



Town of Medway
DESIGN REVIEW COMMITTEE
155 Village Street
Medway MA 02053
(508) 533-3291

DRC Meeting Minutes
Monday, August 15, 2022
Zoom (Remote) Meeting

Call to Order: – With a quorum present, this remote meeting was called to order by the Chair Mr. Buckley at 7:00 p.m.

Members	Matthew Buckley	Janine Clifford	Tom Gay	Jessica Chabot	Susan Alessandri	Jamie Ahlstedt
Attendance	X	X	X	X	X	X

At 6:31 PM Mr. Buckley called the meeting to order and conducted a roll call of members present via Zoom as follows: Matthew Buckley, Janine Clifford, Tom Gay, Jessica Chabot, Susan Alessandri, and Jamie Ahlstedt.

Also Present via Zoom:

- Susy Affleck-Childs, Planning and Economic Development Coordinator
- Marc Beaupre, sign contractor for Happy Hatter
- Michael Dolan, Attorney - Volta EV Charging Station

Approval of Meeting Minutes: August 01, 2022:

A motion was made by Mr. Buckley to approve the minutes of the 08/01/2022 DRC meeting as submitted, seconded by Ms. Clifford.

Roll Call Vote:

Matt Buckley- Aye

Janine Clifford- Aye

Jessica Chabot-Aye

Susan Alessandri- Aye

Jamie Ahlstedt- Aye

Tom Gay- Abstained

The motion passed.

Sign Design Review for Happy Hatter, 98 Main Street-

Mr. Beaupre attended the meeting to discuss the item representing the business owner. Mr. Dupre is the sign fabricator. A revised façade (wall) sign design was presented to the Committee. (See Attached.) Mr. Beaupre stated the owner was receptive and agreed to the suggestions made by the DRC at the last meeting. Ms. Affleck-Childs said the overall dimensions of the revised sign is 2'x10' which is within the allowable dimensions. Members stated the revised design is an improvement compared to the original version. For the monument sign for the plaza, the individual sign panel will be white vinyl letters on black background. The sign will be customized to the appropriate aspect ratio scale. It will be a single panel on each side. It was mentioned the light luminosity should be adequate and not create issues to the plaza users. DRC recommendations will include cleaning the façade before the sign is installed and the letter will be drafted by Mr. Buckley.

Review of Volta EV Charging Station special permit for Shaw's parking lot at Medway Commons

Attorney Dolan attended the meeting on behalf of the applicant to discuss the item. (See Attached.) He thanked the members and Ms. Affleck-Childs for considering and supporting the Zoning Bylaw amendment to establish special permit provisions for electric vehicle charging stations with digital advertising. He provided the background and explained the reason for the special permit application. Initially an electrical permit was secured to install two EV charging stations in front of Shaw's on Main St. The stations were installed but VOLTA did not realize that zoning relief was also required for using digital signage that was to be part of the EV chargers. The owner received notice from Medway Building Department to shut down the screens which was done.

Mr. Dolan said these charging units are popular around the country. Several stations were installed across the Commonwealth and have received good reviews. He said the owner has a good working relationship with various site partners (shopping centers) across the Commonwealth and no additional stations are proposed at this site other than the 2 already installed. The units are designed in Austria and built in the US. Each station charges one vehicle at a time and are Level 2 chargers. The charging is free. The screens are 9 sq. ft. in size and will display on both sides of the charging kiosk. To offset the installation, maintenance, and electricity costs, VOLTA uses the revenue generated through the advertisements displayed on the digital screens of the charging units. Volta applied for a variance about a year ago from the ZBA for the digital displays and was denied. The Zoning Board encouraged the group to work with Medway Planning Board to draft zoning language that would be agreeable to the town to put in some guard rails for this type of signage. The owner has applied for that special permit and minor site plan approval pursuant to the new bylaw provision.

The digital display screens will not involve video, sound, and they will change messages every 8 seconds. They're primarily intended for pedestrians and will not be a visual distraction to the drivers. He added that the FHWA also recommends this type of sign. The digital screens will shut down when the stores are closed and comply with Town ordinances. Most of the advertisers are national brands, not local businesses. The displays could also potentially be used for any municipal messaging when needed.

There was a brief discussion on the charging sign detail. It was mentioned the existing trees in the islands will remain, but the shrubs will be removed. Mr. Buckley asked about the lifespan and the maintenance plan for the screens. Response was that the screens will be regularly maintained, and Mr. Dolan did not know the agreement period between Volta and Shaw's. He will have the information ready for the Planning Board hearing next week. Ms. Chabot and Mr. Gay said the proposed design meets the DRC criteria. As a next step, Ms. Affleck-Childs said a memo or a summary with DRC comments to the Planning Board should suffice. It was agreed that Mr. Gay and Ms. Chabot could brief the Planning Board and that no written memo was needed.

OTHER BUSINESS

Discussion of draft Medway Master Plan Report and Action Plan

Ms. Chabot started the discussion. The final draft of the master plan and the associated action plan are complete. The master plan is broken down into four theme areas and includes goals and strategies. She mentioned that DRC members participated in small group sessions and were instrumental in developing the strategies. She asked if Committee members had any comments on the draft plan and/or on the implementation strategies. Ms. Clifford asked to discuss the proposed strategy for historic preservation. Discussion ensued. Medway is unique in a way that there are a lot of historic architecture and buildings, but the Town doesn't have a system in place (rehabilitation) to protect the structures compared to the neighboring communities. For the plan, several strategies were considered; however, the majority response was not to impose too many restrictions on historic properties. An incentive-based program is proposed to encourage owners to perform repairs to historic properties. The other option is to develop zoning to protect the character of existing older residential neighborhoods. Ms. Chabot said ultimately, it will be up to the individual board/committees to finetune the strategies with oversight provided by PEDB. The intent is to proactively protect the historic districts in town.

Mr. Buckley commented on a couple of pages in the plan. On Pg.39, he suggests replacing the existing picture. On Pg. 53, the sign displayed in the picture has been removed. Ms. Chabot took note of his comments and will pass along to the consultants.

The PEDB will recommend to the Select Board to appoint a Master Plan Implementation Committee. Goal is for the Committee to meet annually to check status of the implementation strategies and solicit information from boards/committees responsible for their implementation. The Master Plan Implementation Committee will also be responsible to draft an annual status report that will be included in the Town's annual report. Everyone talked about the usefulness and effectiveness of having a new master plan and the amount of positivity it'll generate to the existing and new residents. Ms. Affleck-Childs talked about the next steps and stated the plan will be voted/ approved at the November/Fall town meeting. Master Plan committee meets again next Monday (08/22) and during public comment, attendees will have another opportunity to provide feedback. The plan will be approved by the Master Plan Committee in September and will be sent to PEDB for approval.

Motion was made by Ms. Chabot to adjourn the meeting, seconded by Mr. Buckley.

Roll Call Vote:

Matt Buckley- Aye

Janine Clifford- Aye

Jessica Chabot-Aye

Susan Alessandri- Aye

Jamie Ahlstedt- Aye

Tom Gay- Aye

The motion passed.

The meeting was adjourned at 8:05 p.m.

The next DRC meeting will be held on September 19, 2022.

Respectfully Submitted,

Sreelatha Allam

Recording Secretary

Reviewed and edited by,

Susan E. Affleck-Childs

Planning and Economic Development Coordinator



Dine

10'x2'



Board Members

Matthew J. Hayes, P.E., Chair
Robert Tucker, Vice Chair
Richard Di Iulio, Clerk
Jessica Chabot, Member
Sarah Raposa, A.I.C.P., Member
Thomas A. Gay, Associate
Member



Medway Town Hall
155 Village Street
Medway, MA 02053
Phone (508) 533-3291
Fax (508) 321-4987
Email: planningboard@townofmedway.org
www.townofmedway.org

TOWN OF MEDWAY
COMMONWEALTH OF MASSACHUSETTS
PLANNING AND ECONOMIC
DEVELOPMENT BOARD

RECEIVED TOWN CLERK
AUG 1 '22 PM12:03

August 1, 2022

PUBLIC HEARING NOTICE
Volta Charging
Minor Site Plan and Electric Vehicle Charging Special Permit
@ Shaw's – 65 Main Street

In accordance with the *Medway Zoning Bylaw*, Section 3.5 Site Plan Review and Section 5.4.2 Electric Vehicle Charging Stations, and certain provisions of Chapter 40A, Massachusetts General Laws, notice is given that the Medway Planning and Economic Development Board will conduct a public hearing on the applications of Volta Charging, LLC of San Francisco, CA for approval of a minor site plan and a special permit to authorize two electric vehicle charging (EVC) stations with commercial advertising in the Shaw's parking lot at the Medway Commons shopping center at 65 Main Street. The hearing is scheduled for Tuesday, August 23, 2022 at 7:00 p.m. and will be held in Sanford Hall at Medway Town Hall, 155 Village Street, Medway, MA. The room is accessible via elevator for individuals with physical disabilities. The hearing will also be available via the Zoom online meeting platform for public participation. Zoom access details will be included on the agenda for the August 23, 2022 meeting.

The subject property at 65 Main Street, shown on Medway Assessors Map #41 as Parcels 23 and 24, is located in the Central Business Zoning District. The underlying property is owned by Charter Realty and Development under lease from Hidden Acres Realty I, LLC.

The EVC stations are shown on a plan titled *Volta, Shaw's 65 Main Street Phase 1*, dated 6-13-19, last revised 7-13-22, prepared by Kimley Horn of Waltham, MA. The application materials are on file with the Medway Town Clerk and the Planning and Economic Development office at Medway Town Hall, 155 Village Street, Medway, MA and may be reviewed during regular office hours. The documents are also available for viewing at the Board's web page at: <https://www.townofmedway.org/planning-economic-development-board/pages/current-applications-pedb-0>

Interested persons or parties are invited to review the applications and site plan and attend the hearing in person or via Zoom and express their views. Written comments are encouraged and may be sent to planningboard@townofmedway.org. All comments will be entered into the record during the hearing. Please direct questions to the Planning & Economic Development office at 508-533-3291.

Matthew J. Hayes, Chair

SECTION 5.4.2 OF THE MEDWAY ZONING BYLAW

5.4.2 Special Permits for Electric Vehicle Charging Station(s) with Digital Advertising - The Planning and Economic Board may grant a special permit for Electric Vehicle Charging Station(s) with Digital Advertising Signage (“Charging Station”).

A. The charging service for such Charging Stations shall be provided at no cost to users. For each Charging Station, the sign surface area shall not exceed nine square feet per side, not to exceed two sides per Charging Station. No audio or video displays shall be permitted. Level 1 Charging Stations (those having a 120-volt connection) are not permitted. The display area and no part of the Charging Station may revolve, simulate motion, flash, blink, or include animation. Internal illumination of the display area is permitted. Advertising may include commodities or services which may not be found or available on the premises hosting the Charging Station. There shall be no reduction in handicap accessible and compact car parking spaces to accommodate installation of Charging Stations. The number of Charging Station spaces shall not exceed five percent of the total number of parking spaces on the premises. The Charging Station shall be capable of charging electric vehicles produced by multiple manufacturers.

B. In granting a special permit, the Board may impose limitations, safeguards, and conditions on but not limited to the following:

- quantity of Charging Stations with digital advertising signage on the premises;
- frequency of message changes (dwell time);
- Charging Station height;
- form of message transition;
- brightness of display illumination; number of charging ports per Charging Station;
- hours of operation for charging and digital advertising signage; visibility of display area from a public street;
- location and positioning of Charging Stations on the premises;
- other forms of signage to designate spaces for EV charging;
- handicap accessibility;
- impact or level of disruption of Charging Stations on business and tenant operations;
- ease and safety of accessibility to the Charging Stations; landscaping, buffering and screening; and

- type or charging level of the Charging Station.

This may also include correlating the amount of allowed digital advertising display space to the type and charging level of the Charging Station and correlating the number of allowed Charging Station spaces on the premises to the percentage of electric vehicles in Massachusetts (according to an appropriate state agency such as the Registry of Motor Vehicles or the Executive Office of Energy and Environmental Affairs).

VOLTA

SHAW'S 65 MAIN STREET PHASE 1

65 MAIN ST
MEDWAY, MA 02053
NORFOLK COUNTY

BOSTON MARKET

VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

404 WYMAN STREET, SUITE 385
WALTHAM, MA 02451
Main: 781.328.0676 | www.kimley-horn.com
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ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

BUILDING/DWELLING CODE MASSACHUSETTS BUILDING CODE 2017
STRUCTURAL CODE MASSACHUSETTS BUILDING CODE 2017
PLUMBING CODE MASSACHUSETTS PLUMBING CODE 2017
MECHANICAL CODE MASSACHUSETTS BUILDING CODE 2017
ELECTRICAL CODE MASSACHUSETTS ELECTRICAL CODE 2017
FIRE/LIFE SAFETY CODE MASSACHUSETTS FIRE CODE 2017

VOLTA PROPOSES TO INSTALL:

- (2) ELECTRIC VEHICLE CHARGING STATIONS AND ALL RELATED ELECTRICAL AND CIVIL ACTIVITIES. PAINTING AND MARKING OF EV CHARGING PARKING SPACES AND INSTALLATION OF NECESSARY PARKING SIGNS.

