

MAYOR
Caroline Simmons



**CITY OF STAMFORD
ZONING BOARD
LAND USE BUREAU
888 WASHINGTON BOULEVARD
STAMFORD, CT 06904 -2152**

DIRECTOR OF OPERATIONS
Matthew Quiñones

Land Use Bureau Chief
Ralph Blessing

Principal Planner
Vineeta Mathur
(203) 977-4716
vmathur@stamfordct.gov

Associate Planner
Lindsey Cohen
(203) 977-4388
lcohen@stamfordct.gov

RECEIVED

June 5, 2024

JUN 5 2024

Ms. Theresa Dell, Chair, Planning Board
Land Use Bureau, City of Stamford
888 Washington Blvd.
Stamford, CT 06904

PLANNING BOARD

RE: Application 224-23 – McPherson Taylor on behalf of Volta Charging LLC, 2200 Bedford Street, Stamford, CT – Text Change, – Amend Section 12.L by adding a new Subsection 12.L.3 to add standards for charging stations with electronic displays.

Dear Ms. Dell:

In accordance with Section C6-40-10 of the Charter of the City of Stamford, the above captioned Application for a Text Change is hereby referred to the Planning Board of the City of Stamford for its advisory report.

A public hearing has not yet been scheduled. Referral comments should be filed with the Zoning Board Office by **July 10, 2024**.

If you have any questions, please feel free to contact me at (203) 977-4716.

Sincerely,

Vineeta Mathur
Principal Planner



445 Hamilton Avenue, 14th Floor
White Plains, New York 10601
T 914 761 1300
F 914 761 5372
cuddyfeder.com

Maximillian R. Mahalek
mmahalek@cuddyfeder.com

June 3, 2024

VIA ELECTRONIC MAIL AND HAND DELIVERY

Chairman David Stein and Members of the Zoning Board
c/o Tracy Briscoe, Clerk of the Zoning Board
City of Stamford
888 Washington Boulevard
Stamford, CT 06901

Re: Volta Electric Vehicle Charging Station Display Kiosks
Zoning Text Amendment Petition

Dear Chairman Stein and Members of the Zoning Board:

This letter and the enclosed materials are respectfully submitted on behalf of Volta Charging, LLC (“Volta”), in support of its petition to amend the City of Stamford’s Zoning Regulations (“Zoning Regulations”) to accommodate electric vehicle (“EV”) charging infrastructure.

Volta respectfully petitions the Zoning Board to amend Section 12.L of the Zoning Regulations to permit EV charging stations equipped with electronic displays as accessory as-of-right uses in business, commercial, and industrial districts. This Petition is in furtherance of Volta’s proposal to install two EV Charging Station Display Kiosks in the parking lot of the Stop & Shop located at 2200 Bedford Street.

In support of this Petition, enclosed please find the following materials:

- Exhibit A:** Written Statement/Petition in support of the Zoning Text Amendment;
- Exhibit B:** Proposed Zoning Text Amendment;
- Exhibit C:** Connecticut EV Utilization and Projections¹;
- Exhibit D:** Photographs of EV Charging Display Kiosks that are Installed and/or Operational in Connecticut;
- Exhibit E:** Site Plans prepared by Kimley-Horn, P.C. dated August 15, 2022; and
- Exhibit F:** Completed Application Form.

¹ 2022 projections through 2030.



June 3, 2024

Page 2

We respectfully request that this matter be placed on the Zoning Board's next available meeting agenda for discussion. In the interim, should you or City Staff have any questions, please feel free to contact me. Thank you in advance for your consideration in this regard.

Sincerely,

A handwritten signature in black ink, appearing to read 'Max', is written over a faint horizontal line.

Maximillian R. Mahalek
Enclosures

cc: Vineeta Mathur, City Planner
Volta Charging, LLC
Kimley-Horn, P.C.
Neil Alexander, Esq.

Exhibit A

ZONING BOARD: CITY OF STAMFORD
COUNTY OF FAIRFIELD: STATE OF CONNECTICUT

-----X
In the Matter of the Application of

Volta Charging, LLC

PETITION

Petition to Amend the Zoning Regulations of the City of Stamford to Permit Electric Vehicle Charging Station Display Kiosks on Parcels in Business, Commercial, and Industrial Districts that Will Apply to Real Property Located at 2200 Bedford Street, Designated on the Tax Map of the City of Stamford as 110.225 (004-2176)

-----X

TO THE HONORABLE CHAIRMAN AND MEMBERS OF THE ZONING BOARD OF THE CITY OF STAMFORD:

The Petition of Volta Charging, LLC (“Volta” or the “Petitioner”) respectfully shows and alleges in support of Petitioner’s request:

1. PETITIONER: Volta Charging, LLC is owned by Shell USA, Inc., a corporation organized and existing under the laws of the State of Delaware and is requesting a Zoning Text Amendment to the Zoning Regulations of the City of Stamford (the “Zoning Regulations”) to permit Electric Vehicle (“EV”) Charging Station Display Kiosks as an as-of-right accessory use on parcels classified in business, commercial, and industrial districts subject to specific bulk, design, and visibility requirements.

