREE AND ONE-HALF INCHES (3.5"). ASPHALT MIX DESIGN SHALL BE BY THE CONTRACTOR.
   - 4.8. PLANT MIXED ASPHALT BASE/BINDER COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF TWO INCHES (2').
   - 4.9. PLANT MIXED ASPHALT SURFACE COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF ONE AND ONE-HALF INCHES (1-1/2").
   - 4.10. FOR SMALLER JOBS, IT MAY NOT BE FEASIBLE TO INSTALL BINDER AND SURFACE COURSES, IN WHICH CASE SURFACE COURSE, PLACED AND COMPACTED IN TWO LIFTS, WILL BE ACCEPTED.
   - 4.11. IF PLACING HOT MIX ASPHALT WITH A SHOVEL, BEGIN PLACING HMA AGAINST THE EDGES OF THE PATCH AND WORKING INWARD. HMA SHOULD NOT BE PLACED IN THE CENTER OF THE PATCH AND RAKED TOWARDS THE EDGES.
   - 4.12. THE FIRST PASS OF THE ROLLER OR COMPACTION EQUIPMENT SHOULD BE ALONG THE EDGES OF THE PATCH TO PROPERLY FORM THE JOINT. THE ROLLER WHEEL OR COMPACTION EQUIPMENT SHOULD OVERHANG THE EXISTING PAVEMENT ONTO THE PATCH BY SIX INCHES (6"). AFTER THE PERIMETER OF THE PATCH HAS BEEN COMPACTED BEGIN TO WORK TOWARDS THE CENTER OF THE PATCH WITH SUCCESSIVE PASSES OFFSET BY SIX INCHES (6").
   - 4.13. THE CONTRACTOR SHALL UTILIZE THE APPROPRIATE HEAVY COMPACTION EQUIPMENT TO ACHIEVE THE REQUIRED COMPACTION OF THE ASPHALT.
   - 4.14. SEAL THE AREA AROUND THE EDGES WITH AN ELASTOMERIC LIQUID ASPHALT SEALER TO PROTECT AGAINST WATER INFILTRATION, INCLUDING ANY INADVERTENT OVERCUTS DURING THE SAW CUTTING PROCEDURE.

PROJECT LEGEND:

(SCALE VARIES PER SHEET)

- 9 / C3-01 — DETAIL NO. / SHEET NO.
- PROPERTY LINE
- BREAK LINE
- EXISTING CURB AND GUTTER
- EXISTING PARKING STRIPE
- EXISTING CONCRETE PAD
- EXISTING TREE
- EXISTING SHRUB
- EXISTING FIRE HYDRANT
- EXISTING CATCH BASIN / MANHOLE
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STRUCTURE / UTILITY
- EXISTING ELECTRICAL ROOM / PANEL
- E — PROPOSED ELECTRICAL CONDUIT
- PROPOSED ELECTRICAL JUNCTION BOX
- T — PROPOSED COMMUNICATIONS CONDUIT
- PROPOSED COMMUNICATIONS JUNCTION BOX
- PROPOSED CURB AND GUTTER
- PROPOSED PARKING STRIPE
- PROPOSED CONCRETE WHEEL STOP
- PROPOSED CONCRETE PAD
- TP — TP — PROPOSED TREE PROTECTION
- PROPOSED VOLTA V4 L2 CHARGING STATION
- PROPOSED VOLTA V4 L2 POST-INSTALLED CHARGING STATION
- PROPOSED VOLTA V4 L3 DCFC CHARGING STATION
- PROPOSED VOLTA V4 L2 EVCS W/ 4" PIPE BOLLARDS
- PROPOSED VOLTA V3 L2 CHARGING STATION
- PROPOSED V3 L2 EVCS FOUNDATION W/ 4" PIPE BOLLARDS
- PROPOSED PCS FOUNDATION
- PROPOSED PCS FOUNDATION W/ 4" BOLLARDS
- PROPOSED L2 REMOTE CHARGING UNIT FOUNDATION
- PROPOSED eBOX & eCLICK
- PROPOSED SIGN POST
- PROPOSED SIGN POST W/ BOLLARD
- PROPOSED POST INSTALLED SIGN POST
- PROPOSED POST INSTALLED SIGN POST W/ BOLLARD
- PROPOSED WALL MOUNTED SIGN
- PROPOSED 4" ISOLATED PIPE BOLLARD

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

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REV	DATE	DESCRIPTION	BY
1	01/21/2021	CD90s	TAS
2	03/18/2021	CD100s	TAS
3	09/15/2021	CD100 REVISION TO V4	CGE

ISSUE DATE
09/15/2021

ISSUED FOR
PERMIT

MICHAEL W. JUNGHANS
No. 17870
REGISTERED PROFESSIONAL ENGINEER
09/15/2021

STOP & SHOP #2702
CRANSTON

275 WARWICK AVENUE
CRANSTON, RI 02905

SHEET TITLE
GENERAL NOTES

SHEET NUMBER
C0-01

FOR REFERENCE ONLY. DESIGNED AND PROVIDED BY OTHERS.

Volta Gen4 L2 Station

Volta provides turn-key Electric Vehicle (EV) charging services for premium retail and entertainment destinations. We install and maintain the charging amenity at no cost to site partners as well as EV drivers, driving increased property value and attracting more customers who stay longer.

VOLTA STATION BENEFITS

- Installation, equipment and maintenance is paid by Volta
- Charges all electric vehicles
- Free electricity supported through third party content on displays
- Volta stations are occupied 80% of the retail day
- Volta has provided 88M free sponsored electric miles, delivered 25 gigawatt hours and eliminated over 39M pounds of CO2 emissions

CHARGING UNIT INFORMATION *(Single Charging Units)*

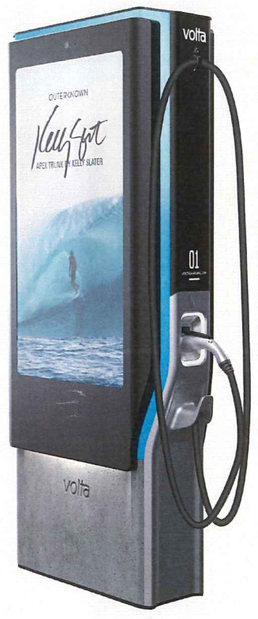
- Size: H 85.0" x W 36.5" x D 15.5"
- Display Size: H 48" x W 27
- Power Type: 208/240VAC, 48A, 10kW max; UL 2202
- Plug: SAE J1772 compliant connector

POWER REQUIREMENTS

- Charging unit: 60A/2P, 208/240 breaker
- Display/connectivity: 20A/1P, 120V breaker

INSTALLATION REQUIREMENTS

- Wire Diameter: #6 AWG minimum. Larger for longer conduit runs
- Conduit Diameter: 1.5" minimum per station. Larger conduit required for runs over 250'