APPLICANT:

VOLTA
155 DE HARO STREET
SAN FRANCISCO, CA 94103
CONTACT: MAC TAYLOR
PHONE #: 510-292-8964
EMAIL: MAC.TAYLOR@VOLTACHARGING.COM

CIVIL ENGINEER:

KIMLEY-HORN & ASSOCIATES
1700 WILLOW LAWN DRIVE SUITE 200
RICHMOND, VA 23230
CONTACT: BRIAN BREWER
PHONE #: (804)-672-4709
EMAIL: BRIAN.BREWER@KIMLEY-HORN.COM

PROPERTY INFORMATION:

ALBERTSONS COMPANIES
250 E PARKCENTER BLVD
BOISE, ID 83706
CONTACT: CATHY IKEUCHI
PHONE: (925)-226-5860
EMAIL: CATHY.IKEUCHI@ALBERTSONS.COM

ELECTRICAL ENGINEER:

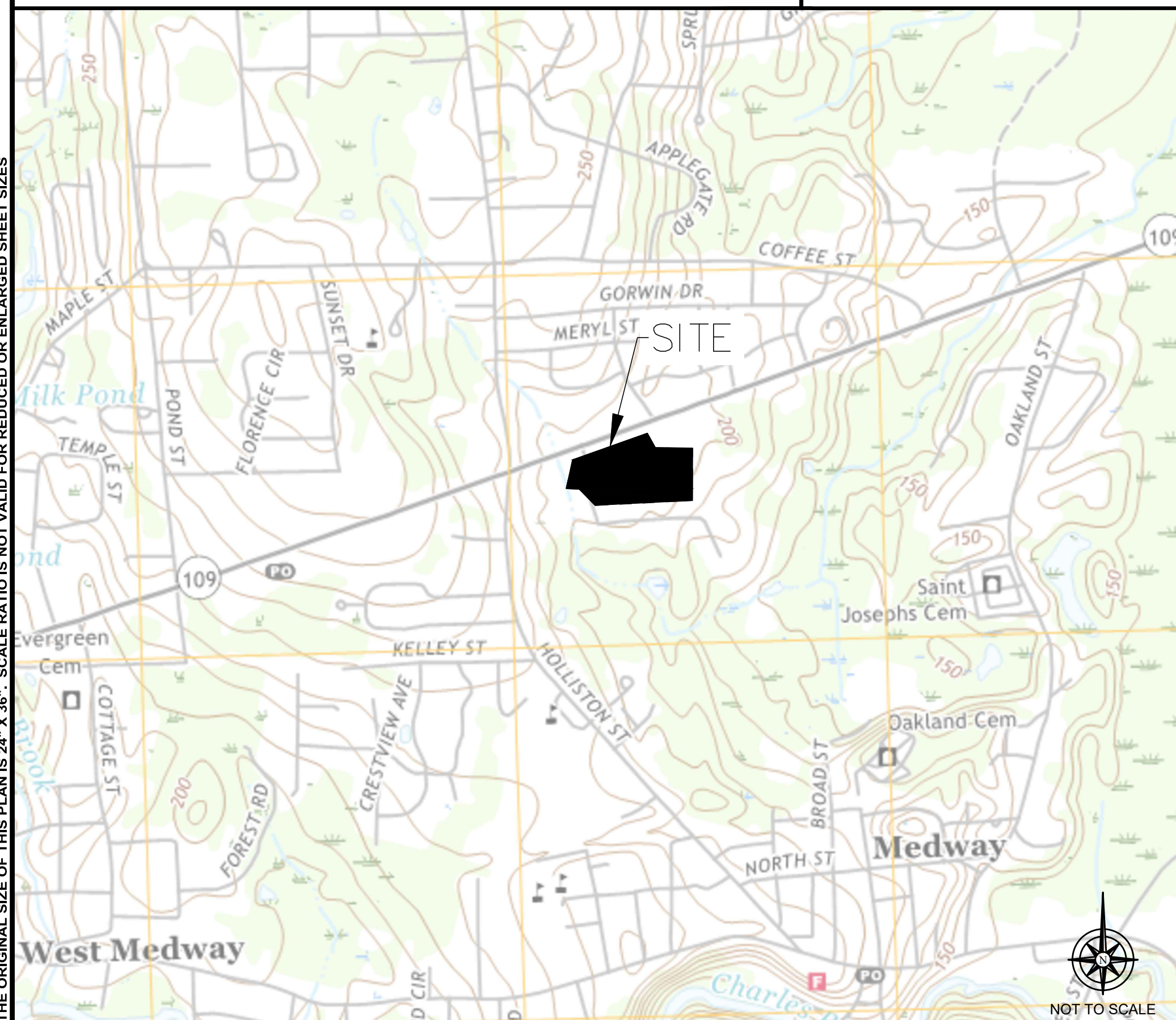
KIMLEY-HORN & ASSOCIATES
4525 MAIN STREET SUITE 1000
VIRGINIA BEACH, VA 23462
CONTACT: JON CHAMBERS
PHONE #: (757)-213-8620
EMAIL: JON.CHAMBERS@KIMLEY-HORN.COM

PROJECT MANAGER:

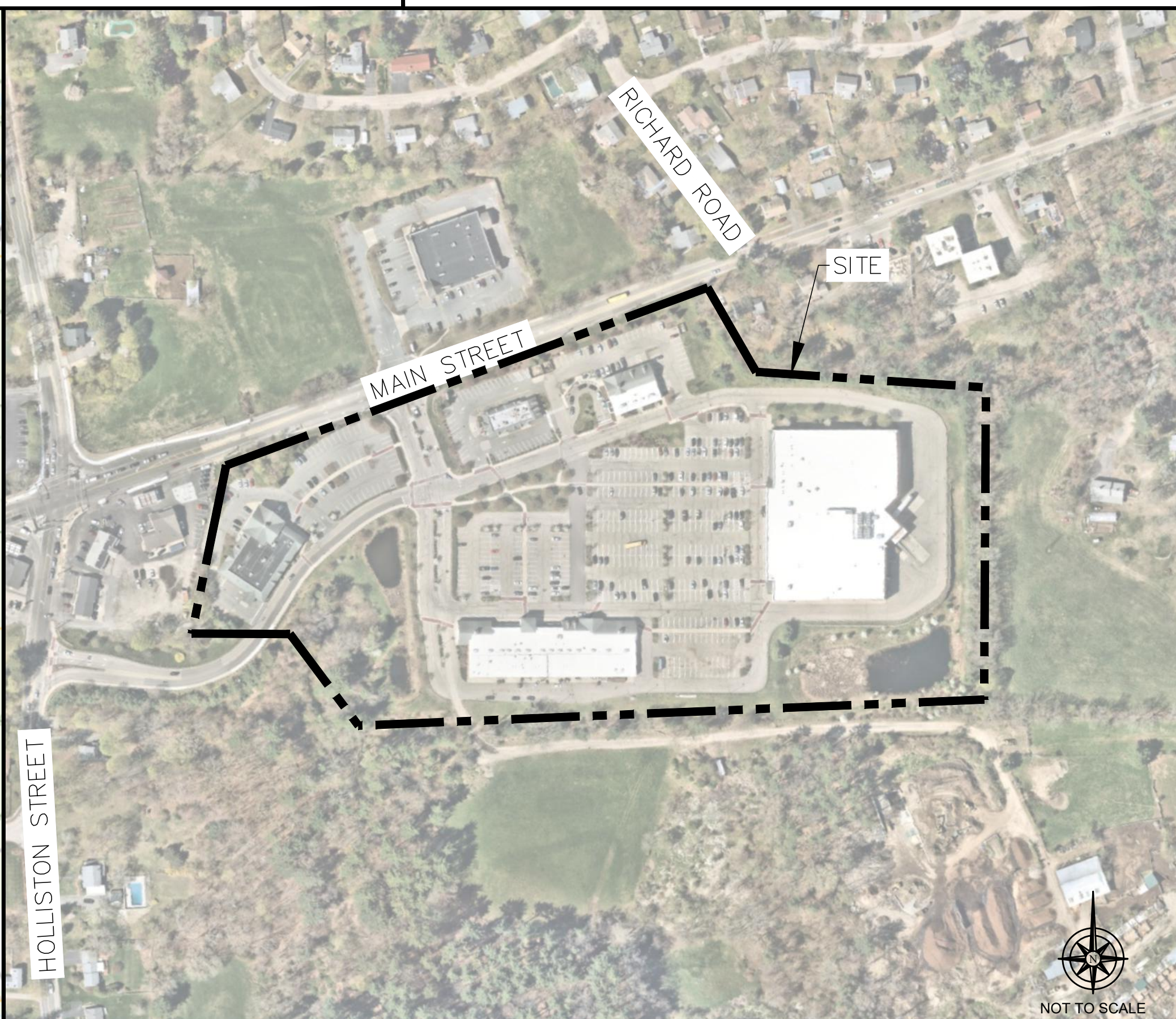
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SAN FRANCISCO CA 94103
CONTACT: MAC TAYLOR
PHONE #: 510-292-8964
EMAIL: MAC.TAYLOR@VOLTACHARGING.COM

CODE BLOCK

PROJECT DESCRIPTION



VICINITY MAP



LOCAL MAP

PROJECT TEAM

Sheet Number	Sheet Title
C0-00	Title 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
C3-03	Site Details
E1-00	Electrical One Line Diagram
E3-00	Electrical Notes & Details

SHEET INDEX



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

DO NOT SCALE DRAWINGS



07-13-2022

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHAW'S 65 MAIN
STREET PHASE 1

65 MAIN ST
MEDWAY, MA 02053

SHEET TITLE

TITLE SHEET

SHEET NUMBER

C0-00

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

GENERAL NOTES:

1. THIS DOCUMENT DOES NOT CONTAIN ALL SPECIFICATIONS AND DETAILS FOR NECESSARY FOR CONSTRUCTION. REFER TO INSTALLATION GUIDE AND OTHER DOCUMENTS PROVIDED BY VOLTA FOR ADDITIONAL INFORMATION.
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 AT THE CONTRACTOR'S EXPENSE.
4. PROPOSED PAVEMENT STRIPING SHALL LINE UP WITH EXISTING STRIPING WHEREVER POSSIBLE, ADDITIONAL PAVEMENT STRIPE IS NOT NECESSARY PARALLEL TO THE CONSTRUCTED CHARGING ISLAND.
5. CONTRACTOR IS TO SUBMIT SKETCH OF ESTIMATED EXTENTS OF PROPOSED PAVEMENT WORK TO VOLTA AND KIMLEY-HORN PRIOR TO BEGINNING PAVEMENT WORK.
6. PROPOSED TRANSFORMER AND SWITCHGEAR CABINET LOCATIONS ARE APPROXIMATE. CONTRACTOR CAN FIELD LOCATE WITHIN LANDSCAPE ISLAND AS NECESSARY WITH APPROVAL FROM VOLTA.
7. 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.
8. 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.
9. 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.
10. CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN ACCESSIBILITY PRIOR TO CONSTRUCTION.

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

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. UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED BY THE OWNER, DESIGNER, OR THEIR REPRESENTATIVES. BEFORE YOU DIG CALL 811 ONE CALL.
8. 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.

EROSION CONTROL NOTES:

1. 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.
2. CONSTRUCT SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
3. 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.
4. 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.
5. DO NOT DISTURB VEGETATION OR REMOVE TREES EXCEPT WHEN NECESSARY FOR GRADING PURPOSES.

VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

404 WYMAN STREET, SUITE 385
WALTHAM, MA 02451
Main: 781.328.0676 | www.kimley-horn.com
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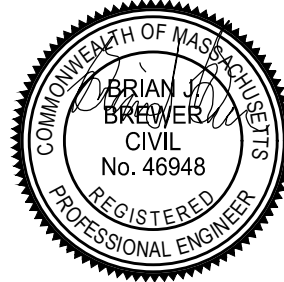
4	07/13/2022	CD100s - ZONING PERMIT	TAS
3	06/21/2021	CD100 REVISION PER VOLTA COMMENTS	TAS
2	07/01/2019	CD100s	CMN
1	06/13/2019	CD90s	CMN
REV	DATE	DESCRIPTION	BY

ISSUE DATE

07/13/2022

ISSUED FOR

PERMIT



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SHAW'S 65 MAIN
STREET PHASE 1

65 MAIN ST
MEDWAY,MA 02053

SHEET TITLE

GENERAL NOTES

SHEET NUMBER

C0-01

VOLTA - STATION OVERVIEW

Volta provides free, turnkey electric vehicle charging services. This modern amenity attracts the community as Volta's charging network draws 3x the number of visits to the property as compared to other charging networks.* Our stations have been installed in over 120 different municipalities across the U.S.

*Finn Research

VOLTA STATION BENEFITS

- Installation, equipment and maintenance is paid by Volta
- Charges all electric vehicles
- Electricity to charge community members' electric vehicle is free
- Free electricity supported through third party content on displays
- Charges up to 2 hours free with software that discourages abuse
- Volta stations are occupied 80% of the retail day
- Volta has provided over 60 million miles of free charging, replaced approximately 2.3 million gallons of gasoline and eliminated over 45 million pounds of CO2

Charging Unit Information

Single charging units
Size: H 86.25" x W 32.5" x D 12.75"
Display Size: H 48" x W 27"
Cord length: 20'
Power Type: 208/240VAC, 40A, 10 kW max
Plug: SAE J1772 compliant connector
Listings: UL® E354307

POWER REQUIREMENTS

Charging Unit: 50A/2P 208/240V breaker
Charging Aux Power: 20A/IP 120V breaker
Cell signal or LAN access required