Volta operates the most utilized EV charging network in the United States and provides subsidized Level 2 and/or DC Fast charging in convenient locations, such as large retail stores and shopping centers. Volta is partnering with Stop & Shops across the Northeast to establish on-site EV charging station display kiosks that enhance the shift from combustion-powered miles to electric miles.

Volta accomplishes this direct benefit to EV consumers through sponsored content on displays that are integrated into the EV charging stations. By generating revenue through sponsored content, Volta creates value and passes that on to EV owners who can charge at a subsidized cost while they shop. This encourages consumer adoption of EVs with net reductions in carbon emissions.

2. THE PARCEL & FUTURE PROPOSAL: The Petitioner is proposing to install two (2) EV Charging Station Display Kiosks in the parking lot of the Stop & Shop located at 2200 Bedford Street (Tax Parcel 110.225 (004-2176), the “Parcel”) in the City of Stamford, Connecticut, owned by UB Stamford L P.

The Parcel is currently classified within the Designed Community Shopping Center (“CSC-D”) Zoning District and is situated between Summer Street and Bedford Street, north of Sixth Street. The Parcel is improved with a Stop & Shop and a number of other commercial uses. At the Stop & Shop, Volta proposes to convert two (2) standard parking spaces into two (2) EV spaces with charging kiosks located in adjacent existing landscaped islands.

The kiosks are approximately 7.1 feet tall and 3.1 feet wide and include digital displays that are approximately 4 feet tall and 2.25 feet wide.

The EV Charging Station Display Kiosks will be located in an interior portion of the parking lot, close to the Stop & Shop building entrance, to target pedestrian traffic. The kiosks are not intended for any off-site visibility. The digital displays themselves have an auto-dimming feature and are equipped to display subtle motion with sponsored content changing at a maximum of 8-second intervals. Site Plan drawings for the proposed EV Charging Station Display Kiosks are found at **Exhibit E** of this submission package.

3. IN FURTHERANCE OF THE CITY OF STAMFORD'S 2015 MASTER PLAN, THE PROPOSED EV CHARGING STATION DISPLAY KIOSKS WILL ENHANCE SUSTAINABILITY INITIATIVES AND PROMOTE ECONOMIC GROWTH: The proposed Zoning Text Amendment will permit EV Charging Station Display Kiosks in limited locations to serve and complement the City's business, commercial, and industrial zones while also promoting sustainable practices and supporting businesses development. See **Exhibit B** – Zoning Text Amendment.

The City of Stamford's 2015 Master Plan ("Master Plan") identifies the objective of adopting land use practices that "promote sustainable development patterns" and "encourage sustainable building design."¹ A Policy articulated in the Master Plan is for the City to "provid[e] alternative modes of transportation [to] support cleaner air and reduce fuel consumption."² The Master Plan identifies as a related Implementation Strategy the encouragement of private applicants to install charging stations for electric vehicles.³ The proposed Zoning Text Amendment accomplishes these goals by expanding the infrastructure for the charging of electric vehicles on private property to benefit residents, workers, and visitors. Expanding EV charging options throughout the City is in line with recent other steps taken by the City, such as the acceptance of grant monies from the U.S. Department of Transportation and the Connecticut Department of Energy and Environmental Protection for the expansion of EV charging stations in January of 2024.⁴

As a community registered with Sustainable Connecticut, Stamford recognizes the importance of implementing best practice "actions," one of which is supporting zero-emission vehicle deployment by creating EV infrastructure for residents and travelers.⁵ Moreover, Stamford promotes the use and expansion of EVs and EV charging infrastructure through advertising the benefits of EVs and the location of EV charging stations on its website.⁶ The proposed Zoning Text Amendment is integral to encouraging sustainable transportation options for Stamford's citizens and visitors.

¹ See CITY OF STAMFORD 2015 MASTER PLAN at page 171 ("Context-Sensitive Development"), <https://www.stamfordct.gov/home/showpublisheddocument/242/637521938724300000>.

² See CITY OF STAMFORD 2015 MASTER PLAN at page 173 ("Provide Greater Transportation Choices"), <https://www.stamfordct.gov/home/showpublisheddocument/242/637521938724300000>.

³ See CITY OF STAMFORD 2015 MASTER PLAN at page 173 ("Vehicle Charging Stations"), <https://www.stamfordct.gov/home/showpublisheddocument/242/637521938724300000>.

⁴ See GOVERNOR LAMONT ANNOUNCES CONNECTICUT AWARDED \$14.6 MILLION FEDERAL GRANT TO EXPAND ELECTRIC VEHICLE CHARGING STATIONS IN SEVEN COMMUNITIES, <https://portal.ct.gov/office-of-the-governor/news/press-releases/2024/01-2024/governor-lamont-announces-ct-awarded-14m-federal-grant-to-expand-electric-vehicle-charging-stations>.

⁵ See SUSTAINABLE CONNECTICUT, ACTION 6.4 ("Support Zero Emission Vehicle Deployment"), <https://sustainablect.org/actions-certifications/actions/#open/action/42>.