- 55" Media Display
- Charges up to 30miles per hour
- Universal J1772 connections
- Cable Management
- Fully Networked

volta

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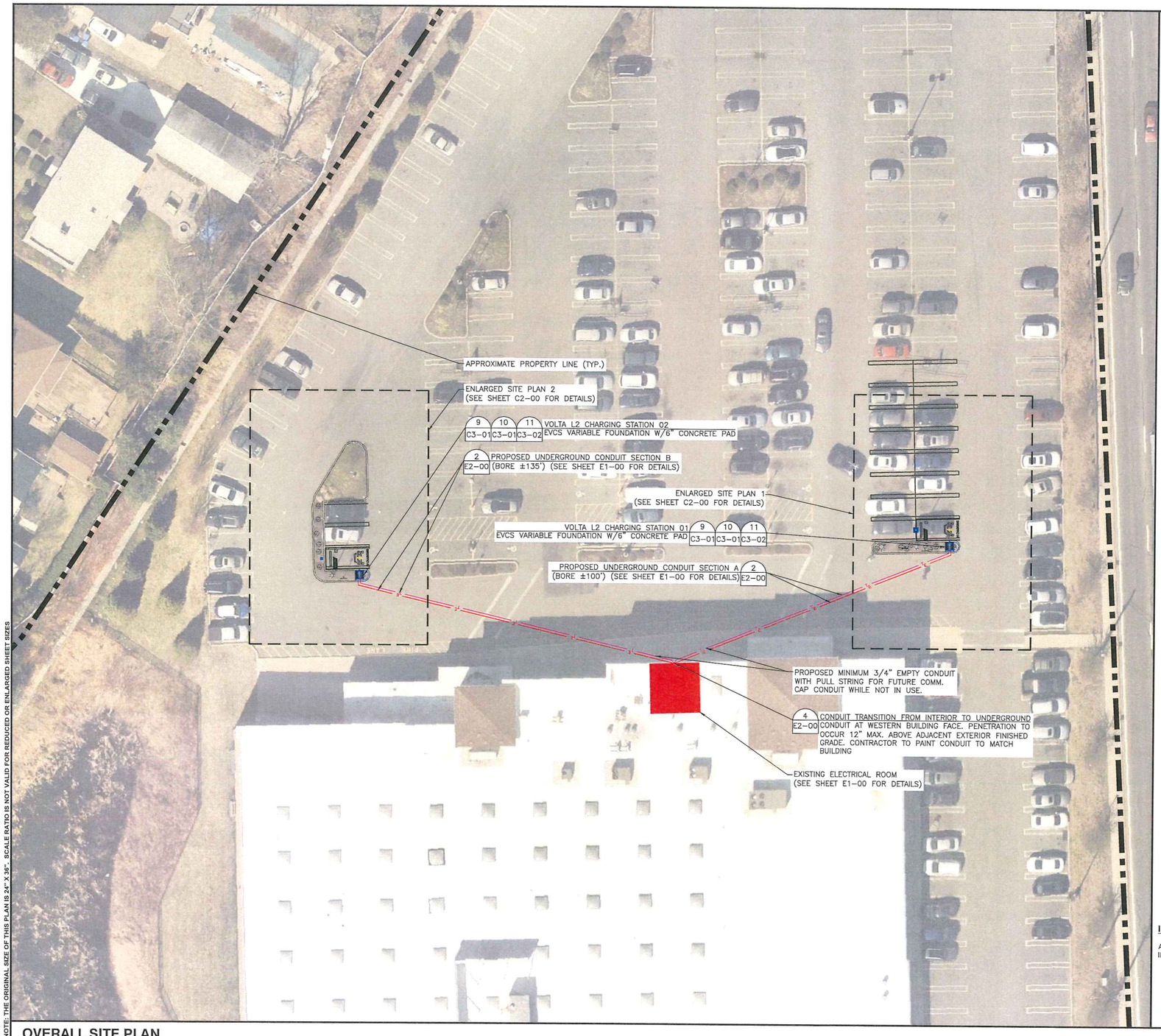
FOR INFORMATIONAL PURPOSES ONLY

STOP & SHOP #2702 CRANSTON

275 WARWICK AVENUE CRANSTON, RI 02905

SHEET TITLE
VOLTA STATION OVERVIEW

SHEET NUMBER
C0-02



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OVERALL SITE PLAN

DISCLAIMER

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CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL FIELD CONDITIONS AND IS TO ALERT THE ENGINEER AND VOLTA OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. CONTRACTOR TO COORDINATE WITH VOLTA PM FOR ALL FINAL PLACEMENTS OF INFRASTRUCTURE.

CONSTRUCTION NOTES:

1. CONTRACTOR RESPONSIBILITIES CONSISTS OF, BUT NOT LIMITED TO, CHARGING STATION MOUNTING, FOUNDATION CONSTRUCTION, CONDUIT INSTALLATION, AND WIRING.
2. CONTRACTOR TO PAINT PROPOSED EV PARKING SPACES PER JURISDICTIONAL REQUIREMENTS.
3. CONTRACTOR TO INSTALL TREE PROTECTION FENCING PRIOR TO ANY CONSTRUCTION ACTIVITY. SEE SHEET C3-00 FOR DETAILS.
4. EXACT STATION PLACEMENT AND ROTATION ANGLE MAY VARY SLIGHTLY UPON INSTALLATION DEPENDING ON SITE CONDITIONS.
5. CONTRACTOR TO FIELD VERIFY ALL STALL DIMENSIONS AND ALL EQUIPMENT LOCATIONS TO ENSURE SUFFICIENT SPACE IS AVAILABLE.
6. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
7. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ETC.) TO LOCATE MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING.ENSURE 1" GAP MIN. BETWEEN REBAR AND ANCHORAGE.
8. VOLTA WILL MAKE EVERY EFFORT TO FOLLOW, WITH THEIR PROPOSED CONDUIT, AN EXISTING CONDUIT ROUTE FROM ELECTRICAL ROOM TO PROPOSED STATION PLACEMENTS. WHEN AN EXISTING ROUTE IS NOT AVAILABLE, VOLTA WILL MAKE EVERY EFFORT TO CONCEAL/HIDE, PAINT AND MINIMIZE VISUAL IMPACT OF CONDUITS ANYWHERE THEY MAY BE VISIBLE TO THE PUBLIC.
9. CONTRACTOR IS RESPONSIBLE TO LOCATE ALL VERTICAL AND HORIZONTAL UTILITIES PRIOR TO DIRECTIONAL BORING. ANY ALTERATIONS TO THE PROPOSED CONDUIT ROUTE ARE TO BE COORDINATED WITH THE PROFESSIONAL ENGINEER(S) PRIOR TO CONSTRUCTION.
10. ANY ITEMS TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO THE EXISTING CONDITION OR BETTER AT THE CONTRACTOR'S EXPENSE.
11. CONTRACTOR TO LOCATE JUNCTION BOX OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.

PARKING NOTE:

1. FOR THE PURPOSE OF THIS PLAN IT IS ASSUMED THERE IS ADEQUATE PARKING IN EXISTING CONDITIONS TO CONVERT 2 PARKING SPACES TO 2 EV PARKING SPACES.

REFERENCE NOTE:

1. SEE PROJECT LEGEND ON SHEET C0-01 FOR SYMBOLS AND LINE TYPE DESCRIPTIONS.

IMAGE REFERENCE:

AERIAL IMAGE(S) PROVIDED BY NEARMAP
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nearmap
current : clear : change