INSTALLATION REQUIREMENTS

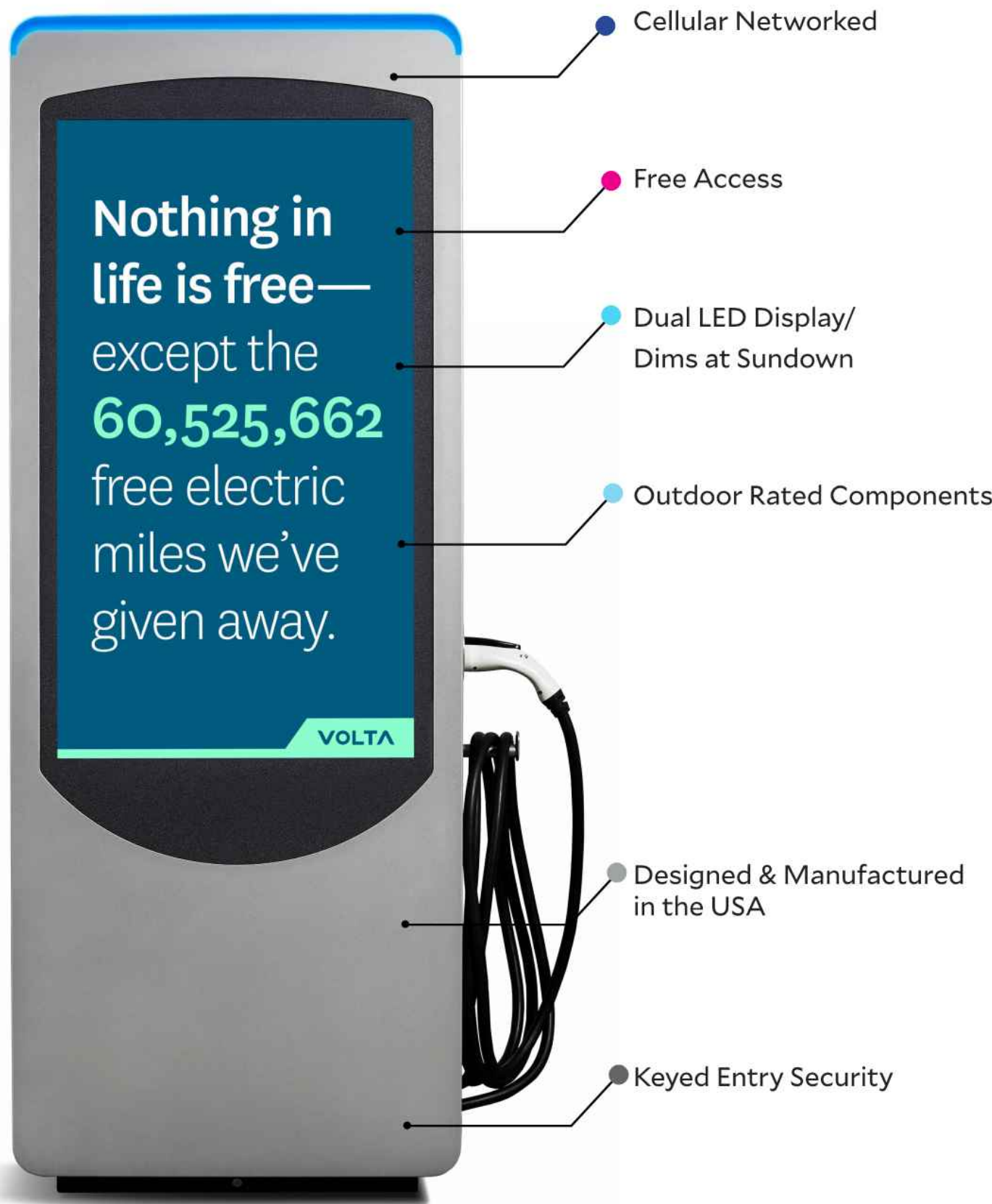
Wire Diameter: #6 AWG"
Larger for longer conduit runs

Conduit Diameter: 2"
Two Volta stations can share one 2" conduit

Volta's mission is simple: Accelerate electric vehicle adoption by building cutting-edge, free and inspiring vehicle charging networks.



Above is a typical Volta installation showing one of our charging stations in a parking area.



VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

404 WYMAN STREET, SUITE 385
WALTHAM, MA 02451
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ISSUE DATE
07/13/2022

ISSUED FOR
PERMIT

FOR
INFORMATIONAL
PURPOSES
ONLY

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ENGINEER, TO ALTER THIS DOCUMENT.

SHAW'S 65 MAIN
STREET PHASE 1

65 MAIN ST
MEDWAY,MA 02053

SHEET TITLE
VOLTA STATION
OVERVIEW

SHEET NUMBER
C0-02

VOLTA HEADQUARTERS: 155 De Haro St. San Francisco, CA 94103 WEBSITE: voltacharging.com

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



DISCLAIMER

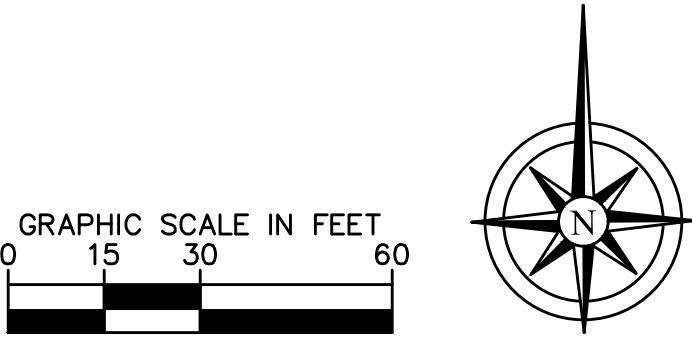
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- CONSTRUCTION NOTES:
- CONTRACTOR RESPONSIBILITIES INCLUDE CHARGING STATION MOUNTING, CONDUIT INSTALLATION, AND WIRING.
 - CONTRACTOR TO PAINT PROPOSED EV PARKING SPACES PER JURISDICTIONAL REQUIREMENTS.
 - CONTRACTOR TO INSTALL TREE PROTECTION FENCING PRIOR TO ANY CONSTRUCTION ACTIVITY. SEE SHEET C3-01 FOR DETAILS.
 - EXACT STATION PLACEMENT AND ROTATION ANGLE MAY VARY SLIGHTLY UPON INSTALLATION DEPENDING ON SITE CONDITIONS
 - CONTRACTOR TO FIELD VERIFY ALL STALL DIMENSIONS AND ALL EQUIPMENT LOCATIONS TO ENSURE SUFFICIENT SPACE IS AVAILABLE.
 - 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.
 - USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GRP, 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.
 - 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.

- ADA COMPLIANCE:
- CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.
 - 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.
 - 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.
 - 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.
 - 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.

- PARKING NOTE:
- 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.



VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

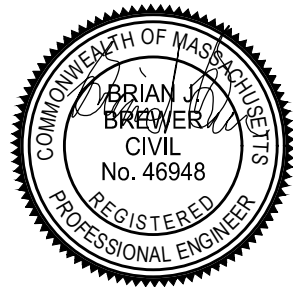
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4	07/13/2022	CD100s - ZONING PERMIT	TAS
3	06/21/2021	CD100 REVISION PER VOLTA COMMENTS	TAS
2	07/01/2019	CD100s	CMN
1	06/13/2019	CD90s	CMN
REV	DATE	DESCRIPTION	BY

ISSUE DATE
07/18/2019

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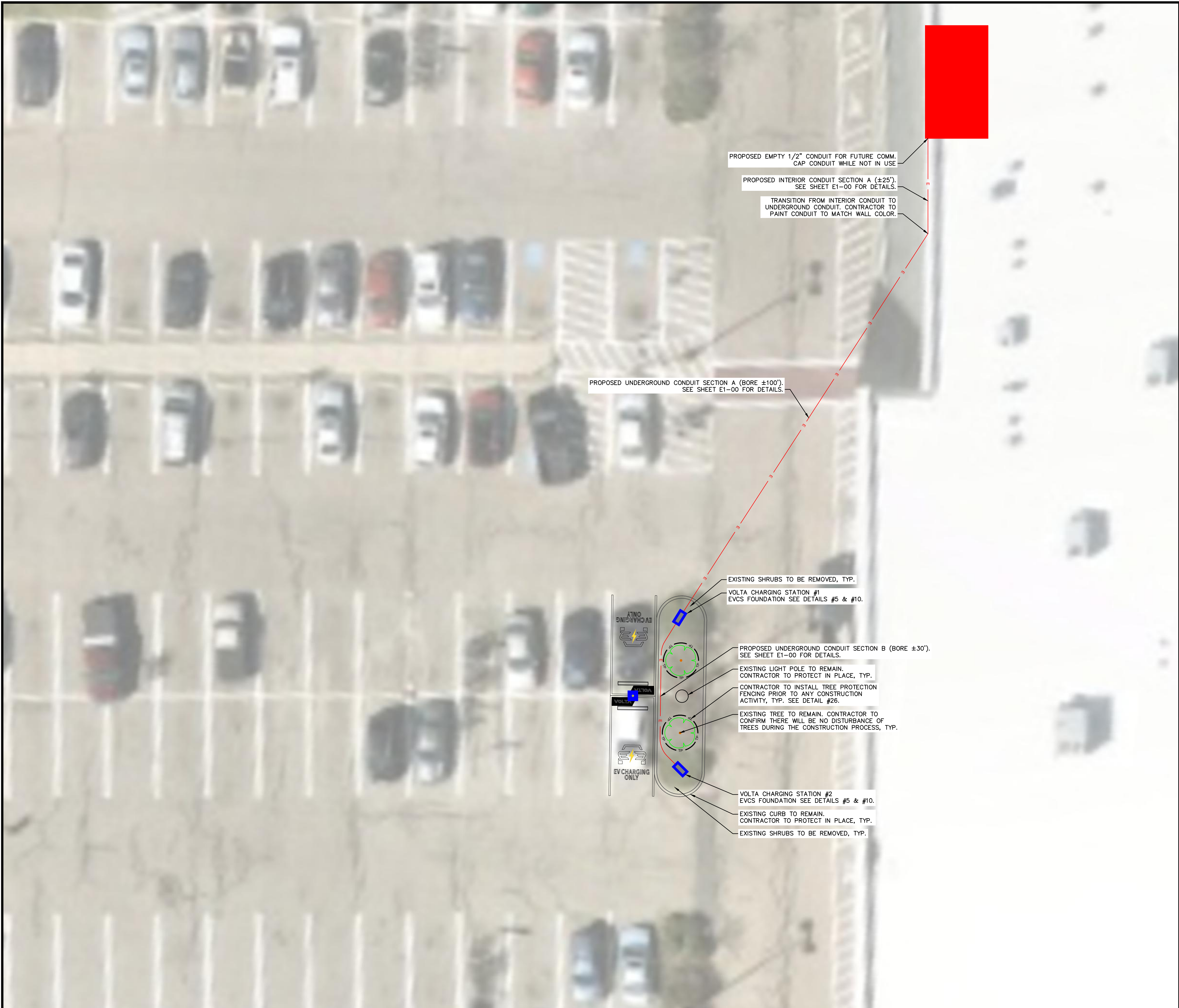
SHAW'S 65 MAIN
STREET PHASE 1

65 MAIN ST
MEDWAY,MA 02053

SHEET TITLE
**OVERALL
SITE PLAN**

SHEET NUMBER
C1-00

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



ENLARGED SITE PLAN

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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.

VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

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1	06/13/2019	CD90s	CMN

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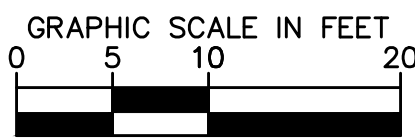
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SHAW'S 65 MAIN
STREET PHASE 1

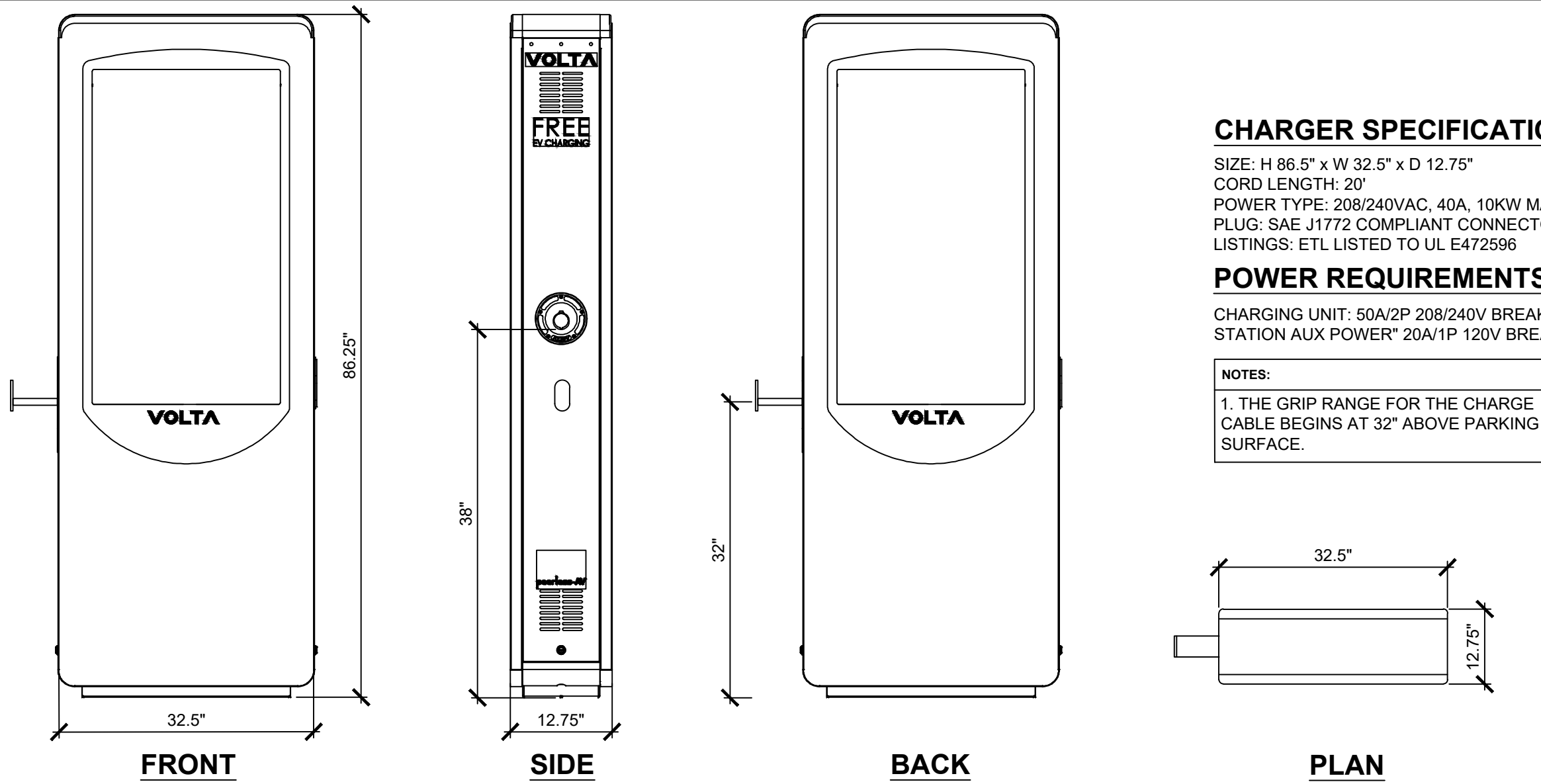
65 MAIN ST
MEDWAY, MA 02053

SHEET TITLE
ENLARGED
SITE PLAN

SHEET NUMBER
C2-00



1. UNLESS NOTED OTHERWISE, THE FOLLOWING NOTES RELATING TO THIS SHEET SHALL GOVERN.
2. COMPRESSIVE STRENGTH OF CONCRETE FOUNDATION SHALL BE A MINIMUM OF 4,500 PSI AT 28 DAYS WITH MAXIMUM W/C 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. BUILDING CODE: IBC 2018
- 11.1. DESIGN LOADS
- 11.1.1. DEAD LOAD: SELF WEIGHT
- 11.1.2. LIVE LOAD: BOLLARDS ARE NOT DESIGNED FOR FULL 6 KIP IMPACT LOAD UNLESS OTHERWISE NOTED "VEHICULAR RATED"
- 11.2. IMPACT LOADS
- 11.2.1. WIND: NOT DESIGNED FOR WIND LOADS UNLESS OTHERWISE NOTED