⁶ See INCENTIVES AND BENEFITS OF ELECTRIC VEHICLES, <https://www.stamfordct.gov/government/operations/city-of-stamford-climate-and-sustainability/incentives-and-benefits-of-electric-vehicles>; and ELECTRIC VEHICLE PARKING,

In addition to the promotion of sustainability objectives, the EV charging stations permitted under the proposed Zoning Text Amendment will promote economic growth and a supportive business environment. The Amendment will encourage business opportunities within the appropriate business, commercial, and industrial districts, such as the CSC-D Zoning District the Stop & Shop at 2200 Bedford Street is classified within.⁷ The proposed Amendment includes criteria specifically designed to ensure that EV Charging Station Display Kiosks will be compatible with surrounding land uses.

Amending the Zoning Regulations to permit EV Charging Station Display Kiosks in business, commercial, and industrial areas furthers Stamford's goals of fostering environmental protection, promoting economic growth, and adopting regulations that attract new investments. The Amendment includes standards designed to ensure that EV Charging Station Display Kiosks will be compatible with surrounding land uses.

The proposed Amendment furthers the objectives outlined in State policy recommending that municipalities expand publicly accessible universal EV charging networks and amend zoning regulations to accommodate EV infrastructure.⁸ Additionally, the Amendment will encourage EV adoption by consumers to advance the targets in President Biden's 2021 Executive Order (that 50% of all vehicles sold by 2030 will be zero emissions vehicles).⁹

2022 Projections for the combined number of EVs currently registered in Connecticut and related predicted growth through 2030 are included as **Exhibit C** of this submission package. The corollary demand for publicly available universal charging infrastructure will increase dramatically in the next several years with all major automakers planning to manufacture electric models before 2030. Without such infrastructure, EV growth and the corresponding reduction in emissions will be stunted locally and across the state. The proposed Zoning Text Amendment will accommodate much needed subsidized EV infrastructure that is conveniently located and compatible with all types of EVs.

Examples of EV Charging Station Display Kiosks throughout Connecticut are enclosed at **Exhibit D**. As illustrated through these photographs, through the application of bulk, design, and visibility requirements as proposed in the enclosed draft Amendment, said installations do not have any significant adverse impact on the built environment.

WHEREFORE, the Petitioner respectfully requests that this Petition be granted in its entirety thereby amending the Zoning Regulations of the City of Stamford to permit EV Charging Station Display Kiosks as an as-of-right accessory use permitted on parcels classified in business,

<https://www.stamfordct.gov/government/operations/transportation-traffic-parking/parking/electric-vehicle-parking>.

⁷ See CITY OF STAMFORD 2015 MASTER PLAN at pages 57-74 ("A Regional Center: Economic Development"), <https://www.stamfordct.gov/home/showpublisheddocument/242/637521938724300000>.

⁸ See CONNECTICUT GOVERNOR'S COUNCIL ON CLIMATE CHANGE (CG3), PHASE 1 REPORT ("Near-Term Actions") (January 2021), at page 39 (The proposed Zoning Text Amendment furthers the recommended "competitive approach for expanding publicly-accessible charging infrastructure, open to a variety of investment models to maximize competition and, thus, ratepayer value"); Connecticut Department of Energy and Environmental Protection, EV ROADMAP, at pages ii-iv, 28, and 53. The State is a signatory of the U.S. Department of Energy Zero-Emission Vehicle Memorandum of Understanding with a goal of deploying 125,000-150,000 EVs on the road by 2025.

⁹ On August 5, 2021, the President issued an Executive Order establishing a goal for 50% of all vehicles sold in 2030 to be zero emission vehicles. See <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/08/05/executive-order-on-strengthening-american-leadership-in-clean-cars-and-trucks/>.

commercial, and industrial zoning districts subject to specific bulk, design, and visibility requirements.

Dated: June 3, 2024

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'M. Mahalek', is positioned above a horizontal line.

Maximillian R. Mahalek
Cuddy & Feder LLP
Attorneys for Petitioners
445 Hamilton Avenue, 14th Floor
White Plains, New York 10601