GRAPHIC SCALE IN FEET
0 10 20 40

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CRANSTON

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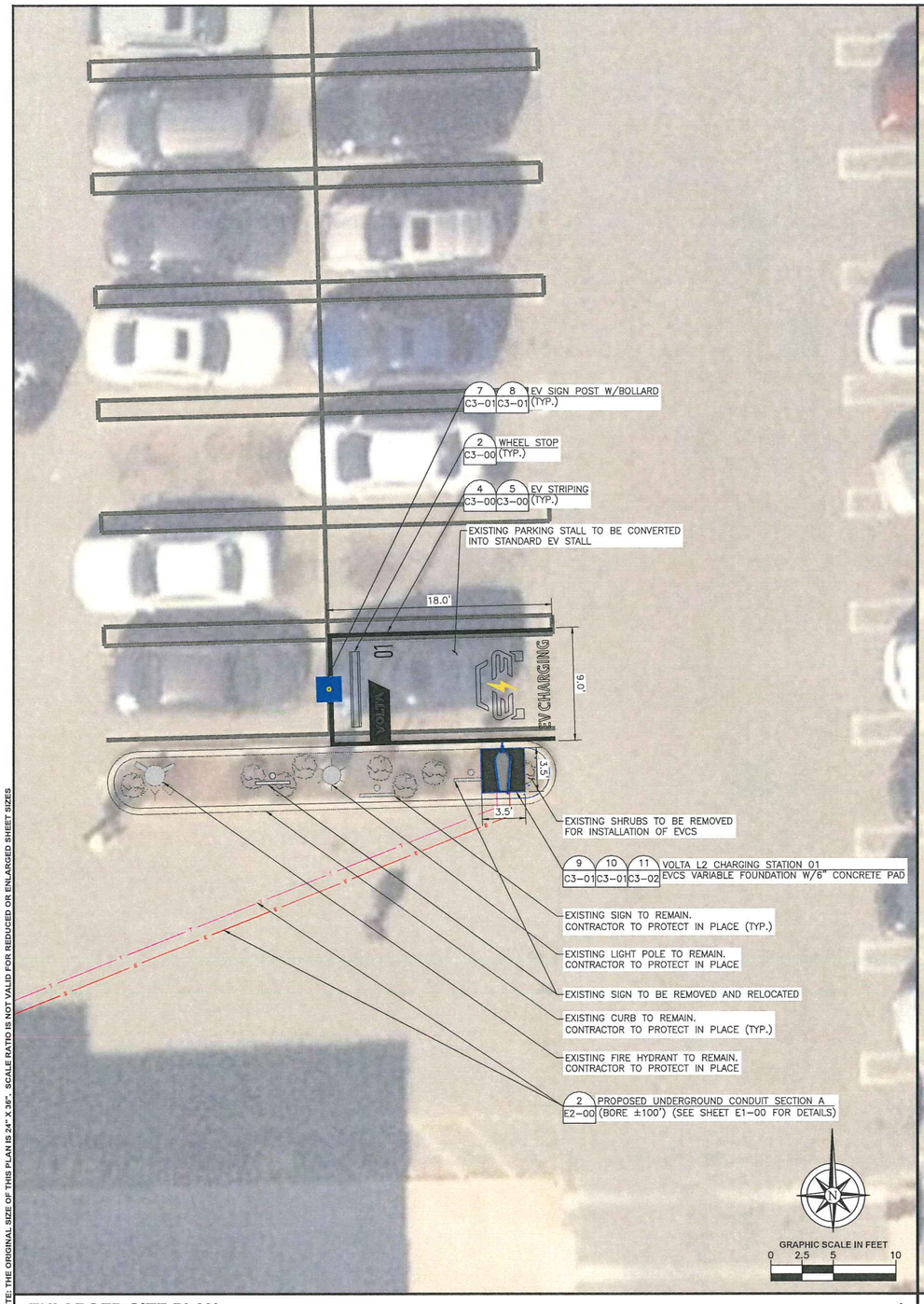
SHEET TITLE
OVERALL SITE PLAN

SHEET NUMBER
C1-00



ENLARGED SITE PLAN 1

ENLARGED SITE PLAN 2

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CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL FIELD CONDITIONS AND IS TO ALERT THE ENGINEER AND VOLTA OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. CONTRACTOR TO COORDINATE WITH VOLTA PM FOR ALL FINAL PLACEMENTS OF INFRASTRUCTURE.

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CRANSTON

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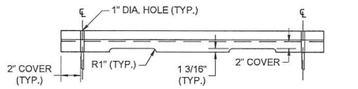
SHEET TITLE
ENLARGED SITE PLAN

SHEET NUMBER
C2-00

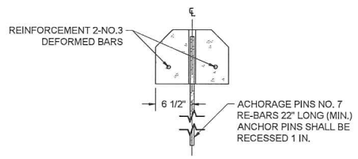
NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

1. UNLESS NOTED OTHERWISE, THE FOLLOWING NOTES RELATING TO THE "SITE DETAILS" SHEETS SHALL GOVERN.
2. COMPRESSIVE STRENGTH OF CONCRETE FOUNDATION SHALL BE A MINIMUM OF 4,500 PSI AT 28 DAYS WITH MAXIMUM W/CM RATIO OF 0.45 AND AIR-CONTENT OF 5% +/- 1.5%.
3. MINIMUM YIELD STRENGTH OF REINFORCEMENT TO BE 60,000 PSI (ASTM-A615).
4. REFERENCE CIVIL AND ELEC DRAWING FOR EQUIPMENT LAYOUT, LOCATION OF CONDUIT, ETC.
5. FINAL ANCHOR BOLT AND POLE DESIGN INCLUDING SIZE AND CONFIGURATION ARE BY MFR.
6. BEFORE STARTING ANY WORK, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
7. NO GEOTECHNICAL ENGINEERING REPORT WAS PROVIDED BY THE OWNER. FOUNDATION DESIGN IS BASED ON A MINIMUM OF 1,500 PSF NET ALLOWABLE BEARING PRESSURE ON UNDISTURBED NATURAL SOIL OR COMPACTED FILL UNLESS OTHERWISE NOTED.
8. UNLESS OTHERWISE DIRECTED BY THE OWNER, ALL FOUNDATION WORK RELATED TO INSTALLATION OF REBAR SHALL BE INSPECTED BY OTHERS.
9. KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE DESIGN OF THE EQUIPMENT OR ANCHORAGE TO THE FOUNDATION. MANUFACTURER SHALL SUBMIT LOADS TO ENGINEER FOR RECORD KEEPING PURPOSES ONLY.
10. DESIGN IS BASED ON THE SPECIFIC EQUIPMENT SHOWN IN THESE DRAWINGS AND ILLUSTRATED ON THE VOLTA CUT SHEETS.
11. ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE LOCAL DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
12. ALL FOUNDATIONS ARE TO INCLUDE COMPACTED SUBGRADE AND MINIMUM 6" COMPACTED STONE BASE UNLESS OTHERWISE SPECIFIED.
13. BUILDING CODE: IBC 2018
    - 13.1.1. DESIGN LOADS
    - 13.1.2. DEAD LOAD: SELF WEIGHT
    - 13.1.3. LIVE LOAD: BOLLARDS ARE NOT DESIGNED FOR FULL 6 KIP IMPACT LOAD UNLESS OTHERWISE NOTED "VEHICULAR RATED"
    - 13.1.4. WIND LOAD: ASCE 7-10
      - 13.1.4.1. OCCUPANCY CATEGORY = II
      - 13.1.4.2. WIND SPEED = 126 MPH
      - 13.1.4.3. EXPOSURE = B

GENERAL NOTES | SCALE N.T.S. | 1



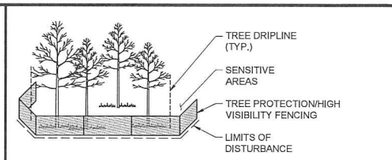
FRONT VIEW
TYPE II (AUTOMOBILE)

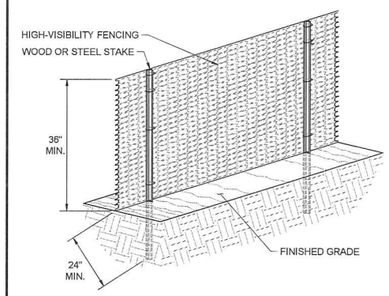


SECTION VIEW

NOTES:
1. PRECAST CONCRETE WHEEL STOPS SHALL BE LOCATED AS SHOWN ON THE PLANS. THEN SECURED IN PLACE WITH TWO (2) NO. 7 REINFORCEMENT BARS PER WHEEL STOP.
2. COST OF THE REINFORCEMENT BARS WILL BE INCIDENTAL TO THE CONTRACT UNIT PRICE BID PER EACH FOR THE WHEEL STOPS.
3. WHEEL STOPS TO BE PAINTED WHITE IN ACCORDANCE WITH STRIPING GUIDELINES.

CONCRETE WHEEL STOP | SCALE N.T.S. | 2





NOTE:
FURNISH AND INSTALL TEMPORARY HIGH-VISIBILITY FENCING AT CONSTRUCTION LIMITS PRIOR TO ANY LAND DISTURBANCE.