CHARGER SPECIFICATIONS

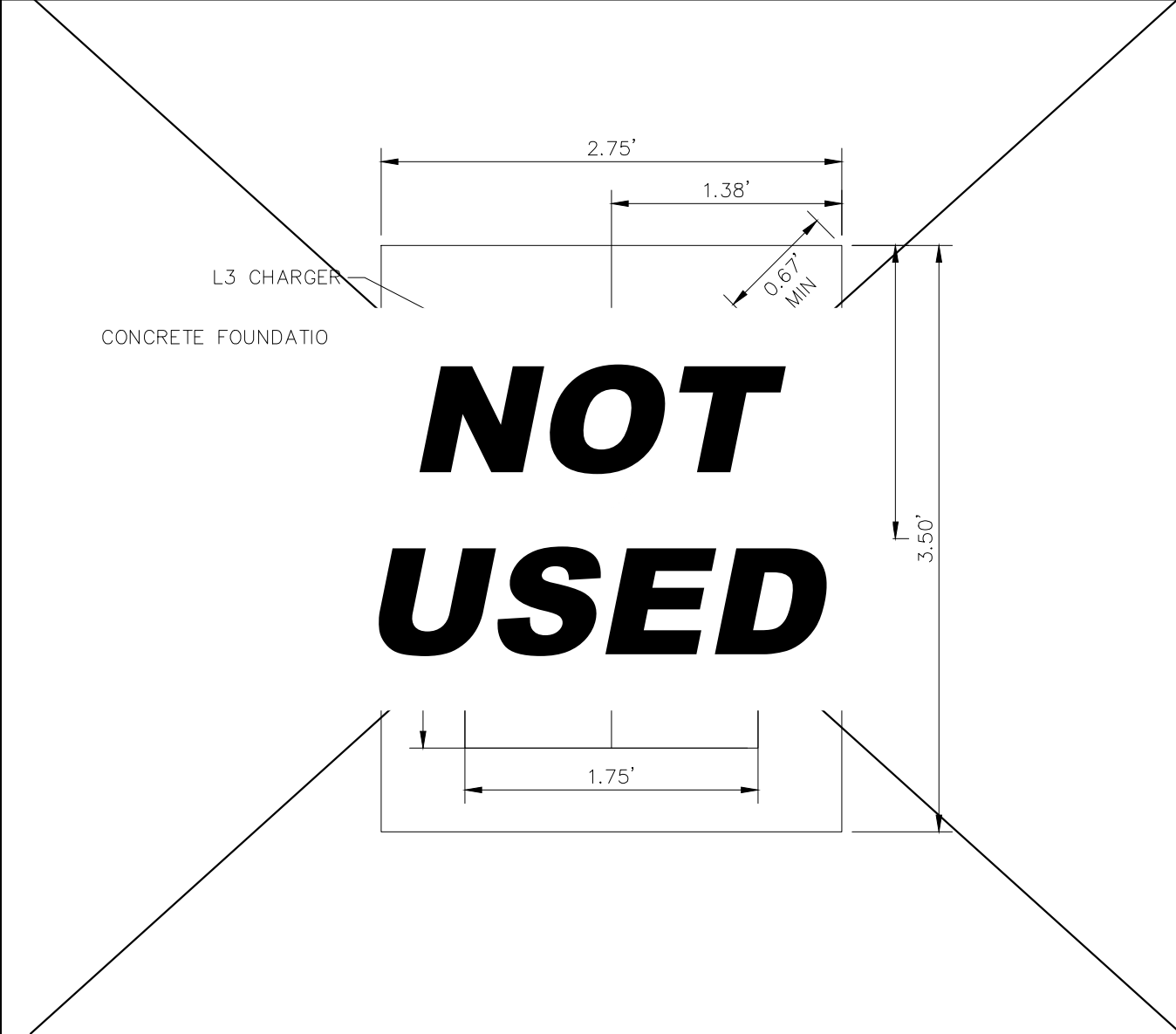
SIZE: H 86.5" x W 32.5" x D 12.75"
CORD LENGTH: 20'
POWER TYPE: 208/240VAC, 40A, 10KW MAX
PLUG: SAE J1772 COMPLIANT CONNECTOR
LISTINGS: ETL LISTED TO UL E472596

POWER REQUIREMENTS

CHARGING UNIT: 50A/2P 208/240V BREAKER
STATION AUX POWER* 20A/1P 120V BREAKER

NOTES:

1. THE GRIP RANGE FOR THE CHARGE CABLE BEGINS AT 32" ABOVE PARKING SURFACE.



**NOT
USED**

GENERAL NOTES

SCALE
N.T.S. 1

VOLTA EVCS DETAIL

SCALE
N.T.S. 2

L3 EVCS FOUNDATION

SCALE
N.T.S. 3

NOTES:

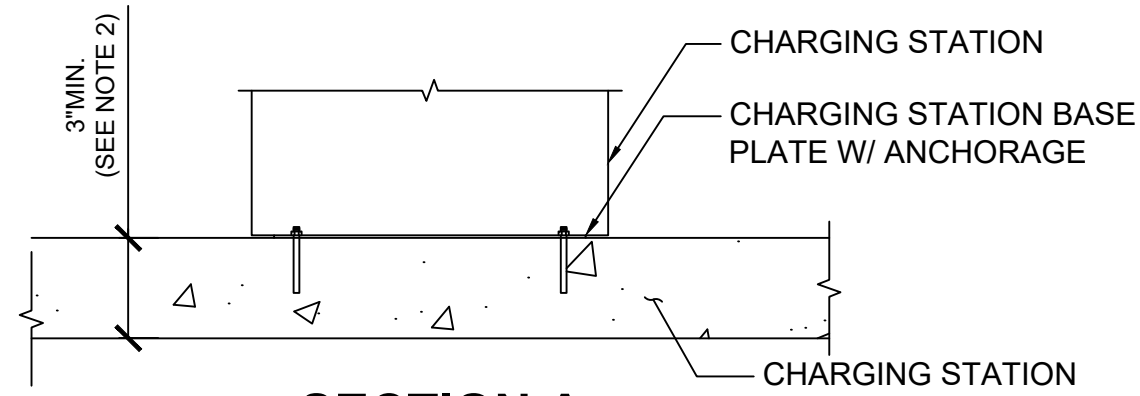
1. CONTRACTOR TO VERIFY POST INSTALLATION OR CAST IN PLACE ANCHOR AS LISTED BELOW BASED ON FIELD MEASUREMENTS AND JURISDICTIONAL REQUIREMENTS.
2. CONTRACTOR TO VERIFY EXISTING CONCRETE SLAB THICKNESS AND MAINTAIN 3" MINIMUM COVER OF CONCRETE BELOW EMBEDDED ANCHORS.

CAST IN PLACE ANCHOR:

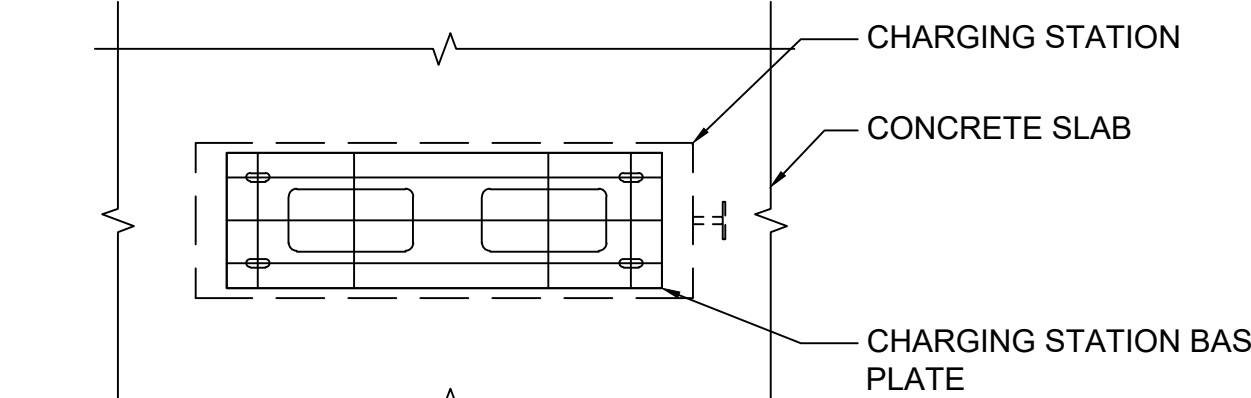
MINIMUM EFFECTIVE EMBEDMENT OF 3" OR ENGINEER APPROVED EQUAL

POST INSTALLATION MECHANICAL ANCHOR:

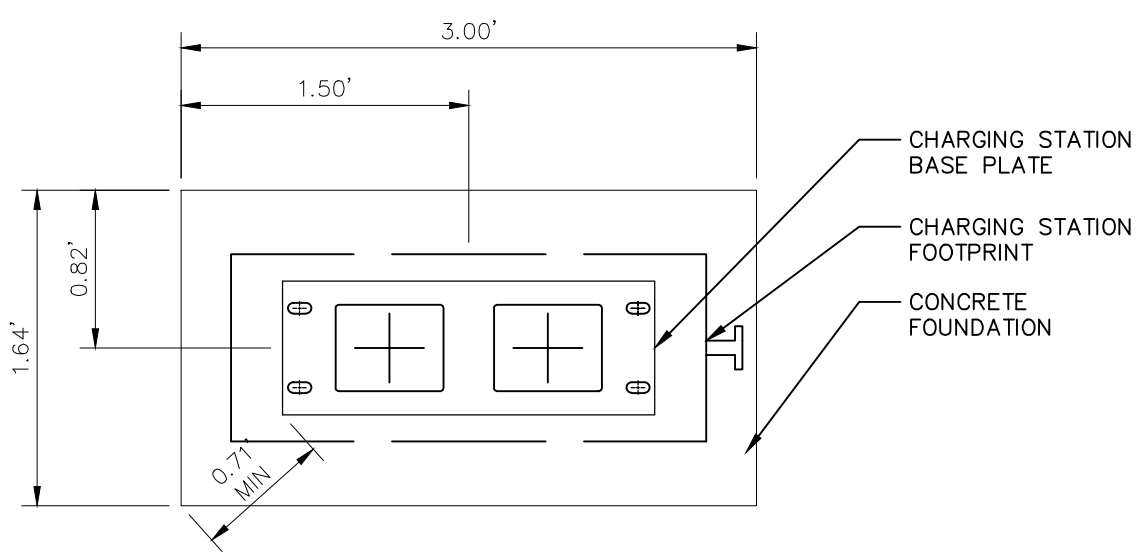
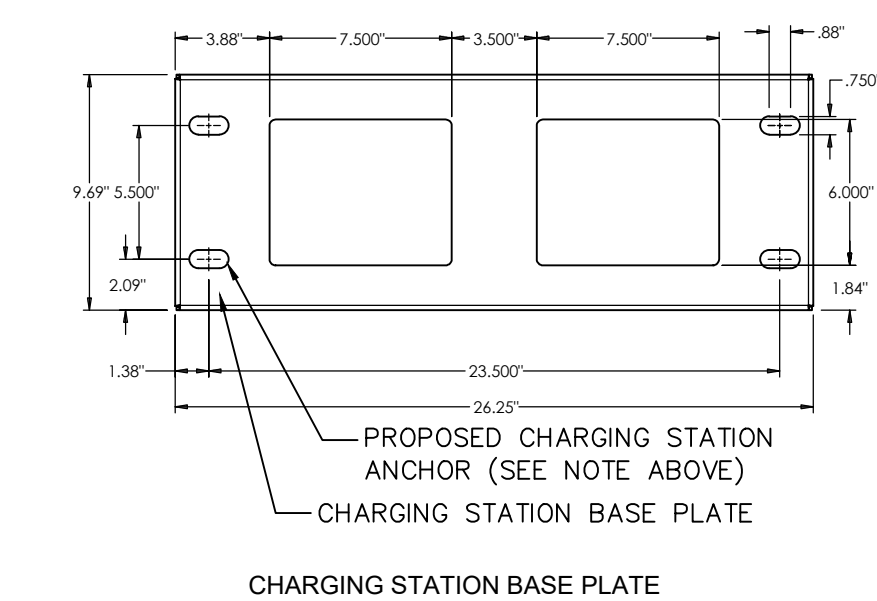
(6) 1/2" DIAMETER HILTI KWIK BOLT TZ-SS304 ANCHOR ROD WITH MINIMUM EFFECTIVE EMBEDMENT OF 3 1/4" OR ENGINEERING APPROVED EQUAL.