Exhibit B

**Proposed Text Amendment
June 3, 2024**

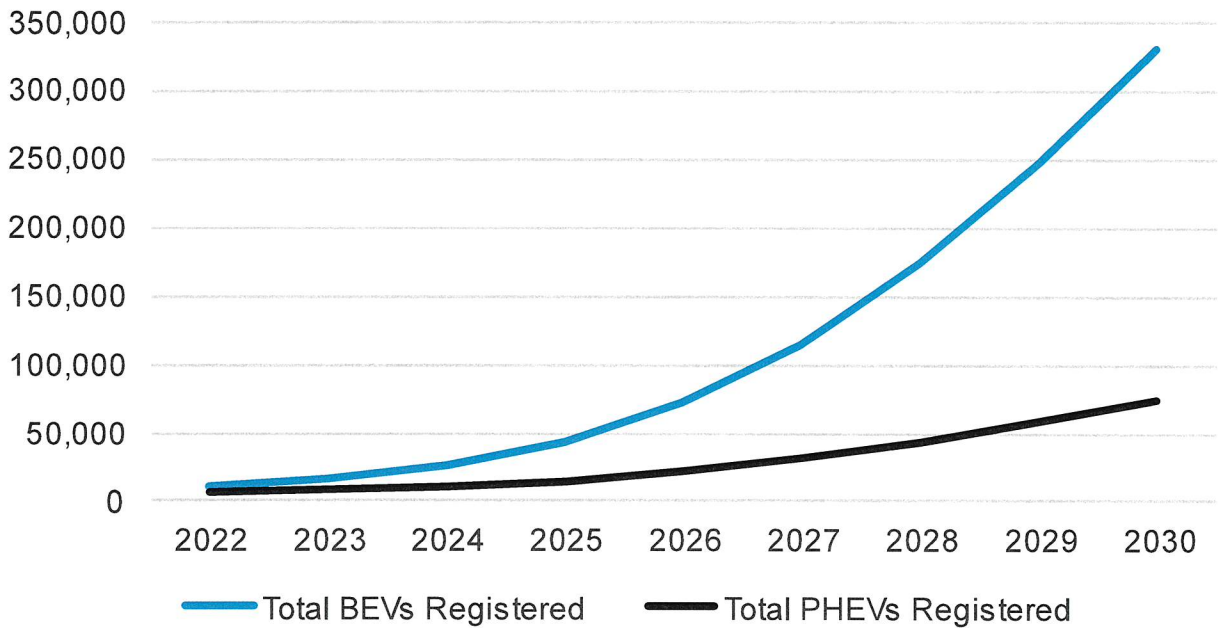
Amend Section 12.L of the City of Stamford, CT Zoning Regulations by adding a new Subsection 12.L.3, to add standards for charging stations with electronic screens as follows:

12.L.3 Charging Stations with Electronic Displays (223-22)

- a. Charging stations equipped with internally illuminated electronic screens on one or both sides of the charging stations shall be permitted as an accessory use as-of-right in the B-D, C-D, C-N, C-B, C-L, C-G, C-C, C-I, CSC-D, IP-D, HT-D, M-D, M-L, and M-G Zoning Districts. Charging stations equipped with internally illuminated electronic screens that are located inside parking structures and that are not visible to the public are permitted in any zoning district.
- b. Notwithstanding the provisions of Section 12.L.2(g) above, electronic screens on charging stations shall be exempt from the Sign Regulations provided in Section 13.
- b. Charging stations with internally illuminated electronic screens are subject to the following restrictions.
 - (1) Such stations all be located within a parking lot serving a commercial use.
 - (2) Such stations shall be setback a minimum of 50 feet from any residential property line or public right of way;
 - (3) Such stations shall be no larger than 8 feet tall and 4 feet wide;
 - (4) The electronic screens on either face of the charging station shall not exceed 9 square feet in area;
 - (5) The electronic screens shall have content refresh rates of no less than every eight (8) seconds;
 - (6) The images and messages shown on the internally illuminated electronic screens shall be static and shall not contain any audio effects;
 - (7) The images and messages shown on the electronic screens may contain advertisements for off-site activities, uses, and/or businesses;
 - (8) The electronic screens shall utilize automatic dimming technology, as certified by the manufacturer, and displays shall not be so bright as to cause undue glare;
 - (9) No electronic screen shall be of such intensity or brilliance as to impair the vision of a motor vehicle driver or to otherwise interfere with the driver's operation of a motor vehicle; and
 - (10) Charging stations and associated equipment, including but not limited to protective bollards, shall not encroach into the minimum dimensions for parking spaces as required under Section 12.A.1.

Exhibit C

Predicted EV Growth in CT



	2022	2023	2024	2025	2026	2027	2028	2029	2030
Total BEVs Registered ¹	10,279	15,360	25,339	43,243	71,937	114,978	174,514	248,574	330,824
Total PHEVs Registered ²	6,996	8,337	10,863	15,175	21,718	30,989	43,188	57,948	74,445
Total number of cars requiring EV infrastructure	17,275	23,697	36,202	58,418	93,655	145,967	217,701	306,523	405,269

¹ BEV stands for “Battery Electric Vehicle” which means the vehicle has no internal combustion engine, fuel tank or exhaust pipe (<https://www.aptiv.com/en/insights/article/bev-phev-or-hev-the-differences-affect-the-architecture>)

² PHEV stands for “Plug-in Hybrid Electric Vehicle” which have both an electric motor recharged from an external plug and an internal combustion engine with a fuel tank (<https://www.aptiv.com/en/insights/article/bev-phev-or-hev-the-differences-affect-the-architecture>)