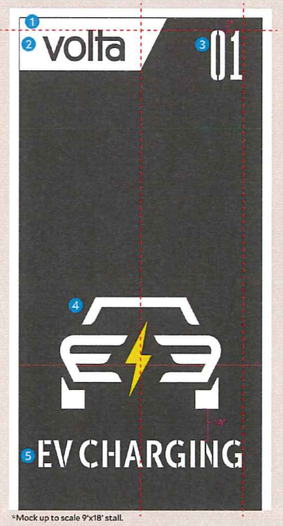
TREE PROTECTION | SCALE N.T.S. | 3

FOR REFERENCE ONLY, DESIGNED AND PROVIDED BY OTHERS

Volta Charging

STRIPING GUIDELINES

PRODUCTS
Cement Background: Benjamin Moore Floor & Patio Battleship Blue N122 - 2X
Asphalt Background: Latex-Ite 4.75 Gal. Ultra Shield Driveway Filler Sealer
Traffic Paint: Sherwin Williams TM2153 LF Yellow TTP-1952D, TM2152 White TTP-1952D



*Mock up to scale 9'x18' stall.

SURFACE PREP

Backgrounds are to only be painted for marquee locations or any location where the existing space has conflicting designations or is poor shape. For all other instances please proceed to branded striping.

CEMENT BACKGROUND:
For cement backgrounds please use battleship blue. All backgrounds must run edge-to-edge across the entire parking space.

ASPHALT BACKGROUND:
Asphalt should be resealed with sealcoat. All backgrounds must run edge-to-edge across the entire parking space.

BRANDED STRIPING

VOLTA LOGO:
Should match the overall background color of the parking stall (unless you are omitting the container shape according to other specs, if so paint it white).

LINES & STENCILS:
Use traffic grade yellow for the lightning bolt stencil. Use traffic grade white for all other lines and stencils.

1. SHAPE (WHITE) Place flush with the top left corner.

2. VOLTA LOGO Center within the shape.

3. NUMBERS (WHITE) The right number lines up flush right to the "G" in "CHARGING" and flush top with the Volta logo. There should be 3 inches in-between the left and right numbers. If stall is less than 8 feet, align numbers with the middle of the "G" (See page 2).

4. LETTERS Place centered, 4 inches from the bottom of the stall.

5. CAR Place centered 14 inches from the top of the letters.

volta

1 of 3

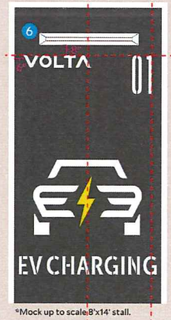
Founded in 2010. Designed in San Francisco, built to last in the USA. info@voltacharging.com

EV STRIPING GUIDELINES | SCALE N.T.S. | 4

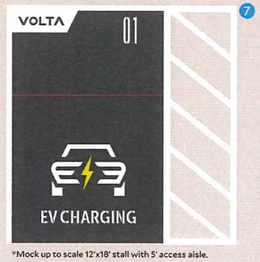
FOR REFERENCE ONLY, DESIGNED AND PROVIDED BY OTHERS

VOLTA

STRIPING BEST PRACTICES



*Mock up to scale 8'x14' stall.



*Mock up to scale 12'x18' stall with 5' access aisle.

ABSOLUTELY DO NOT

- Paint only a portion of the background (edge-to-edge or not at all)
- Paint the lightning bolt, any color but yellow or white
- Break EV CHARGING into 2 lines
- Only put 1 number in top right corner
- Paint the Volta logo any color other than white or Battleship Blue/Sealcoat

ACCESSORIES

6. WHEEL BLOCKS Place 8 inches above the Volta logo, centered within the stall. Wheel Blocks should be painted white.

7. ACCESS AISLE Should be painted white.

CURBS No need to paint the curbs unless they are painted an existing or conflicting color. If this is the case, paint the curb white.

VOLTA

2 of 3

Founded in 2010. Designed in San Francisco, built to last in the USA. info@voltacharging.com

EV STRIPING GUIDELINES | SCALE N.T.S. | 5

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

VOLTA
155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn
1 N LEXINGTON AVE, SUITE 505
WHITE PLAINS, NY 10601
Main: 914.368.9200 | www.kimley-horn.com

REV	DATE	DESCRIPTION	BY
1	01/21/2021	CD90s	TAS
2	03/18/2021	CD100s	TAS
3	09/15/2021	CD100 REVISION TO V4	CGE

ISSUE DATE
09/15/2021

ISSUED FOR
PERMIT

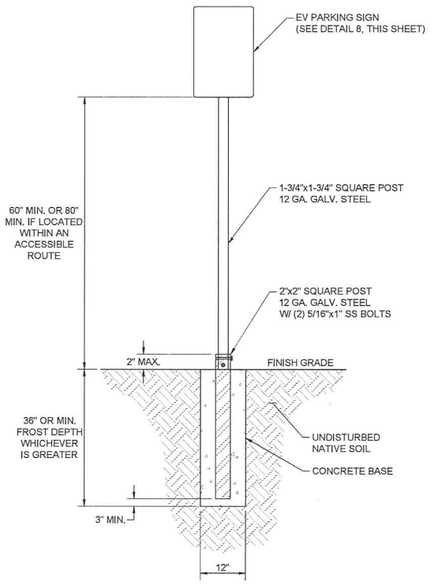
MICHAEL W. JUNGHANS
No. 17870
REGISTERED PROFESSIONAL ENGINEER
09/15/2021

STOP & SHOP #2702
CRANSTON

275 WARWICK AVENUE
CRANSTON, RI 02905

SHEET TITLE
SITE DETAILS

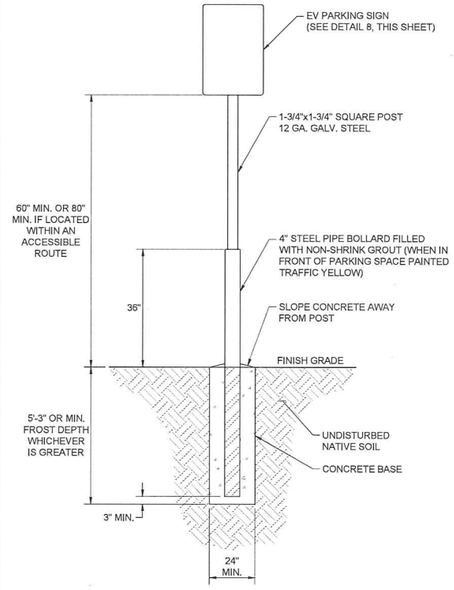
SHEET NUMBER
C3-00



NOTES:
1. SIGN TO BE GREEN (PANTONE 355C) WITH WHITE LETTERING AND MUST BE REFLECTIVE LETTERING.
2. TO BE PLACED AT HEAD OF PARKING STALL.
3. POST MOUNTED OBJECTS PER ADA CODE SECTION 11B-307.3.
4. THIS DETAIL SHALL ONLY BE USED WHEN SIGN POST IS LOCATED OUTSIDE OF PARKING LOT PAVEMENT AND 2' CAR OVERHAND ZONE.

SIGN POST

SCALE N.T.S. 6



NOTES:
1. SIGN TO BE GREEN (PANTONE 355C) WITH WHITE LETTERING AND MUST BE REFLECTIVE LETTERING.
2. TO BE PLACED AT HEAD OF PARKING STALL.
3. POST MOUNTED OBJECTS PER ADA CODE SECTION 11B-307.3.
4. THIS DETAIL SHALL BE USED WHEN SIGN POST IS LOCATED IN PARKING LOT PAVEMENT, OR WITHIN 2' CAR OVERHAND ZONE.
5. REFER TO NOTES FOR ASSUMED GEOTECHNICAL 164 PARAMETERS. THIS SIGN DESIGN ASSUMES ASCE 7-10 WIND SPEED AND AN EXPOSURE CATEGORY B. IF EITHER OF THESE GEOTECHNICAL PROPERTIES OR ASCE 7-10 WIND PARAMETERS DIFFER BASED ON LOCATION THE DESIGN MUST BE UPDATED BY A STRUCTURAL ENGINEER.

SIGN POST W/BOLLARD

SCALE N.T.S. 7

FOR REFERENCE ONLY, DESIGNED AND PROVIDED BY OTHERS.

NO TIME LIMIT SIGN
STADIUMS, OTHER VENUES, ECT.