SECTION A CHARGING STATION MOUNT TO EXISTING CONCRETE

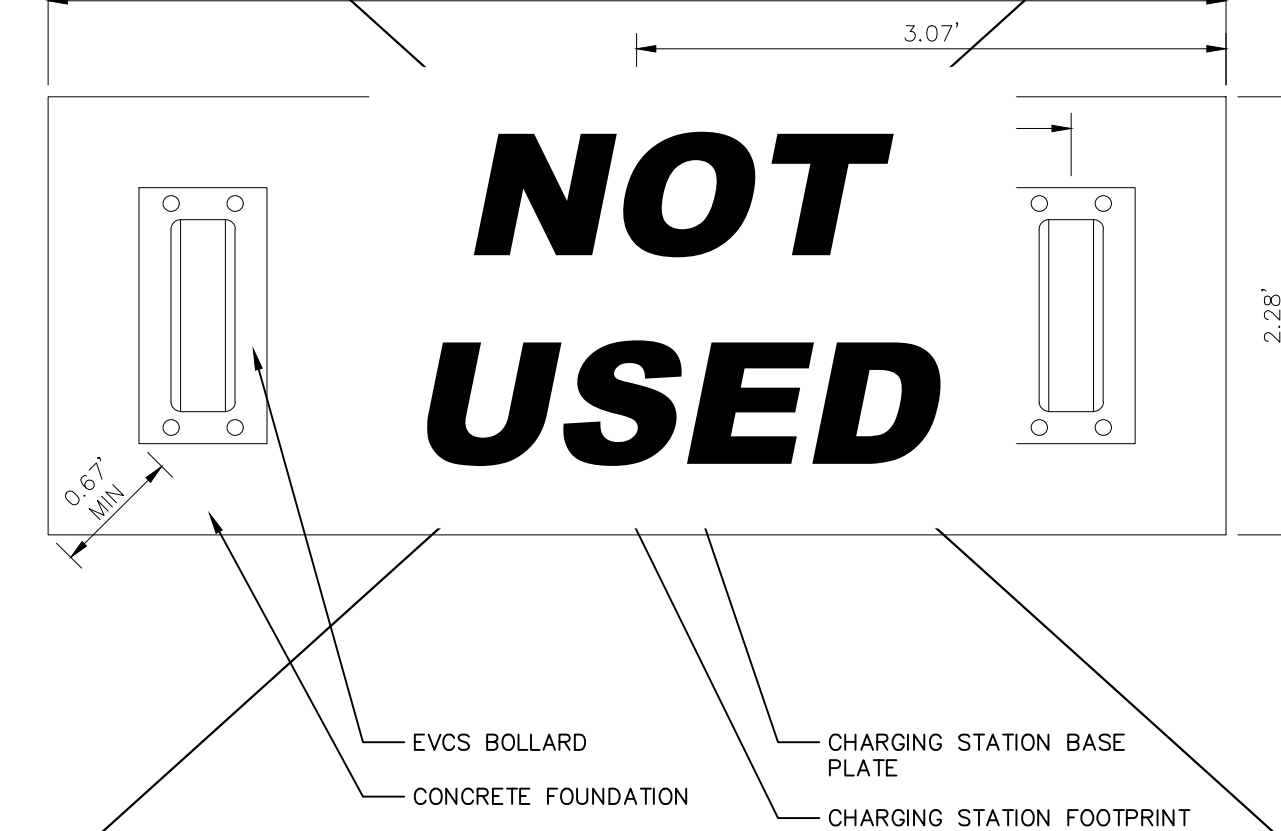


CHARGING STATION BASE PLAN



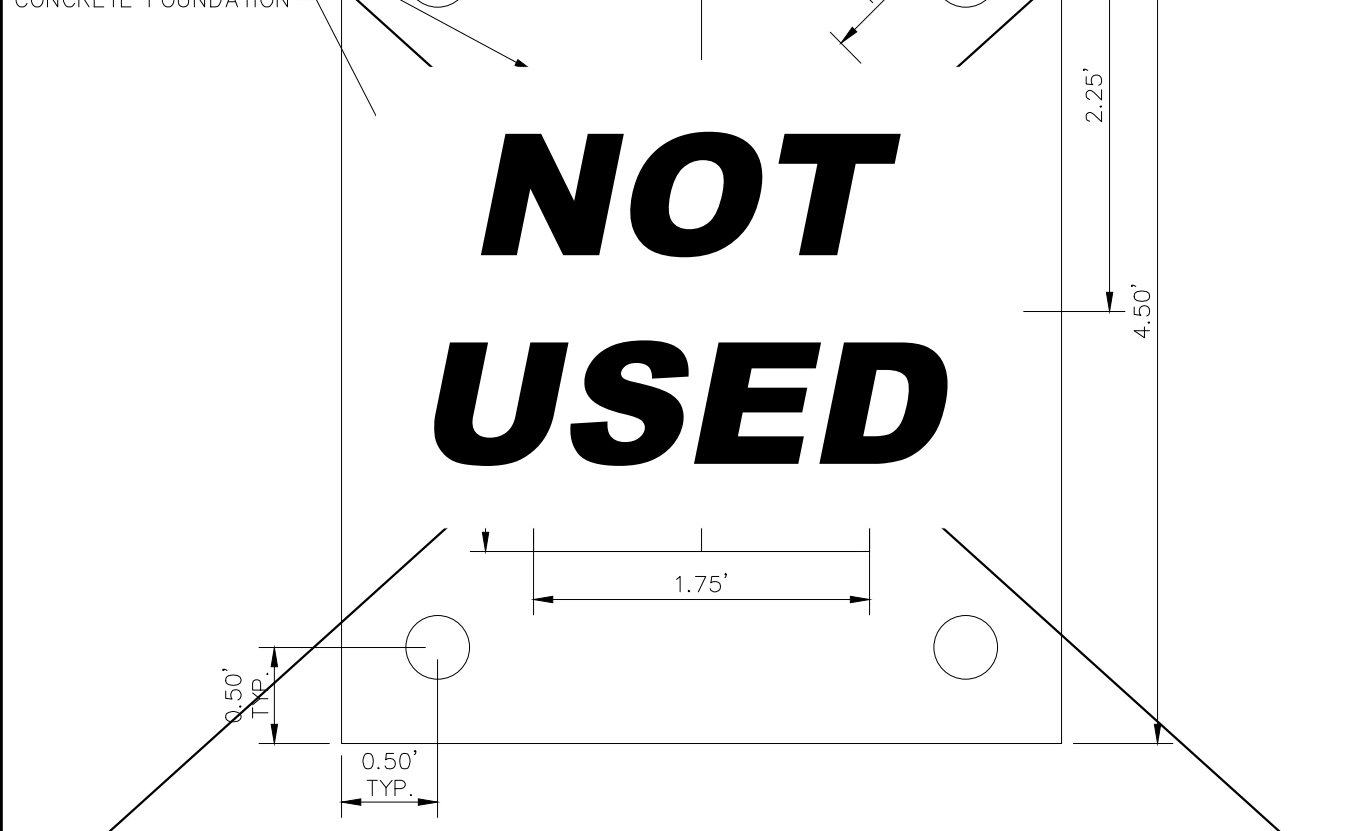
EVCS FOUNDATION

SCALE
N.T.S. 5



EVCS FOUNDATION W/BOLLARDS

SCALE
N.T.S. 6



L3 EVCS FOUNDATION W/4" BOLLARDS

SCALE
N.T.S. 7

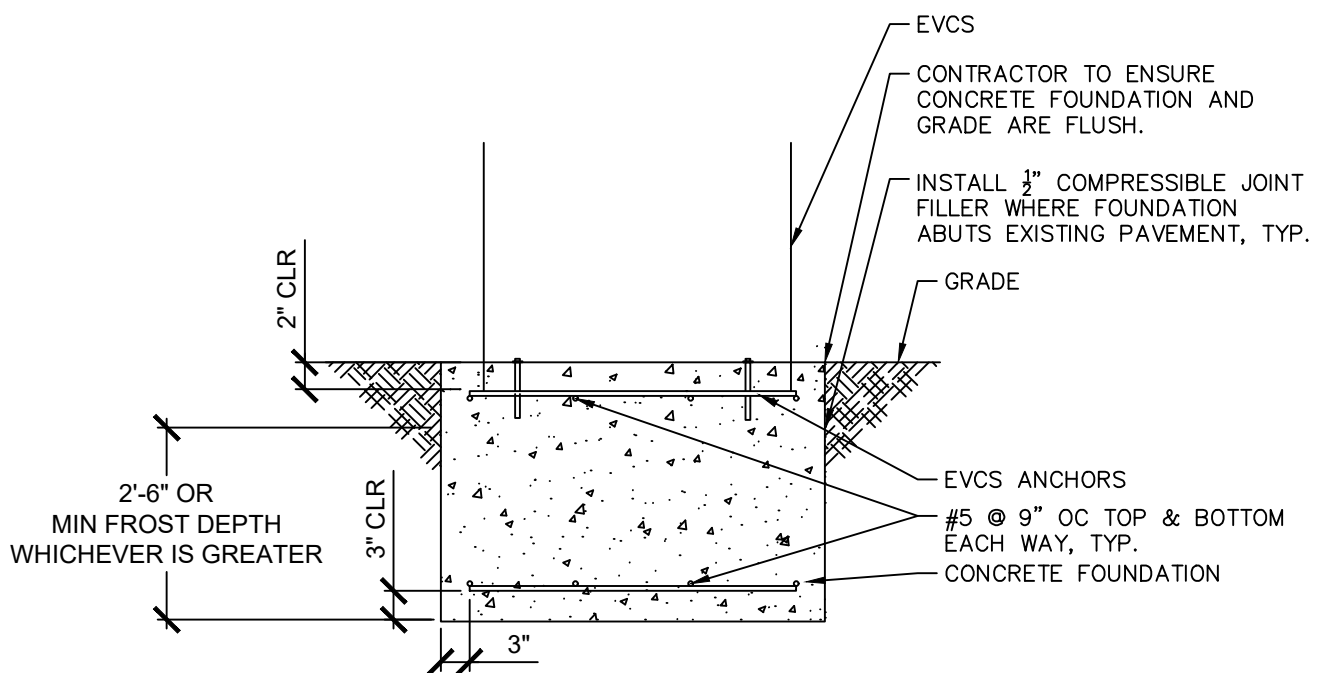
ANCHOR NOTES:
CONTRACTOR TO VERIFY POST INSTALLATION OR CAST IN PLACE ANCHOR AS LISTED BELOW BASED ON FIELD MEASUREMENTS AND JURISDICTIONAL REQUIREMENTS.

CAST IN PLACE ANCHOR:

(6) 1/2" DIAMETER HOT-DIP GALVANIZED HEX HEAD ASTM F1554 GR. 36 CAST-IN-PLACE ANCHORS WITH MINIMUM EFFECTIVE EMBEDMENT OF 3 1/4" OR ENGINEER APPROVED EQUAL

POST INSTALLATION MECHANICAL ANCHOR:

(6) 1/2" DIAMETER HILTI KWIK BOLT TZ-SS304 ANCHOR ROD WITH MINIMUM EFFECTIVE EMBEDMENT OF 3 1/4" OR ENGINEERING APPROVED EQUAL.



BASE PLATE DETAIL

SCALE
N.T.S. 4

EVCS FND. W/4" PIPE BOLLARDS

SCALE
N.T.S. 8

EVCS FDN. W/VEH. RATED BOLLARDS

SCALE
N.T.S. 9

CHARGER FDN. SECTION

SCALE
N.T.S. 10

VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

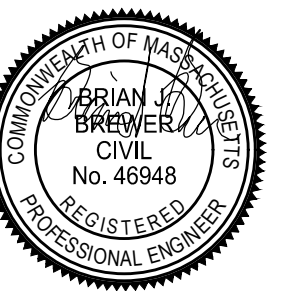
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3	06/21/2021	CD100 REVISION PER VOLTA COMMENTS	TAS
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1	06/13/2019	CD90s	CMN

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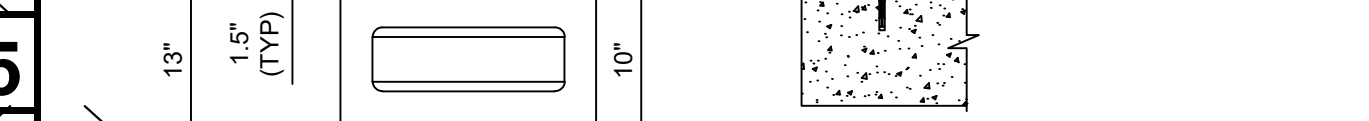
SHAW'S 65 MAIN
STREET PHASE 1

65 MAIN ST
MEDWAY, MA 02053

SHEET TITLE
SITE DETAILS

SHEET NUMBER
C3-00

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



C3-01

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

SCALE
N.T.S.



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. REFLECTIVE OBJECTS PER SECTION 11B 407.3.
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 PARAMETERS. THIS SIGN DESIGN ASSUMES ASCE 7-10 WIND SPEED 115 MPH AND AN EXPOSURE CATEGORY B. IF EITHER OF THESE GEOTECHNICAL PROPERTIES DIFFER, ASCE 7-10 WIND PARAMETERS DIFFER BASED ON LOCATION THE SIGN MUST BE UPDATED BY A STRUCTURAL ENGINEER.

SCALE
N.T.S.



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 SECTION 11B-307.3.
4. SIGN AND POST ARE NOT IMPACT RATED UNLESS OTHERWISE NOTED

SCALE
N.T.S.



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 SECTION 11B-307.3.
4. SIGN AND POST ARE NOT IMPACT RATED UNLESS OTHERWISE NOTED

SCALE
N.T.S.

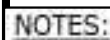


SCALE
N.T.S.



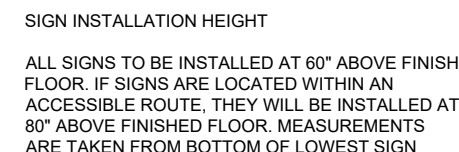
1. FURNISH AND INSTALL TEMPORARY HIGH-VISIBILITY FENCING AT THE TREE DRIPLINE OR CONSTRUCTION LIMITS AS SHOWN ON EROSION CONTROL PLANS PRIOR TO ANY LAND DISTURBANCE.
2. WHEN POSSIBLE PLACE FENCE 25 FEET BEYOND THE DRIP LINE.

SCALE
N.T.S.



- SIGN TO BE GREEN (PANTONE 355C) WITH WHITE LETTERING AND MUST BE REFLECTIVE LETTERING.
- TO BE PLACED AT HEAD OF PARKING STALL WITHIN BOLLARD.
- POST MOUNTED OBJECTS PER SECTION 11B-307.3.
- GALVANIZED SQUARE TUBE

SCALE
N.T.S.



SCALE
N.T.S.

C3-02

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VOLTA CHARGING STATION CUT SHEET

At Volta we are on a mission to accelerate the adoption of the electric vehicle. To do this, we design, manufacture, install, and maintain city-wide public EV charging networks. Monetized through sponsored content, provided white-glove to site hosts, and offered free to the community, with Volta—everyone wins.