Exhibit D

Volta Charging, LLC

Photos of Existing Electric Vehicle Charging/Display Kiosks



Stop & Shop- 505 North Main Street, Southington, CT

Volta Charging, LLC

Photos of Existing Electric Vehicle Charging/Display Kiosks



Black Rock Shopping Center - 2181 Black Rock Turnpike, Fairfield, CT

Volta Charging, LLC

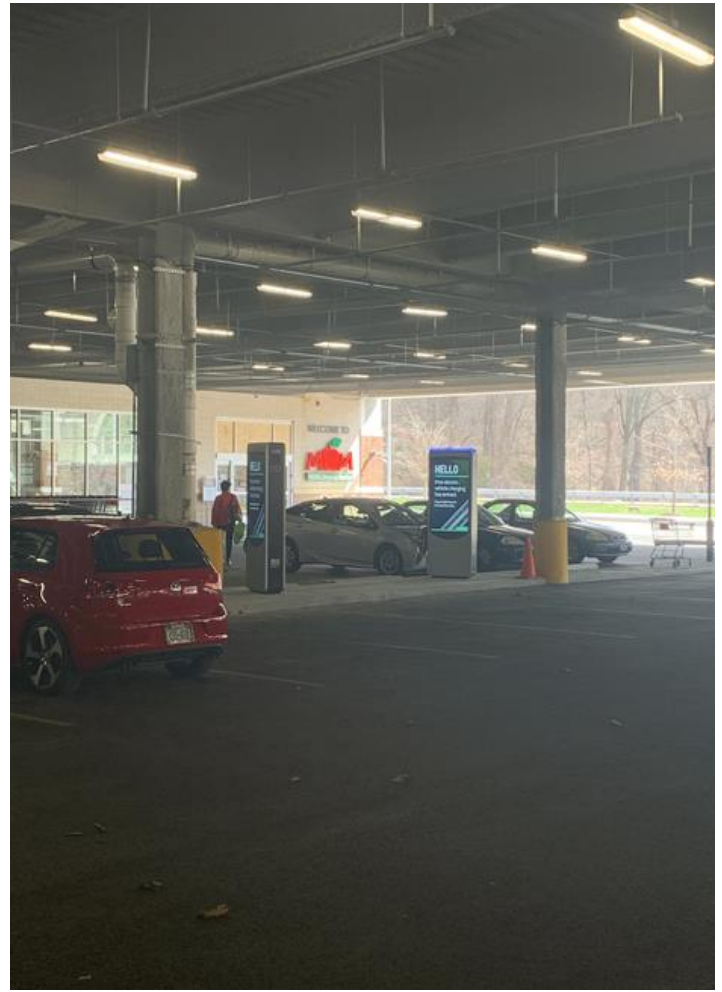
Photos of Existing Electric Vehicle Charging/Display Kiosks



Stop & Shop - 597 Farmington Avenue, Bristol, CT

Volta Charging, LLC

Photos of Existing Electric Vehicle Charging/Display Kiosks



Rivertown Square – 47-55 Hamilton Street, Dobbs Ferry, New York

Exhibit E

volta

STOP & SHOP #637

2200 BEDFORD STREET
STAMFORD, CT 06905
CITY OF STAMFORD
SBL: 110.225

volta

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

1 N LEXINGTON AVE, STE 505
WHITE PLAINS, NY 10601
Main: 914.368.9200 | www.kimley-horn.com
© 2022 Kimley-Horn and Associates, Inc.

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.			

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.

VOLTA PROPOSES:

- 2 ELECTRIC VEHICLE (EV) CHARGING STATION FIXTURES TO BE LOCATED IN EXISTING CURBED ISLAND AREAS IN THE PARKING GARAGE THAT ARE ADJACENT TO ON-SITE PARKING SPACES AND PART OF AN EXISTING STOP & SHOP GROCERY STORE AT THE PROPERTY. THE EV FIXTURES ARE CUSTOMARY ACCESSORY AND INCIDENTAL TO THE EXISTING COMMERCIAL USE AND SOLELY FOR THE BENEFIT OF CUSTOMERS VISITING THE STORE. THE FIXTURES ARE LOCATED TO PROVIDE PRIORITY PARKING FOR PATRONS WITH EVS AND DISPLAY VISIBILITY ALONG THE INTERIOR CIRCULATION AISLE FOR SHOPPERS. THERE ARE NO PROPOSED CHANGES TO THE PARKING SPACES OR ANY OF THE EXISTING TRAFFIC CIRCULATION AT THE PROPERTY AS PART OF THIS PROJECT.

APPLICANT:

KIMLEY-HORN & ASSOCIATES, INC.
1 N LEXINGTON AVE, STE 505
WHITE PLAINS, NY 10601
CONTACT: DEAN APOSTOLERIS
PHONE: (914)-368-9199
EMAIL: DEAN.APOSTOLERIS@KIMLEY-HORN.COM

PROGRAM MANAGER:

KIMLEY-HORN & ASSOCIATES, INC.
CONTACT: RYAN GRAM, P.E.
PHONE: (615)-564-2865
EMAIL: RYAN.GRAM@KIMLEY-HORN.COM

CIVIL ENGINEER:

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

ELECTRICAL ENGINEER:

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

VOLTA REPRESENTATIVE:

VOLTA
155 DE HARO STREET
SAN FRANCISCO, CA 94103
CONTACT: SAMUEL LEE
PHONE: (917) 903-6066
EMAIL: SAMUEL.LEE@VOLTACHARGING.COM

SITE PARTNER:

STOP & SHOP
1385 HANCOCK STREET
QUINCY, MA 02169
CONTACT: LINDA CAMARA
PHONE: (508)-654-6851
EMAIL: LCAMARA@STOPANDSHOP.COM