45 MIN. TIME LIMIT SIGN
FAST FOOD RESTAURANTS, ECT.

1 HR. TIME LIMIT SIGN
DRUG STORES OR SIMILAR QUICK/CONVENIENCE SITES

2 HR. TIME LIMIT SIGN
GROCERY STORES, MALLS, ECT.

3 HR. TIME LIMIT SIGN
MOVIE THEATERS, ENTERTAINMENT CENTERS, ECT.

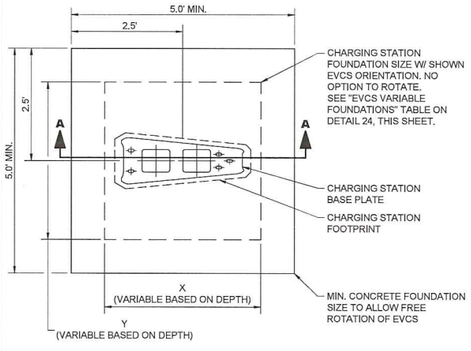
30 MIN. TIME LIMIT SIGN
DCFC STALLS

SIGN INSTALLATION TYPE:
CONTRACTOR SHALL COORDINATE WITH VOLTA TO DETERMINE EVCS SIGN TYPE PRIOR TO INSTALLATION.

SIGN INSTALLATION HEIGHT:
ALL SIGNS TO BE INSTALLED AT 60" ABOVE FINISH FLOOR. IF SIGNS ARE LOCATED WITHIN AN ACCESSIBLE ROUTE, THEY WILL BE INSTALLED AT 80" ABOVE FINISHED FLOOR. MEASUREMENTS ARE TAKEN FROM BOTTOM OF LOWEST SIGN.

SIGN REQUIREMENTS

SCALE N.T.S. 8



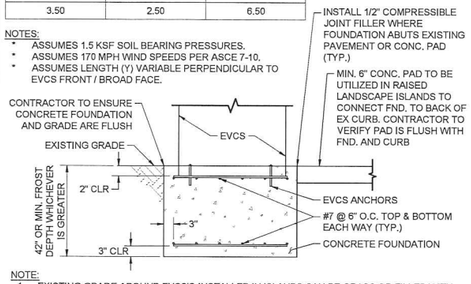
NOTES:
1. CHARGING STATION FOUNDATION TO EXTEND FROM BACK OF CURB TO BACK OF CURB WHEN PLACED IN LANDSCAPE ISLAND.
2. SEE DETAIL #10 - FOR PARKING LOT INSTALLATIONS.

V4 EVCS FOUNDATION

SCALE N.T.S. 9

EVCS VARIABLE FOUNDATIONS		
DEPTH (D) (FT)	LENGTH (Y) (FT)	WIDTH (X) (FT)
3.00	3.50	3.50
3.50	3.00	4.50
3.50	2.50	6.50

NOTES:
- ASSUMES 1.5 KSF SOIL BEARING PRESSURES.
- ASSUMES 170 MPH WIND SPEEDS PER ASCE 7-10.
- ASSUMES LENGTH (Y) VARIABLE PERPENDICULAR TO EVCS FRONT / BROAD FACE.



NOTE:
1. EXISTING GRADE AROUND EVCS'S INSTALLED IN ISLANDS CAN BE GRASS OR FILLED WITH REINFORCED CONCRETE AT #4 @ 12" O.C. PROVIDE 1/2" COMPRESSIBLE JOINT FILLER AND POURED SEPARATELY.
2. KHA IS NOT RESPONSIBLE FOR THE DESIGN OF EQUIPMENT OR ANCHORAGE TO THE FOUNDATION. MANUFACTURER SHALL SUBMIT LOADS TO ENGINEER OF RECORD FOR RECORD KEEPING ONLY.

V4 EVCS FOUNDATION SECTION A-A

SCALE N.T.S. 10

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

VOLTA
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REV	DATE	DESCRIPTION	BY
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3	09/15/2021	CD100 REVISION TO V4	CGE

ISSUE DATE
09/15/2021

ISSUED FOR
PERMIT

MICHAEL W. JUNGHANS
No. 17870
REGISTERED PROFESSIONAL ENGINEER
09/15/2021

STOP & SHOP #2702
CRANSTON

275 WARWICK AVENUE
CRANSTON, RI 02905

SHEET TITLE
SITE DETAILS

SHEET NUMBER
C3-01

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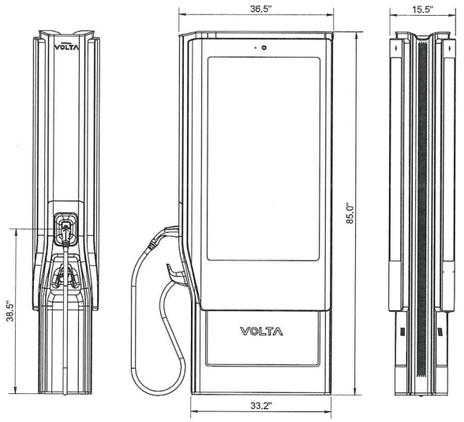
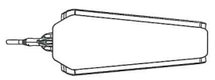


FRONT | SIDE (2x DISPLAYS) | BACK



PLAN

CHARGER SPECIFICATIONS:

SIZE:	H 85.0" x W 36.5" x D 15.5"
CORD LENGTH:	12.5'
POWER TYPE:	208/240VAC, 48A (MAX), 10 kW MAX.
PLUG:	SAE J1772 COMPLIANT CONNECTOR
LISTINGS:	UL E354307

POWER REQUIREMENTS:

CHARGING UNIT:	60A/2P 208/240V BREAKER
STATION AUX POWER:	20A/1P 120V BREAKER

NOTES:
1. THE GRIP RANGE FOR THE CHARGE CABLE BEGINS AT 38.5" ABOVE PARKING SURFACE.
2. SEE DETAILS 17 & 19, THIS SHEET FOR MORE INFORMATION.

VOLTA V4 L2 EVCS | SCALE N.T.S. | 11

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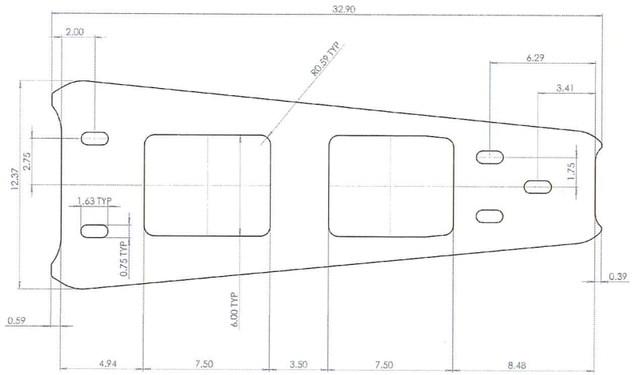

NOTE:
1. REFER TO DETAIL 13 FOR BASE PLATE ANCHORAGE.

VOLTA V4 BASE PLATE | SCALE N.T.S. | 12

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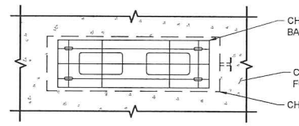
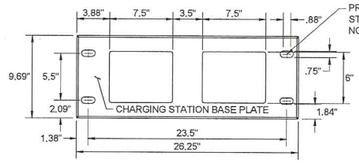


CHARGING STATION BASE PLAN VIEW



CHARGING STATION BASE PLATE PLAN VIEW

NOTES:
1. CONTRACTOR TO VERIFY POST INSTALLATION OR CAST IN PLACE ANCHOR AS LISTED BELOW BASED ON FIELD MEASUREMENTS AND JURISDICTIONAL REQUIREMENTS.
2. CONTRACTOR TO VERIFY EXISTING CONCRETE SLAB THICKNESS AND MAINTAIN 2" MINIMUM COVER OF CONCRETE BELOW EMBEDDED ANCHORS.

CAST IN PLACE ANCHOR:
MINIMUM EFFECTIVE EMBEDMENT OF 2" OR ENGINEER APPROVED EQUAL.