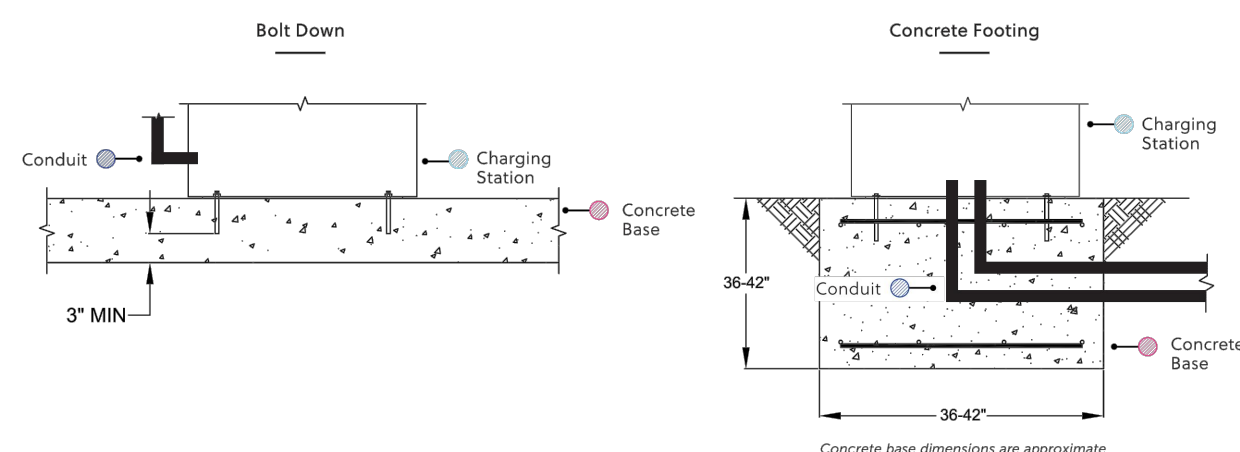
CHARGING STATION INFORMATION
Single or dual charging units
Size: H86.25" x W 32.5" x D 12.75"
Cord Length: 20'
Power Type: 208/240VAC, 40A, 10 kW max
Plug: SAE J1772 compliant connector
Listings: ULP E472556

POWER REQUIREMENTS
Charging Unit: 50A/2P-208/240V breaker
Station Aux Power: 20A/1P 120V breaker
Cell signal or LAN access required

INSTALLATION REQUIREMENTS
Wire Diameter: #6 AWG
Larger for longer conduit runs
Conduit Diameter: 1.5"
2" for longer conduit runs
Spare 1.5" conduit needed on all sites



CHARGING STATION BASE FOUNDATION PLANS



VOLTA SAN FRANCISCO HEADQUARTERS 135 De Haro St, San Francisco, CA 94103, United States info@voltacharging.com

CHARGING STATION CUT SHEET

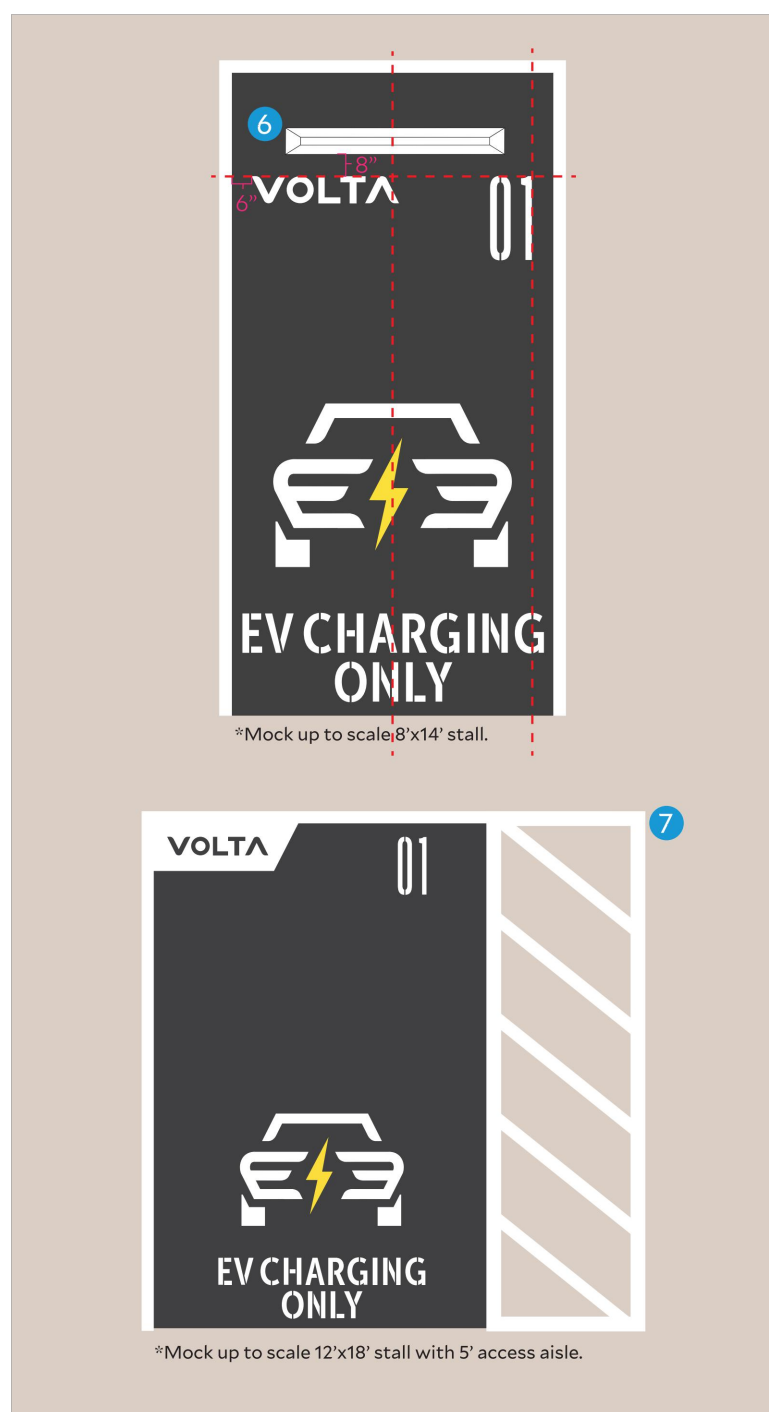
SCALE
N.T.S.

29

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Volta Charging

STRIPING GUIDELINES



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 ONLY into 3 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.

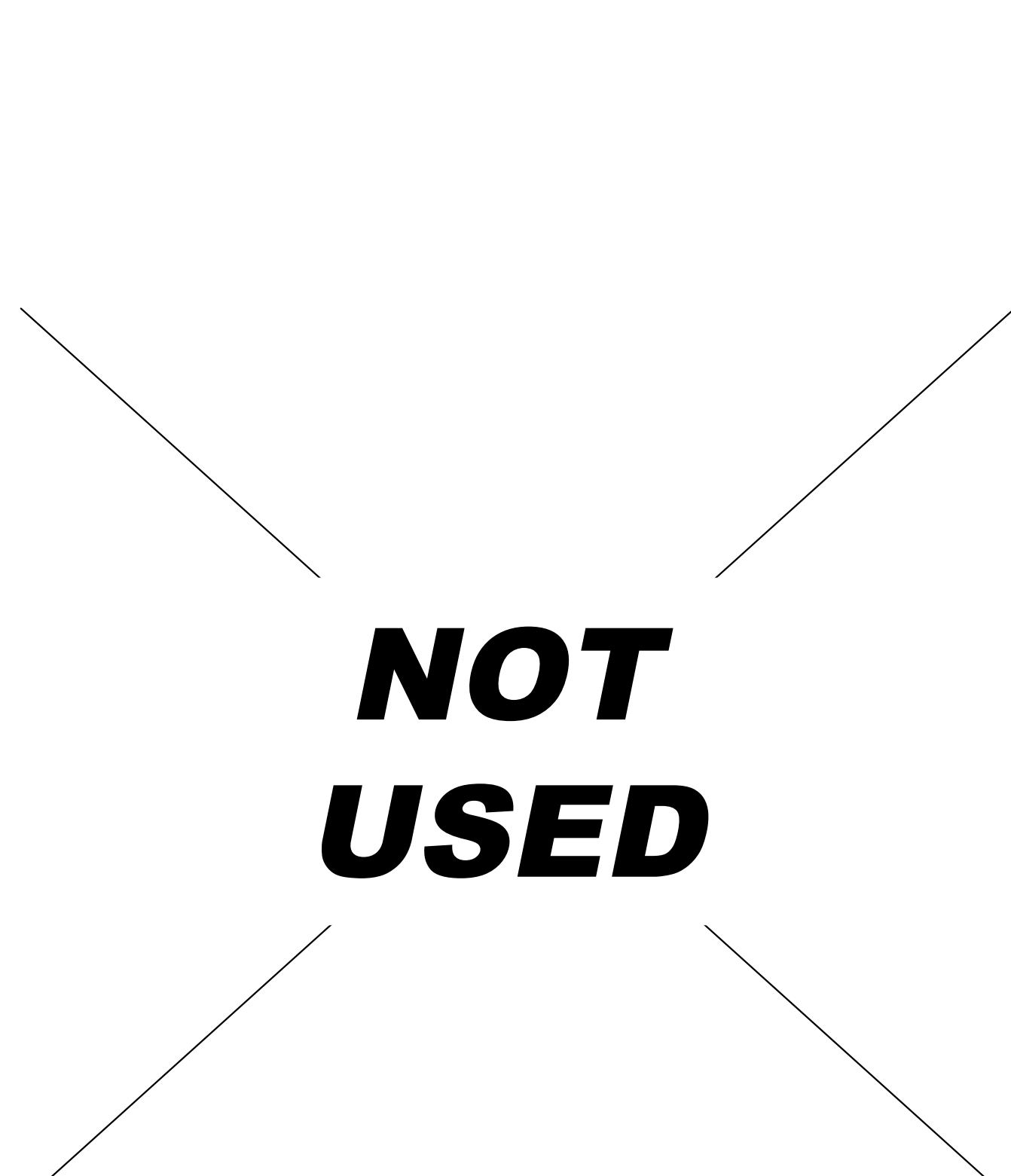
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EV STRIPING GUIDELINES

SCALE
N.T.S.

33

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File: K:\NSH_LDEV\118278 - Volta\0_Template New Job Folder\3-CADD\References\Details\VOLTA - Remote charging cutsheet - REV1 4.1 2019.pdf
Sheet: 1

REMOTE HOLSTER CUT SHEET

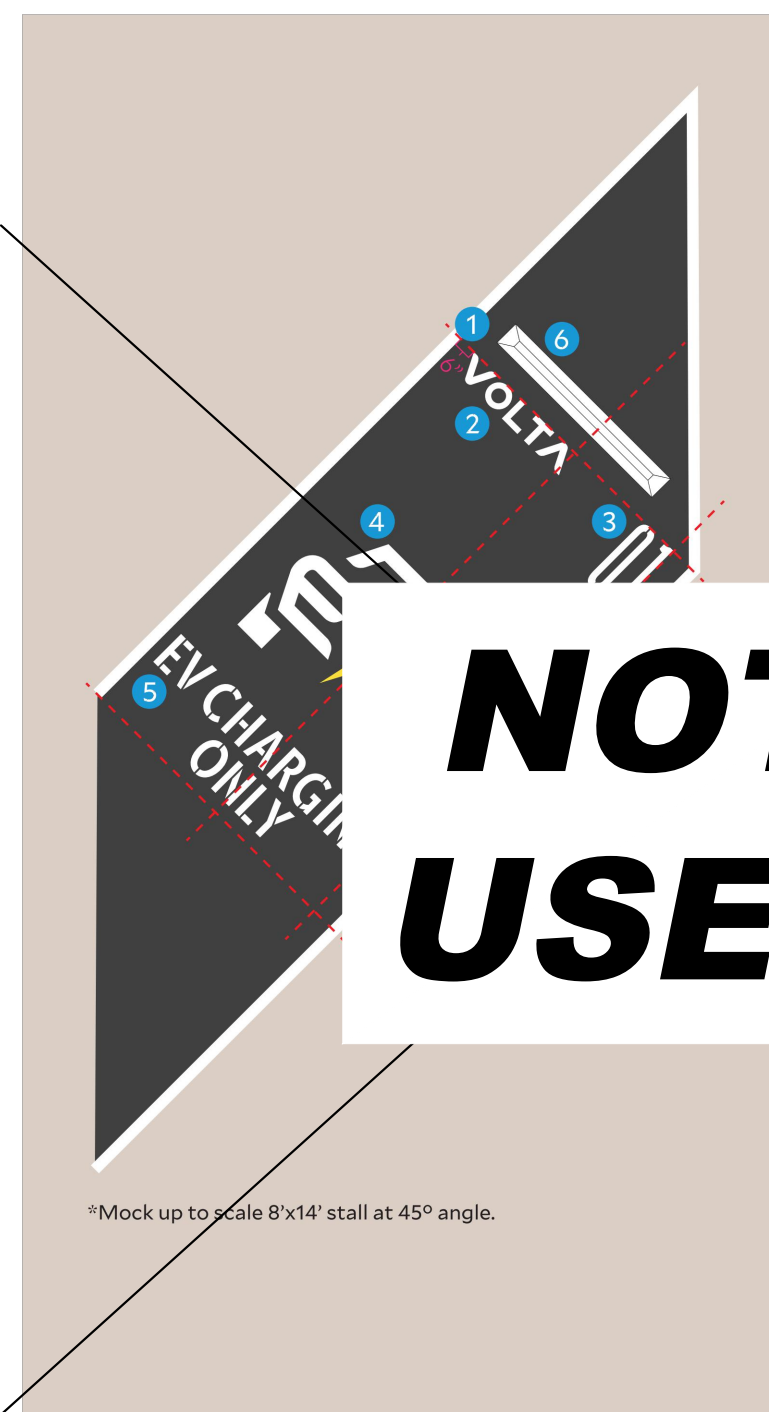
SCALE
N.T.S.

30

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Volta Charging

STRIPING GUIDELINES



DIAGONAL STALLS

1. SHAPE (SEE PAGE 1) Omit in diagonal spaces.

2. VOLTA LOGO (WHITE) 6 inches from the top line at the same angle as the stall lines.

3. NUMBERS (WHITE) The right number lines up flush right to the "G" in "CHARGING" and flush top with the Volta logo at same angle as the stall lines. 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 diagram)

4. LETTERS Place centered, 4 inches from the bottom of the stall according to the top line with 2.5 inches between the 2 lines.

5. CAR Place centered 14 inches from the top of the letters at the same angle as the stall lines.

6. WHEEL BLOCKS Place 8 inches above the he same angle as the stall lines. ing to the space left in angled locks should be painted white.