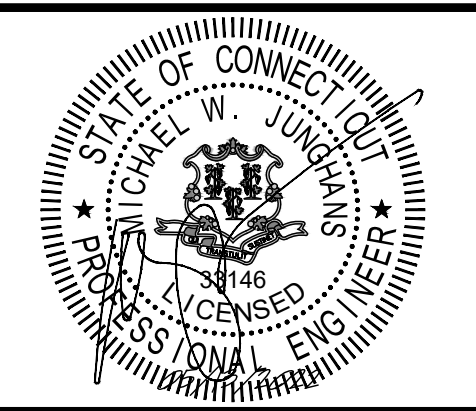
REV	DATE	DESCRIPTION	BY
1	02/18/2022	CD100s	CM
2	04/14/2022	CD100s	PEP
3	05/13/2022	CD100s REV	PEP
4	08/15/2022	CD100s REV	TAS

ISSUE DATE

04/14/2022

ISSUED FOR

PERMIT



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.

STOP & SHOP #637

**2200 BEDFORD STREET
STAMFORD, CT 06905**

SHEET TITLE

COVER SHEET

SHEET NUMBER

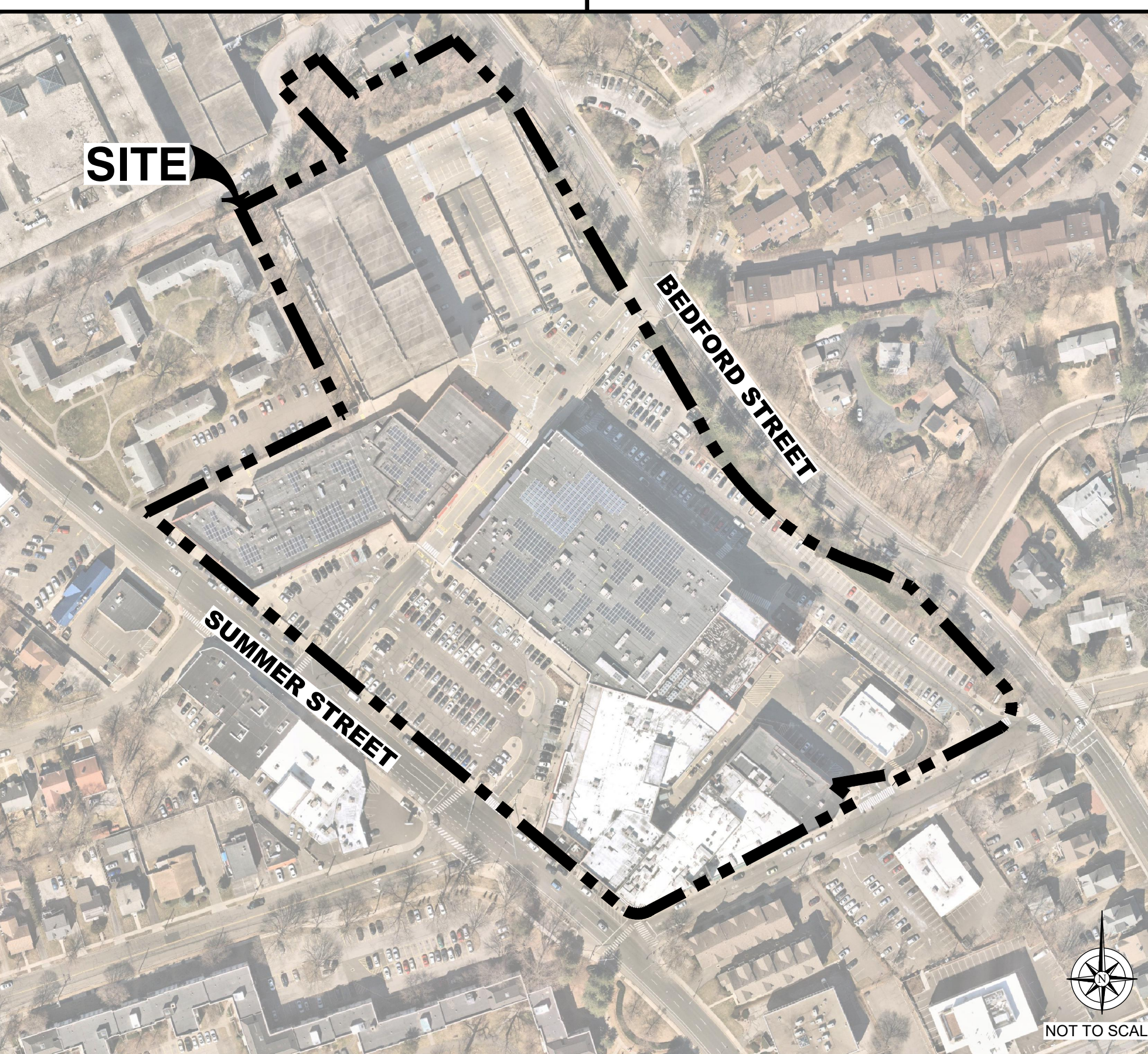
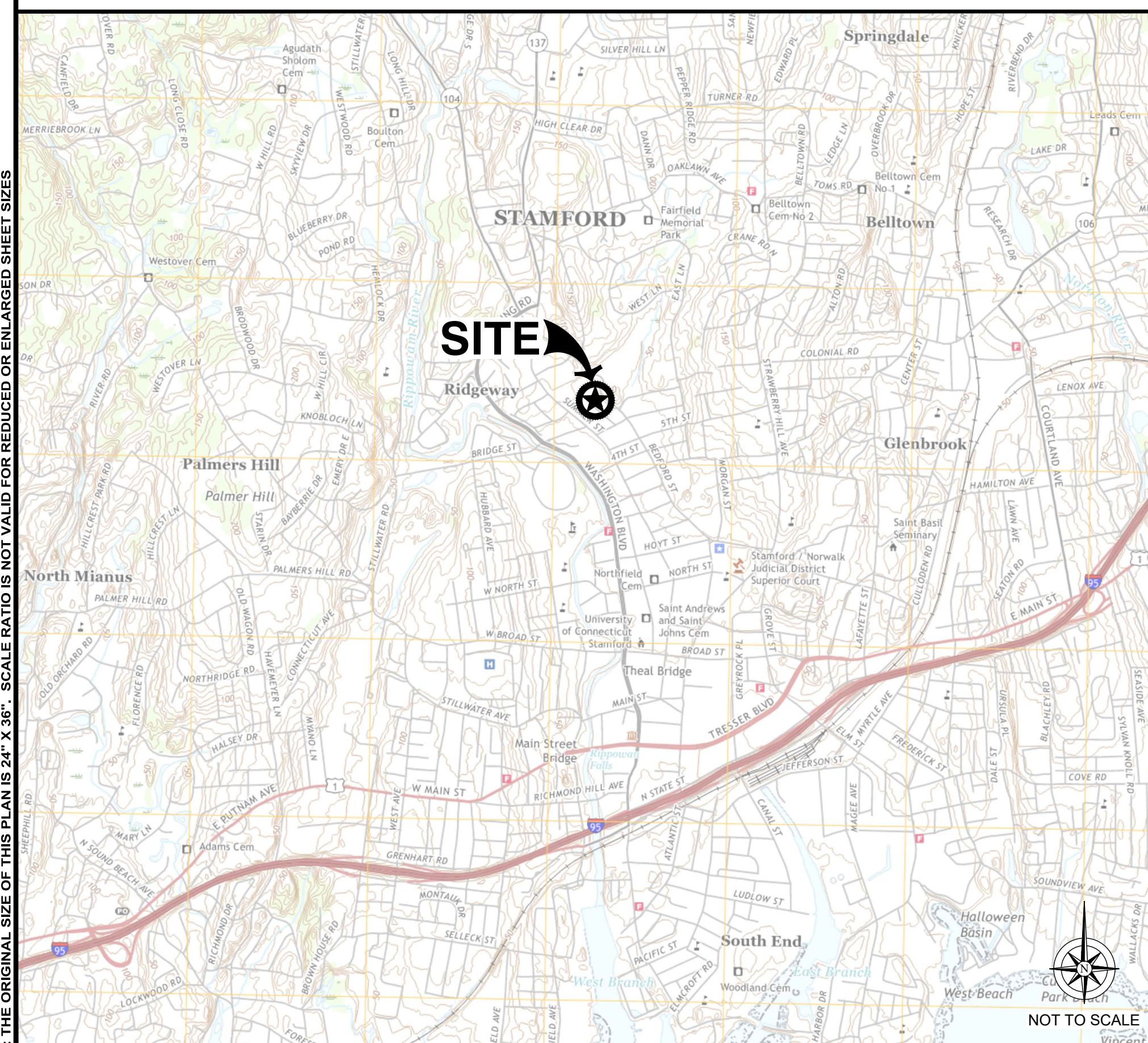
C0-00