POST INSTALLATION MECHANICAL ANCHOR:
(4) 1/2" DIAMETER HILTI KWIK BOLT TZ-SS304 ANCHOR ROD WITH MINIMUM EFFECTIVE EMBEDMENT OF 3-1/4" OR ENGINEERING APPROVED EQUAL.

VOLTA BASE PLATE ANCHORAGE | SCALE N.T.S. | 13

FOR REFERENCE ONLY, DESIGNED AND PROVIDED BY OTHERS.

eMOBILITY SOLUTIONS

innogy

eClick
Data sheet

General and electrical specifications	eClick
Charging power	up to 10.4 kW // 12 kW (up to 50 A)
Mains input power	208 Volt AC WYE system, 50 A, 10.4 kW 240 Volt AC split phase, 50 A, 12 kW 240 Volt AC Center Tap Delta, 50 A, 12 kW
Output power to eBox	208 Volt AC WYE system, 50 A, 10.4 kW 240 Volt AC split phase, 50 A, 12 kW 240 Volt AC Center Tap Delta, 50 A, 12 kW maximum output depends on local distribution grid
Storage temperature	-22 °F to + 176 °F (-30 °C to +80 °C)
IP	1
Max line cross section	Max supply line (top or bottom entry): AWG (10 mm²)
Certifications	UL and FCC (tested and confirmed by a certified body)
Packaging dimension (W x D x H)	7-1/8 1/4" x 8 4/5" x 2" (335 mm x 225 mm x 75 mm)

Recommended additional accessories	eClick
Short circuit / overload protection installed in sub-distribution per charge port	Circuit breaker required according to national law and regulations. Electrical installer to choose correct circuit breaker depending on grid type and power

Broadband TelCom Power, Inc.

1719 S. Grand Ave.
Santa Ana, CA 92705, USA

sales@btcpower.com
www.btcpower.com

ECLICK DATA CUT SHEET | SCALE N.T.S. | 14

FOR REFERENCE ONLY, DESIGNED AND PROVIDED BY OTHERS.

eMOBILITY SOLUTIONS

innogy

eBox professional
Data sheet

General and electrical specifications	eBox professional
Charging power	up to 10.4 kW (WYE) / up to 12 kW (split phase/center tap delta) (up to 50 A)
Applications	Protected internal areas, unprotected external areas exposed to rain and direct sunlight
Enclosure Rating	Type 3S
Operating temperature	-22 °F to 122 °F (-30 °C to +50 °C) full load Thermal overload protection, output power reduced at higher temperatures.
Storage temperature	-22 °F to + 176 °F (-30 °C to +80 °C)
Air humidity	5 % to 95 % as defined under IEC 61851-1 Ed.3/EN 61851-1 (2017)
Max altitude above sea level	Max 6,500 ft (2,000 m) fair pressure: 860 hPa to 1,050 hPa)
UV protection	Outdoors (F1)
Housing material	Lexan® EXL9330 (Copolymer) Flame class rating V0 (UL 94)
Protection category (impact strength)	IK10 as defined under IEC 62262:2002
Weight (without eClick)	6.4 kg
Number of charging points	1
Plug assembly	Type 1 plug as defined under SAE J1772™, plug compartments on eBox, shutter
Cable length	24'-7 1/4" (7.5 m)
Backend protocol	eOperate via eg LG2WAN for business applications and eHome using OCPP 2.0 for residential application
Input power from eClick	up to 10.4 kW (WYE) / up to 12 kW (split phase / center tap delta) (up to 50 A)
Output power	up to 10.4 kW (WYE) / up to 12 kW (split phase / center tap delta) (up to 50 A)
Electrical Protection Class	I
Standby power	6 W
Charging mode	Mode 3 (IEC 61851)
Vehicle communication	Charging current controlled via PWM pilot signal (IEC 61851-1:2017)
Alternative vehicle communication	ISO 15118 ready via PLC
User protection integrated	Integrated AC/DC sensitive GFCI, triggering at: 20 mA rms for AC and for DC
Integrated over-voltage protection	according to UL2231 (ESD/Surge/Burst)
Interaction	LED ring for charging status 2 start-up LEDs: authentication / RFID, vehicle link; 1 status LED as touch button: Bluetooth
Measured consumption	Current and voltage measured by eBox, power and energy provided with 99 % accuracy
Direct communication	Bluetooth Class 1 and 2 (power level)
Backend link	eHome to Charge+ app): WLAN with 2.4 GHz b/g/n with WPA2 (aerial gain, frequency-dependent, max 4.6 dBi) or LAN (v. eOperate. SIM-card (frequency- and direction-dependent, max 4.4 dBi aerial gain)
Authentication / activation	Free charging, eCharge+ app for iOS® / Android™ from contracted providers or Direct Payment (credit card / PayPal), Direct Payment via web access
Plug&Charge (ISO 15118)	Yes
RFID authentication	Yes, protocols: MIFARE Classic (card and chip) as defined under ISO 14443A, Type V (ISO/IEC 15693/Vicinity)
Charging port number	Charge port number lasered on shutter

Remark: Android is a trademark of Google LLC.

EBOX DATA CUT SHEET | SCALE N.T.S. | 15

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

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ISSUE DATE
09/15/2021

ISSUED FOR
PERMIT

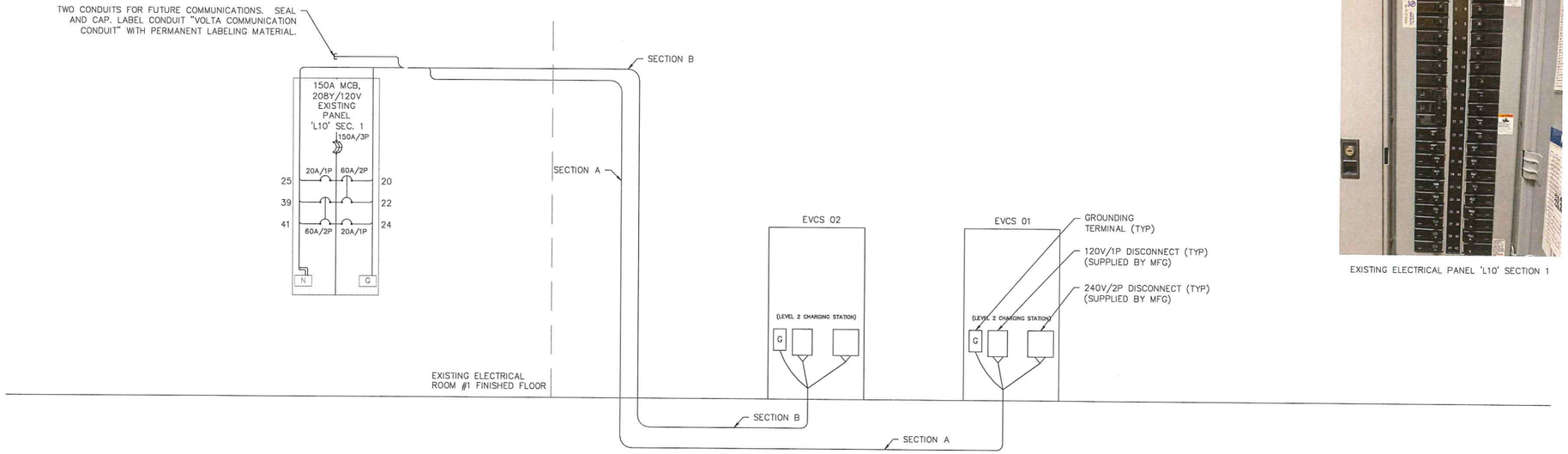
MICHAEL W. JUNGHANS
No. 17670
REGISTERED PROFESSIONAL ENGINEER
09/15/2021

STOP & SHOP #2702
CRANSTON

275 WARWICK AVENUE
CRANSTON, RI 02905

SHEET TITLE
SITE DETAILS

SHEET NUMBER
C3-02



EXISTING ELECTRICAL PANEL 'L10' SECTION 1

NOTES:

1. ALL ELECTRICAL WORK AND RELATED ACTIVITIES PERFORMED ON SITE SHALL BE DONE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NEC) STANDARDS BEING ENFORCED BY ALL APPLICABLE JURISDICTIONAL REQUIREMENTS AT THE TIME OF CONSTRUCTION.
2. ANY PAVEMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITIONS OR BETTER.
3. CONTRACTOR SHALL USE THWN COPPER CONDUCTORS.
4. CONTRACTOR SHALL USE EMT INSIDE AND OUTSIDE ABOVE GRADE WHERE NOT SUBJECT TO DAMAGE. CONTRACTOR SHALL RGS INSIDE AND OUTSIDE ABOVE GRADE WHERE SUBJECT TO DAMAGE. CONTRACTOR SHALL USE PVC SCHEDULE 80 BELOW GRADE.
5. SEE SHEETS C1-00 AND C2-00 FOR CONDUIT STUB UP LOCATIONS.
6. CONTRACTOR TO LOCATE JUNCTION BOX, CONDUIT PULLING POINTS, OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.
7. THE CONTRACTOR SHALL PERFORM A 30-DAY LOAD STUDY ON PANEL 'L10' SECTION 1. THE LOAD STUDY SHALL UTILIZE A METERING DEVICE THAT CAN MEASURE AND RECORD THE PEAK DEMAND ON EACH PHASE CONDUCTOR AND THE NEUTRAL CONDUCTOR EVERY 15 MINUTES OVER THE DURATION OF THE 30-DAY PERIOD. THE RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL EITHER IN .XLSX FORMAT WITH DATE, TIME, PHASE COLUMNS AND RECORDED PEAK DEMAND OR IN PLOTTED FORMAT FOR EACH PHASE AND NEUTRAL WITH AMPS SHOWN ON THE Y-AXIS AND TIME ON THE X-AXIS. ON THE RESULTS SUBMITTAL, INCLUDE THE NAME OF THE ELECTRICIAN, THE DAYS THE LOAD STUDY STARTED AND FINISHED, AND THE NAME OF THE PANEL THAT THE LOAD STUDY IS BEING PERFORMED ON. THE CONTRACTOR SHALL NOT PROCEED WITH ANY MODIFICATIONS AND/OR ADDITIONS UNTIL WRITTEN APPROVAL IS RENDERED FROM THE ENGINEER.

Panel Schedule

Existing Panel 'L10' SECTION 1 Location: Existing Electrical Room #1 Volts: 208Y/120V Phase: 3 Wire: 4 Hertz: 60
150A MCB Main AIC: N/A Branch AIC: (See Note 3) ENCL (NEMA): 1 MTG: Surface
150 Amp Frame , Ground Bar, Locking Cover, Panel Card

Description of Load Served	Breaker Amp	Breaker Pole	Wire	A/Phase A	A/Phase B	A/Phase C	CKT No.	CKT No.	A/Phase A	A/Phase B	A/Phase C	Wire	Breaker Amp	Breaker Pole	Description of Load Served
REGISTER #1	20	1	EXIST	EX			1	2	EX			EXIST	20	1	REGISTER #2
REGISTER #3	20	1	EXIST		EX		3	4		EX		EXIST	20	1	REGISTER #4
REGISTER #5	20	1	EXIST			EX	5	6			EX	EXIST	20	1	REGISTER #6
REGISTER #7	20	1	EXIST	EX			7	8	EX			EXIST	20	1	REGISTER #8
REGISTER #9	20	1	EXIST		EX		9	10		EX		EXIST	20	1	REGISTER #10
REGISTER #11	20	1	EXIST			EX	11	12			EX	EXIST	20	1	REGISTER #12
REGISTER #13	20	1	EXIST	EX			13	14	EX			EXIST	20	1	REGISTER #14
REGISTER SPARE	20	1	EXIST		EX		15	16					20	1	SPARE
SUB PANEL	40	3	EXIST			EX	17	18					20	1	SPARE
SUB PANEL				EX			19	20	48.0			See Note 5	60	2	CHARGING STATION EV02
SUB PANEL					EX		21	22		48.0					
SPARE	20	1	EXIST				23	24			5.0	See Note 5	20	1	CHARGING STATION EV02
CHARGING STATION EV01	20	1	See Note 5	5.0			25	26	EX			EXIST	20	1	ELEV/PIT SUMP PUMP
POS COMP RACK FANS	20	1	EXIST		EX		27	28		EX		EXIST	20	1	ELEV PIT LTG/RECEPT
ISP COMP RACK FANS	20	1	EXIST			EX	29	30			EX	EXIST	20	1	VESTIBULE RECEPT
POS ROOM RECEPT	20	1	EXIST	EX			31	32	EX			EXIST	20	1	EXTERIOR RECEPT
EWC RECEPT	20	1	EXIST		EX		33	34		EX		EXIST	20	1	HP TOILET EMERG CALL
ELECT CART RECPT	20	1	EXIST			EX	35	36			EX	EXIST	20	2	MENS HAND DRYER
ELECT CART RECPT	20	1	EXIST	EX			37	38	EX						
CHARGING STATION EV01	60	2	See Note 5		48.0		39	40		EX		EXIST	20	2	WOMENS HAND DRYER
	Total A/Phase			5.0	48.0	48.0	41	42	48.0	48.0	5.0		Total A/Phase		

Notes:
1. Connected KVA (New): 24.2
2. Demand KVA(New): 30.3
3. Contractor shall match existing AIC Rating.
4. Where load is labeled "EX" the load is unknown.
5. See Voltage Drop Table for conductor sizing.

L2 Conductor Voltage Drop Table Per Charging Station

<175FT	175FT-200FT	200FT-255FT	255FT-275FT	275FT-320FT	320FT-400FT	400FT-440FT	440FT-510FT	510FT-635FT	635FT-700FT	700FT-800FT
(2) #4 AWG + (2) #12 AWG + (1) #6 AWG GND	(2) #4 AWG + (2) #10 AWG + (1) #6 AWG GND	(2) #3 AWG + (2) #10 AWG + (1) #4 AWG GND	(2) #2 AWG + (2) #10 AWG + (1) #4 AWG GND	(2) #2 AWG + (2) #8 AWG + (1) #4 AWG GND	(2) #1 AWG + (2) #8 AWG + (1) #4 AWG GND	(2) #1/0 AWG + (2) #8 AWG + (1) #3 AWG GND	(2) #1/0 AWG + (2) #6 AWG + (1) #3 AWG GND	(2) #2/0 AWG + (2) #6 AWG + (1) #2 AWG GND	(2) #3/0 AWG + (2) #6 AWG + (1) #1 AWG GND	(2) #3/0 AWG + (2) #4 AWG + (1) #1 AWG GND

VOLTAGE DROP TABLE NOTES
1. CONTRACTOR SHALL BE RESPONSIBLE FOR DE-RATING CONDUCTORS WHEN 4 OR MORE CURRENT CARRYING CONDUCTORS ARE CARRIED IN THE SAME CONDUIT PER THE NEC.
2. THE DISTANCES IN THIS TABLE ARE TOTAL DISTANCES, NOT HORIZONTAL DISTANCES. INCLUDE VERTICAL RUNS AND JUNCTION BOX COIL LENGTH IN THE TOTAL CONDUCTOR DISTANCE.
3. WHEN MORE THAN ONE CHARGING STATION CIRCUIT CONDUCTORS ARE IN A CONDUIT, USE ONLY ONE SHARED EQUIPMENT GROUND CONDUCTOR.
4. WHEN INSTALLING #1/0 AWG OR LARGER CONDUCTORS FROM THE POWER SOURCE TO EVCS, INCLUDE MULTICONDUCTOR TAPS IN THE CLOSEST JUNCTION BOX PRIOR TO ENTERING THE EVCS OR IN THE EVCS ITSELF SO THAT #6 AWG CONDUCTORS CAN BE TERMINATED IN THE EVCS.