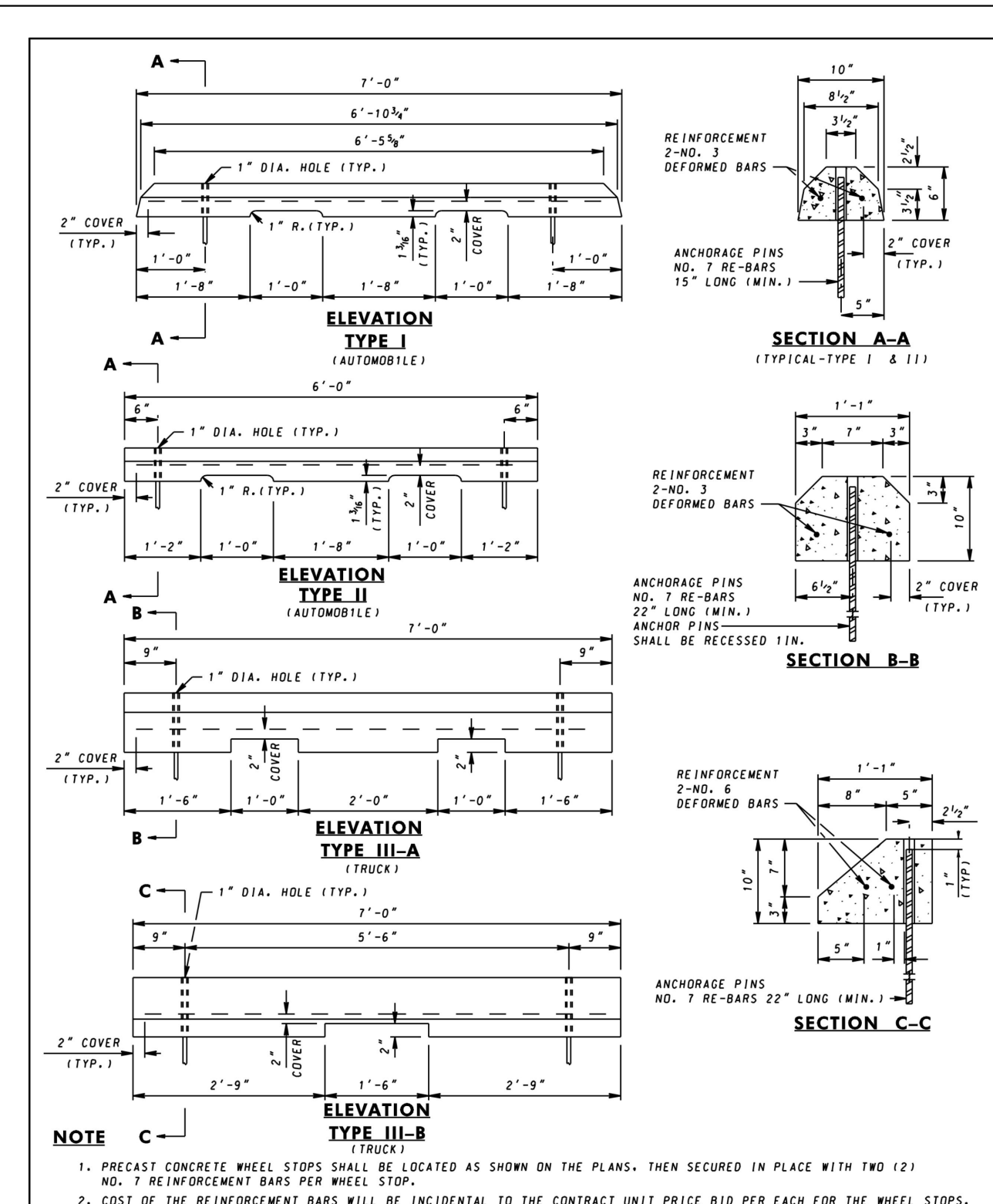
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EV STRIPING GUIDELINES

SCALE
N.T.S.

34

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Sheet: 1

CONCRETE WHEEL STOP

SCALE
N.T.S.

31

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Electric Vehicle Charging Infrastructure Terra 53 Installation brief

This document covers the main details and site requirements for the installation of the Terra 53 DC fast charging station.

Electrical Installation

- The electrical installation sho constructed according to loc regulations
- Over-voltage / surge protecti
- The components used in the circuit current of 10kA maxin

Required

- Minimal required external fus
- Power limiting settings availa configuration
- Power connection max: 60kV
- Maximum diameter conducti
- Cable enters the charger vertically at the height of the recess shown in Figure 2
- Extra cable length for installation on charger side: ± 3 ft (1 m)
- Wires of the cable inside of the charger connected with M8 cable lugs to copper conductors
- PE connected to the main PE rail

Recommended

- External switch / breaker on distribution board exclusive per charger

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L3 CHARGER CUT SHEET

SCALE
N.T.S.

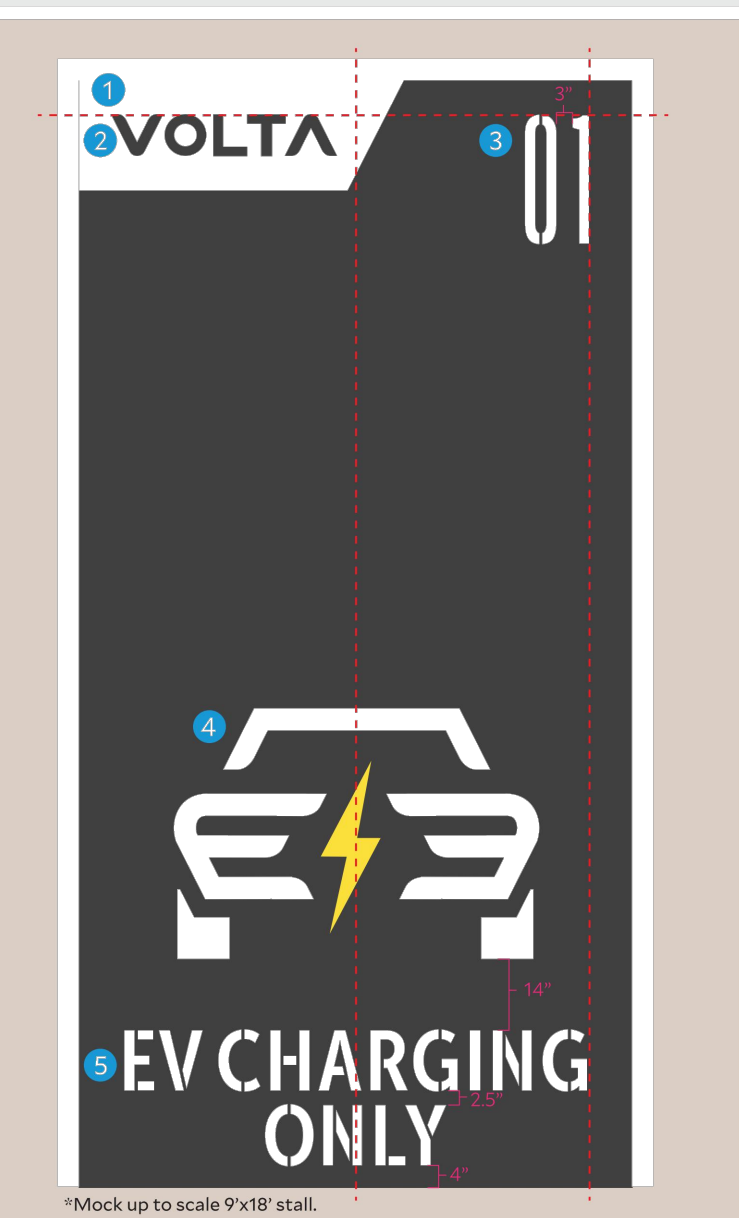
35

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Volta Charging

STRIPING GUIDELINES

PRODUCTS
Cement Background: Benjamin Moore Floor & Patio Battleship Blue N322 - 2X
51x3 30.0 811x 0.0 610x 30.0
Asphalt Background: Latex-tie 4.75 Gal. Ultra Shield Driveway Filler Sealer
Traffic Paint: Sherwin Williams TM2153 LF Yellow TTP-1952D, TM2152 White TTP-1952D



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 sealed 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).

LINE & 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 with 2.5 inches between the 2 lines.

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

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

EV STRIPING GUIDELINES

SCALE
N.T.S.

32

FOR REFERENCE ONLY. DESIGNED AND PROVIDED BY OTHERS

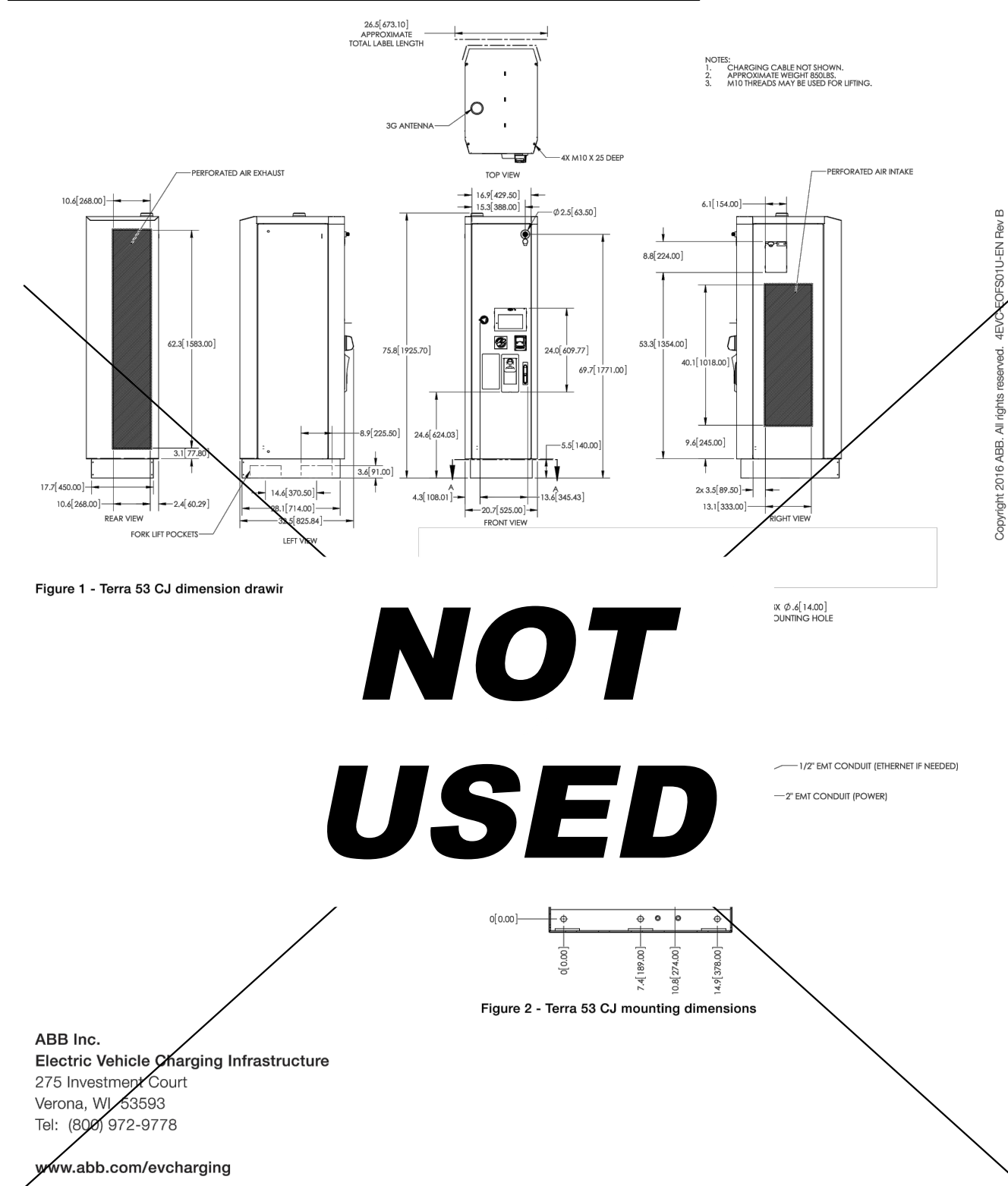


Figure 1 - Terra 53 CJ dimension drawl

NOT USED

Figure 2 - Terra 53 CJ mounting dimensions

ABB Inc.
Electric Vehicle Charging Infrastructure
275 Investment Court
Verona, NJ 07093
Tel: (800) 972-9778
www.abb.com/evcharging

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

EV STRIPING GUIDELINES

SCALE
N.T.S.