CONTRACTOR VERIFICATION CHECKLIST

CODE BLOCK

PROJECT DESCRIPTION

PROJECT TEAM



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
C3-03	SITE DETAILS
E1-00	ELECTRICAL ONE LINE DIAGRAM & PANEL SCHEDULE
E2-00	ELECTRICAL NOTES & DETAILS & PANEL SCHEDULE

SHEET INDEX



DIG ALERT

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.

Know what's BELOW.
CALL before you dig.

CALL AT LEAST TWO WORKING
DAYS BEFORE YOU DIG

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

GENERAL NOTES:

- VOLTA WILL PROVIDE AN INSTALLATION GUIDE AND OTHER SUPPORTING DOCUMENTS AT TIME OF CONSTRUCTION.
- 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.
- 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.
- PROPOSED PAVEMENT STRIPING SHALL LINE UP WITH EXISTING STRIPING WHEREVER POSSIBLE. ADDITIONAL PAVEMENT STRIPE IS NOT NECESSARILY PARALLEL TO THE CONSTRUCTED CHARGING ISLAND.
- 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.
- 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.
- 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.
- CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN ACCESSIBILITY PRIOR TO CONSTRUCTION.
- 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.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT WORK AREAS WITH CONES AND/OR BARRICADES AT ALL TIMES.