Conduit Schedule

Conduit Section	Conduit #	Conduit Size	Conductors	Installation Method
A	1	2"	(See Voltage Drop Table)	Interior Mount / Directional Bore
	2	3/4" Min	Future Communications w/ Pull String	
B	1	2"	(See Voltage Drop Table)	Interior Mount / Directional Bore
	2	3/4" Min	Future Communications w/ Pull String	

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

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REV	DATE	DESCRIPTION	BY
1	01/21/2021	CD90s	TAS
2	03/18/2021	CD100s	TAS
3	09/15/2021	CD100 REVISION TO V4	CGE

ISSUE DATE
09/15/2021

ISSUED FOR
PERMIT

JEFFREY C. SAUER
No. 13184
REGISTERED PROFESSIONAL ENGINEER (ELECTRICAL)
09/15/2021

STOP & SHOP #2702
CRANSTON

275 WARWICK AVENUE
CRANSTON, RI 02905

SHEET TITLE
ELECTRICAL ONE LINE DIAGRAM & PANEL SCHEDULE

SHEET NUMBER
E1-00

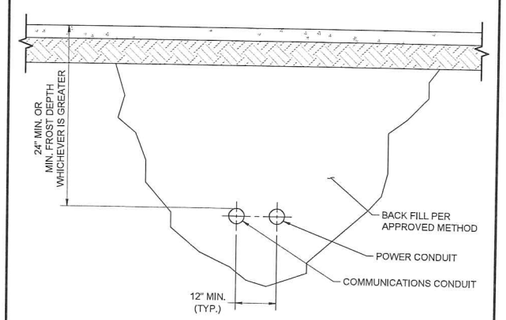
NOTES:
1. A NATIONALLY RECOGNIZED TESTING LABORATORY SHALL LIST ALL EQUIPMENT IN COMPLIANCE WITH ART110.3.
2. ALL EXTERIOR EQUIPMENT SHALL BE RAIN TIGHT AND APPROVED FOR USE IN WET CONDITIONS.
3. ALL CONDUCTORS SHALL BE PROVIDED WITH STRAIN RELIEF UPON ENTRY INTO ENCLOSURES.
4. EACH UNGROUNDED CONDUCTOR SHALL BE IDENTIFIED BY PHASE AND SYSTEM PER ART 210.5.
5. ALL METALLIC COMPONENTS SHALL BE GROUNDED VIA EQUIPMENT GROUNDING CONDUCTORS.
6. CHARGING UNITS ARE EQUIPPED WITH AN INTEGRATED CONTRACTOR TO PREVENT BACK FEEDING OF POWER TO THE SOURCE.
7. CONTRACTOR TO FIELD VERIFY MAIN FEED BREAKER SUPPORTING DISTRIBUTION PANEL IS APPROPRIATELY SIZED TO SUPPORT THE LOAD. CONTRACTOR SHALL CONTACT THE ENGINEERING TEAM IMMEDIATELY IF BREAKER IS FOUND TO BE INSUFFICIENT.
8. CONTRACTOR SHALL INSPECT ALL PRE-WIRED CONNECTIONS WITHIN EACH CHARGING STATION TO ENSURE THE CONNECTIONS ARE SOLID. INFORM VOLTA OR THE ENGINEER IF ANY CONNECTIONS ARE LOOSE OR DAMAGED.

ABBREVIATIONS:

A	AMPERE
AC	ALTERNATING CURRENT
AL	ALUMINUM
ART	ARTICLE
AUX	AUXILIARY
BLDG	BUILDING STRUCTURE
CONC	CONCRETE
CU	COPPER
DC	DIRECT CURRENT
EGC	EQUIPMENT GROUNDING CONDUCTOR
(E)	EXISTING
EMT	ELECTRIC METALLIC TUBING
EV	ELECTRIC VEHICLE
EVSE	ELECTRIC VEHICLE SUPPLY EQUIPMENT
GALV	GALVANIZED
GND	GROUND
HDG	HOT DIPPED GALVANIZED
I	CURRENT
KVA	KILOVOLT AMPERE
KW	KILOWATT
M	METER
MAX	MAXIMUM
MIN	MINIMUM
N	NEUTRAL
NEC	NATIONAL ELECTRIC CODE
NTS	NOT TO SCALE
(N)	NEW
OC	ON CENTER
PL	PROPERTY LINE
PVC	POLYVINYL CHLORIDE
RMC	RIGID METALLIC CONDUIT
SCH	SCHEDULE
SS	STAINLESS STEEL
TYP	TYPICAL
V	VOLT
W	WATT
XFMR	TRANSFORMER

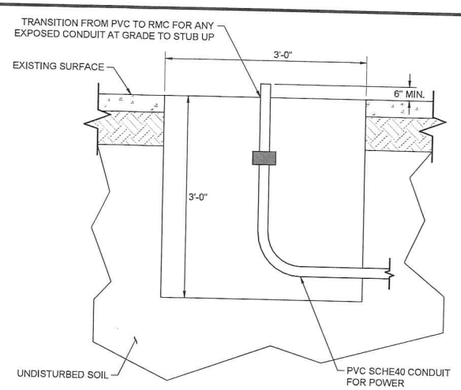
ELECTRICAL NOTES:
1. ALL ELECTRICAL WORK AND RELATED ACTIVITIES PERFORMED ON-SITE SHALL BE DONE IN ACCORDANCE WITH NATIONAL ELECTRIC CODE (NEC) STANDARDS BEING ENFORCED BY ALL APPLICABLE JURISDICTIONAL REQUIREMENTS AT THE TIME OF CONSTRUCTION.
2. UTILITY EQUIPMENT INSTALLATIONS AND PREP WORK SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY ENGINEER AT TIME OF PRECONSTRUCTION MEETING TO ENSURE ACCURACY OF INSTALLATIONS.
3. CONDUIT PATHS ARE REPRESENTATIVE ONLY. EXACT CONDUIT PLACEMENT TO BE DETERMINED ON SITE BASED ON FIELD CONDITIONS.
4. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
5. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ETC.) TO LOCATE MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING.
6. PRIOR TO DRILLING, CONTRACTOR SHALL VERIFY THICKNESS OF EXISTING CONCRETE WALL IS AT LEAST 9" AND THAT 6" ANCHOR EMBEDMENT CAN BE PROVIDED.
7. REFER TO CIVIL PLANS FOR WALL MOUNT LOCATIONS.

ELECTRICAL NOTES & ABBREVIATIONS | 1



NOTE:
1. EXACT CONDUIT DIAMETERS MAY VARY UPON INSTALLATION. REFERENCE CONDUIT SIZE PER THE CONDUIT SCHEDULE.

BORE SECTION | SCALE N.T.S. | 2



NOTE:
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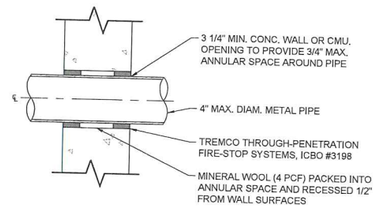
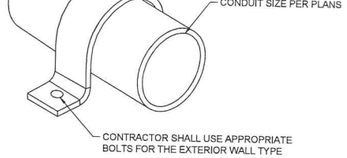
BORE PIT | SCALE N.T.S. | 3



CONCRETE WALL PENETRATION

NOTES:
1. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
2. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ECT.) TO LOCATED MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING.
3. ALL PENETRATIONS MUST BE LOCATED A MINIMUM OF 18" AWAY FROM THE EDGE OF CONCRETE. CONTACT EOR IF VARIANCE IS REQUESTED.
4. PENETRATIONS THROUGH WALLS AND FLOORS SHALL COMPLY WITH THE LOCAL AHJ LATEST BUILDING CODE CHAPTER 7 FIRE AND SMOKE PROTECTION FEATURES SECTIONS 709.6 AND 714.

PENETRATION DETAIL | SCALE N.T.S. | 4



WALL CONDUIT MOUNT STRAP | SCALE N.T.S. | 5

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