35

VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

300 BAKER AVE SUITE 300
CONCORD, MA 01742
Main: 781.328.0676 | www.kimley-horn.com
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REV	DATE	DESCRIPTION	BY
4	07/13/2022	CD100s - ZONING PERMIT	TAS
3	06/21/2021	CD100 REVISION PER VOLTA COMMENTS	TAS
2	07/01/2019	CD100s	CMN
1	06/13/2019	CD90s	CMN

ISSUE DATE

07/18/2019

ISSUED FOR

PERMIT



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SHAW'S 65 MAIN
STREET PHASE 1

65 MAIN ST
MEDWAY, MA 02053

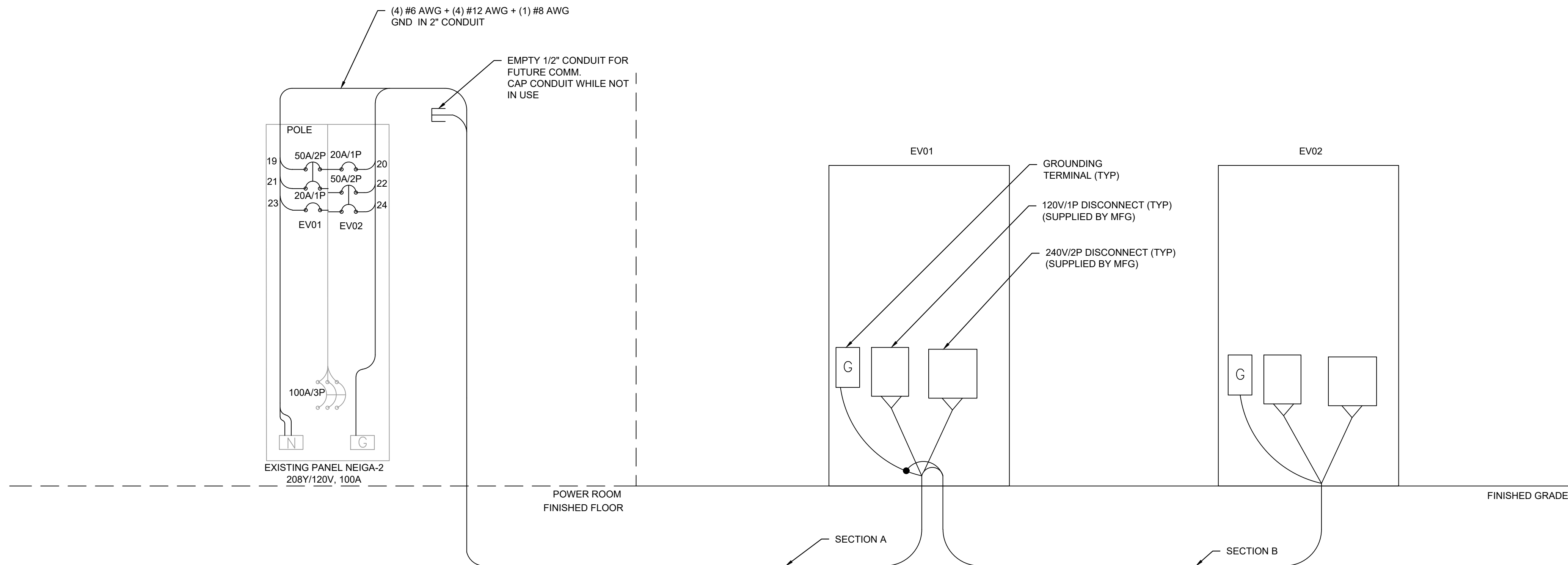
SHEET TITLE

SITE DETAILS

SHEET NUMBER

C3-03

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



NOTES

- 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.
- UTILITY EQUIPMENT INSTALLATIONS AND PREP WORK SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY ENGINEER AT TIME OF PRE-CONSTRUCTION MEETING TO ENSURE ACCURACY OF INSTALLATIONS.
- ANY PAVEMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITIONS OR BETTER.
- CONTRACTOR SHALL USE THWN CONDUCTORS.
- CONTRACTOR SHALL USE EMT INSIDE AND ABOVE GRADE, NOT SUBJECT TO DAMAGE INSIDE. CONTRACTOR SHALL USE RGS OUTSIDE AND ABOVE GRADE. CONTRACTOR SHALL USE PVC SCHEDULE 80 BELOW GRADE.
- ONE LINE DIAGRAM IS FOR INFORMATIONAL PURPOSES ONLY. SEE SHEETS C1-00 & C2-00 FOR EXISTING CONDUIT STUB UP LOCATIONS.
- ALL CONNECTED LOAD INFORMATION IS UNKNOWN. CONTRACTOR SHALL CALCULATE THE UNKNOWN LOAD VALUES BASED ON THE MAXIMUM DEMAND CONTINUOUSLY RECORDED OVER A MINIMUM 30 DAY PERIOD. MAXIMUM DEMAND SHALL BE RECORDED USING AN AMMETER OR POWER METER CONNECTED TO EACH PHASE OF THE FEEDER OR SERVICE. THE RECORDING SHALL REFLECT THE MAXIMUM DEMAND OF THE FEEDER OR SERVICE BEING TAKEN WHEN BUILDING OR SPACE IS OCCUPIED. RECORDING SHALL INCLUDE MEASUREMENT OR CALCULATION OF THE LARGEST EQUIPMENT LOAD(S) THAT MAY BE PERIODIC IN NATURE DUE TO SEASONAL OR SIMILAR CONDITIONS.
- THE CONTRACTOR SHALL SUBMIT CALCULATIONS AND COMPLETED LOAD SUMMARY TABLE FOR EXISTING PANEL 'NEIGA-2' TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL NOT PROCEED WITH ANY MODIFICATIONS AND/OR ADDITIONS UNTIL WRITTEN APPROVAL IS RENDERED FROM THE ENGINEER. ENGINEER MAY RECOMMEND LOAD BALANCING ON PHASES BASED ON LOAD CALCULATION REPORT. CONTRACTOR NOT TO MAKE ADJUSTMENTS UNTIL GIVEN APPROVAL BY ENGINEER.

Panel Schedule															
Panelboard NEIGA-2 Location: Electrical Room Volts: 208Y/120 Phase 3 Wire: 4 Hertz: 60															
M. Breaker: 100A Main AIC: 10K Branch AIC: 10K ENCL. (NEMA): 1 MTG: Surface															
110 Amp, Ground Bar, Locking Cover, Panel Card.															
Description of Load Served	Breaker		Wire	A/Phase			CKT No.	CKT No.	A/Phase			Wire	Breaker		Description of Load Served
	Amp	Pole		A	B	C			A	B	C		Amp	Pole	
EXISTING	20	1					1	2					20	1	EXISTING
EXISTING	20	1					3	4					20	1	EXISTING
EXISTING	20	1					5	6					20	1	EXISTING
EXISTING	20	1					7	8					20	1	EXISTING
EXISTING	20	1					9	10					20	1	EXISTING
EXISTING	20	1					11	12					15	1	EXISTING
EXISTING	20	1					13	14					20	1	EXISTING
EXISTING	20	1					15	16					20	1	EXISTING
SPARE	20	1					17	18					20	1	EXISTING
CHARGING STATION EV01	50	2	6	40.0			19	20	5.0			10	20	1	CHARGING STATION EV02
					40.0		21	22		40.0			50	2	CHARGING STATION EV01
CHARGING STATION EV01	20	1	12			5.0	23	24			40.0	4			
SPACE							25	26						1	SPACE
SPACE							27	28						2	SPACE
SPACE							29	30						3	SPACE
SPACE							31	32						4	SPACE
SPACE							33	34						5	SPACE
SPACE							35	36						6	SPACE
SPACE							37	38						7	SPACE
SPACE							39	40						8	SPACE
SPACE							41	42						9	SPACE
Total A/Phase				40.0	40.0	5.0				5.0	40.0	40.0	Total A/Phase		
Notes:															
1. Connected KVA:				NEW											
2. Demand KVA:				NEW											

PANEL SCHEDULE

Voltage Drop Calculations								
Start Point	End Point	Amperage (A)	Voltage	Distance	Conductor (AWG)	Conductor Resistance (ohm/kft)	V.D.	V.D. %
PANEL NEIGA-2	EV01	40	208	120	6	0.51	4.90	2.35
PANEL NEIGA-2	EV01	5	120	120	12	2.05	2.46	2.05
PANEL NEIGA-2	EV02	40	208	150	6	0.51	6.12	2.94
PANEL NEIGA-2	EV02	5	120	150	12	2.05	3.08	2.56

VOLTAGE DROP CALCULATIONS

Conduit Schedule				
Conduit Section	Conduit #	Conduit Size	Conductors	Installation Method
A	1	2"	(4) #6AWG + (4) #12AWG + (1) #8AWG GND	Directional Bore
	2	1/2"	Future Communications	
B	1	1-1/2"	(2) #6AWG + (2) #12AWG + (1) #8AWG GND	Directional Bore
	2	1/2"	Future Communications	

CONDUIT SCHEDULE

VOLTA

155 DE HARO STREET
SAN FRANCISCO, CA 94103

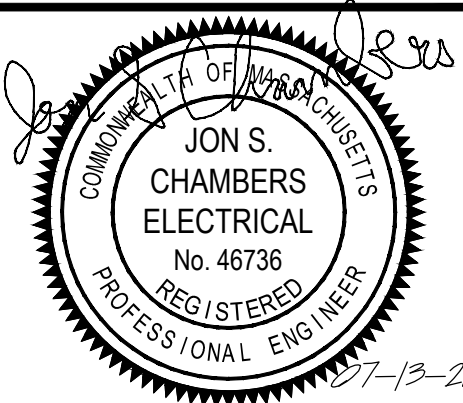
Kimley»Horn

404 WYMAN STREET, SUITE 385
WALTHAM, MA 02451
Main: 781.328.0676 | www.kimley-horn.com
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REV	DATE	DESCRIPTION	BY
4	07/13/2022	CD100s - ZONING PERMIT	TAS
3	06/21/2021	CD100 REVISION PER VOLTA COMMENTS	TAS
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1	06/13/2019	CD90s	CMN

ISSUE DATE
07/13/2022

ISSUED FOR
PERMIT



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**SHAW'S 65 MAIN
STREET PHASE 1**

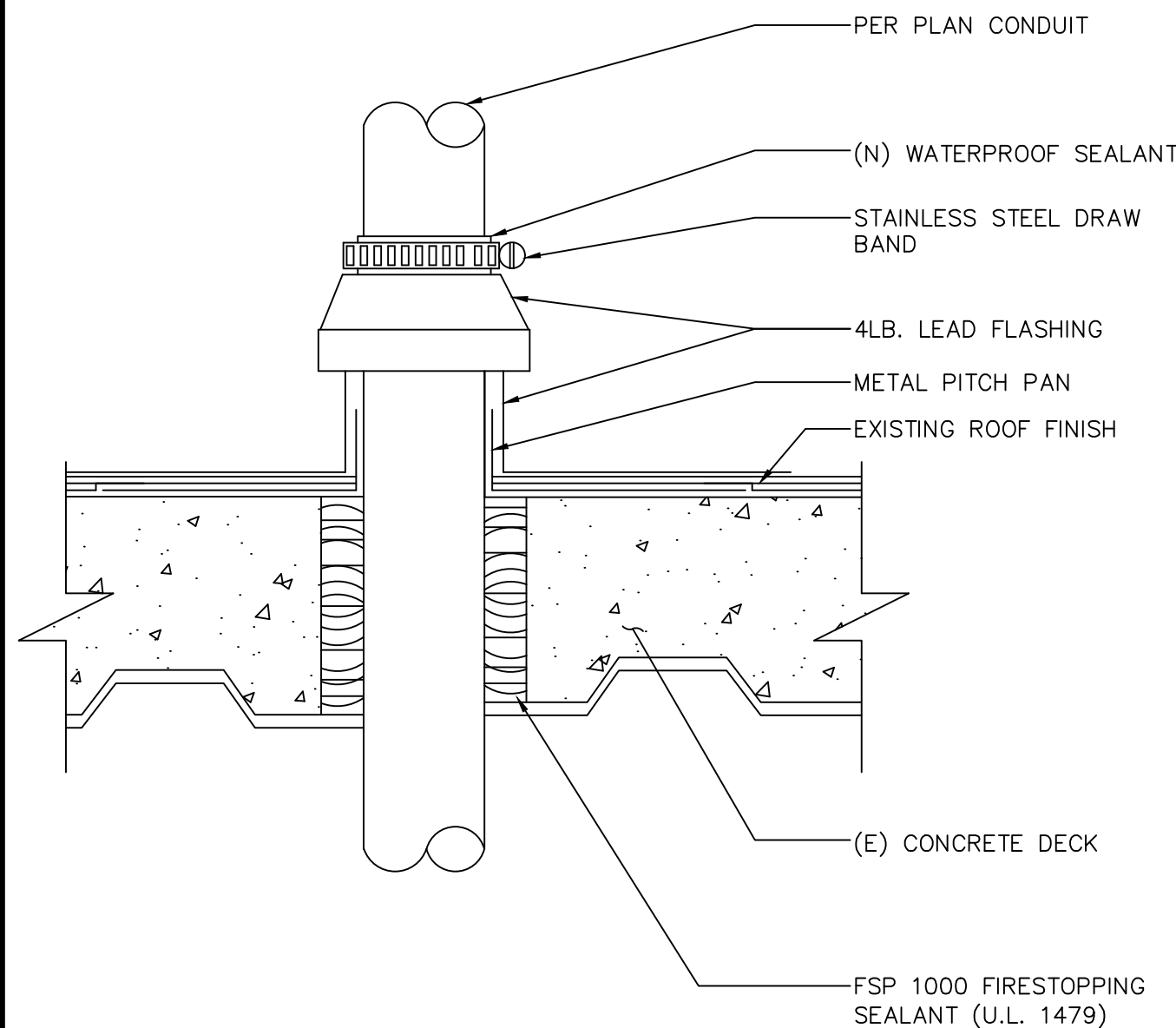
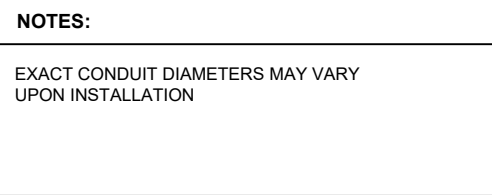
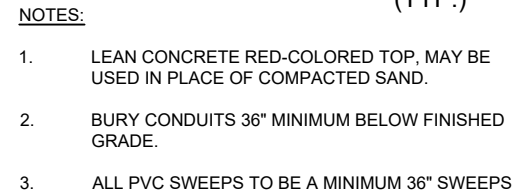
65 MAIN ST
MIDWAY, MA 02053

SHEET TITLE
**ELECTRICAL ONE LINE
DIAGRAM**

SHEET NUMBER

E1-00

- ELECTRICAL NOTES:**
1. ALL ELECTRICAL WORK AND RELATED ACTIVITIES PERFORMED ON-SITE SHALL BE DONE IN CONFORMANCE 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.



3



NOTES:

<p>NOTE 1. CONTRACTOR TO X-RAY PRIOR TO DRILLING OR CORING TO LOCATE (E) RE-BAR. DO NOT CUT RE-BAR.</p> <p>2. PENETRATIONS THRU WALLS SHALL COMPLY WITH T24, CBC SECTION 709.8.</p> <p>F RATING - PENETRATIONS 4" - OR LESS</p> <p>T RATING - PENETRATIONS LARGER THAN 4" - PENETRATIONS NOT CONTAINED WITHIN A WALL.</p> <p>T RATING - PENETRATIONS LARGER THAN 4" - PENETRATIONS @ CORRIDOR CLOS. WHICH ARE NOT RATED, BELOW</p>	<p>3. PENETRATIONS THRU FLOORS/ CEILINGS SHALL COMPLY WITH T24, CBC SECTION 710.3.</p> <p>F RATING - PENETRATIONS 4" - OR LESS</p> <p>T RATING - PENETRATIONS LARGER THAN 4" - PENETRATIONS NOT CONTAINED WITHIN A WALL.</p>
--	--

6

8

4

E3-00

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