EROSION CONTROL & GRADING NOTES:

- ADDITIONAL EROSION CONTROL DEVICES TO BE USED AS REQUIRED BY LOCAL INSPECTOR.
- 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.
- 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.
- 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.
- 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.
- SEED ALL DISTURBED AREAS UNLESS OTHERWISE NOTED AS PART OF THIS CONTRACT.
- 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.
- 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.
- CONSTRUCT SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
- 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.
- 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.
- DO NOT DISTURB VEGETATION OR REMOVE TREES EXCEPT WHEN NECESSARY FOR GRADING PURPOSES.

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.

SITE NOTES:

- HORIZONTAL DIRECTIONAL DRILLING (HDD) OR OTHER TRENCHLESS METHODS AS PROVIDED BY SITE HOST ARE THE PREFERRED METHOD TO INSTALL CONDUIT BENEATH EXISTING PARKED VEHICLES AND PAVED AREAS.
 - 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.
 - 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.
 - 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.
 - BACKFILL EXCAVATIONS AND REPAIR PAVEMENT PER SPECIFICATIONS BELOW.
 - 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.
 - 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.
 - EXCAVATE TRENCHES TO A DEPTH FOUR INCHES (4") DEEPER THAN BOTTOM OF FINISHED PIPE ELEVATION.
 - 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.
 - REMOVED PAVEMENT, CONCRETE AND EXCAVATED MATERIALS UNSUITABLE FOR USE AS BACKFILL SHALL BE DISPOSED OFFSITE.
 - 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").
 - 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.
 - 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.
 - RESTORE GRASS, LANDSCAPING, IRRIGATION AND ALL FEATURES TO THEIR PRECONSTRUCTION CONDITION.
- ANY UTILITIES, PAVEMENT, IRRIGATION, LANDSCAPING OR OTHER SITE FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY EV CHARGING STATION VENDOR TO SITE HOST SPECIFICATION.
 - 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.
 - 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.
- WHERE APPLICABLE, UTILITY SERVICE PROVIDER TO USE SITE HOST APPROVED ROE (RIGHT OF ENTRY) AGREEMENT. SITE HOST PROGRAM MANAGER WILL PROVIDE TEMPLATE WHEN NECESSARY.
 - ASPHALT PAVEMENT REMOVAL AND REPLACEMENT
 - 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
 - REMOVE THE PAVEMENT WITHOUT DAMAGING THE PAVEMENT THAT IS TO REMAIN IN-PLACE.
 - 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.
 - PLACE AND COMPACT BASE MATERIAL TO NINETY-FIVE PERCENT (95%) OF ASTM D698.
 - 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.
 - 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.
 - 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.
 - PLANT MIXED ASPHALT BASE/BINDER COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF TWO INCHES (2").
 - PLANT MIXED ASPHALT SURFACE COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF ONE AND ONE-HALF INCHES (1-1/2").
 - 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.
 - 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.
 - 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").
 - THE CONTRACTOR SHALL UTILIZE THE APPROPRIATE HEAVY COMPACTION EQUIPMENT TO ACHIEVE THE REQUIRED COMPACTION OF THE ASPHALT.
 - 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)
- | | |
|--|---------------------------------------|
| | DETAIL NO.
SHEET NO. |
| | PROPERTY LINE |
| | EXISTING CURB |
| | EXISTING PARKING STRIPE |
| | EXISTING ELECTRICAL ROOM |
| | PROPOSED ELECTRICAL CONDUIT |
| | PROPOSED ELECTRICAL JUNCTION BOX |
| | PROPOSED COMMUNICATIONS CONDUIT |
| | PROPOSED COMMUNICATIONS JUNCTION BOX |
| | PROPOSED PARKING STRIPE |
| | PROPOSED CONCRETE WHEEL STOP |
| | PROPOSED VOLTA V4 L2 CHARGING STATION |
| | PROPOSED SIGN POST |
| | PROPOSED 4" DETERRENT BOLLARD |

volta

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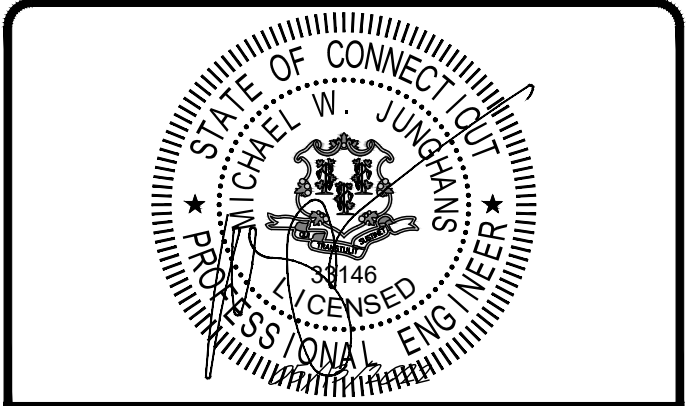
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STOP & SHOP #637

**2200 BEDFORD STREET
STAMFORD, CT 06905**

SHEET TITLE
GENERAL NOTES

SHEET NUMBER
C0-01

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

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



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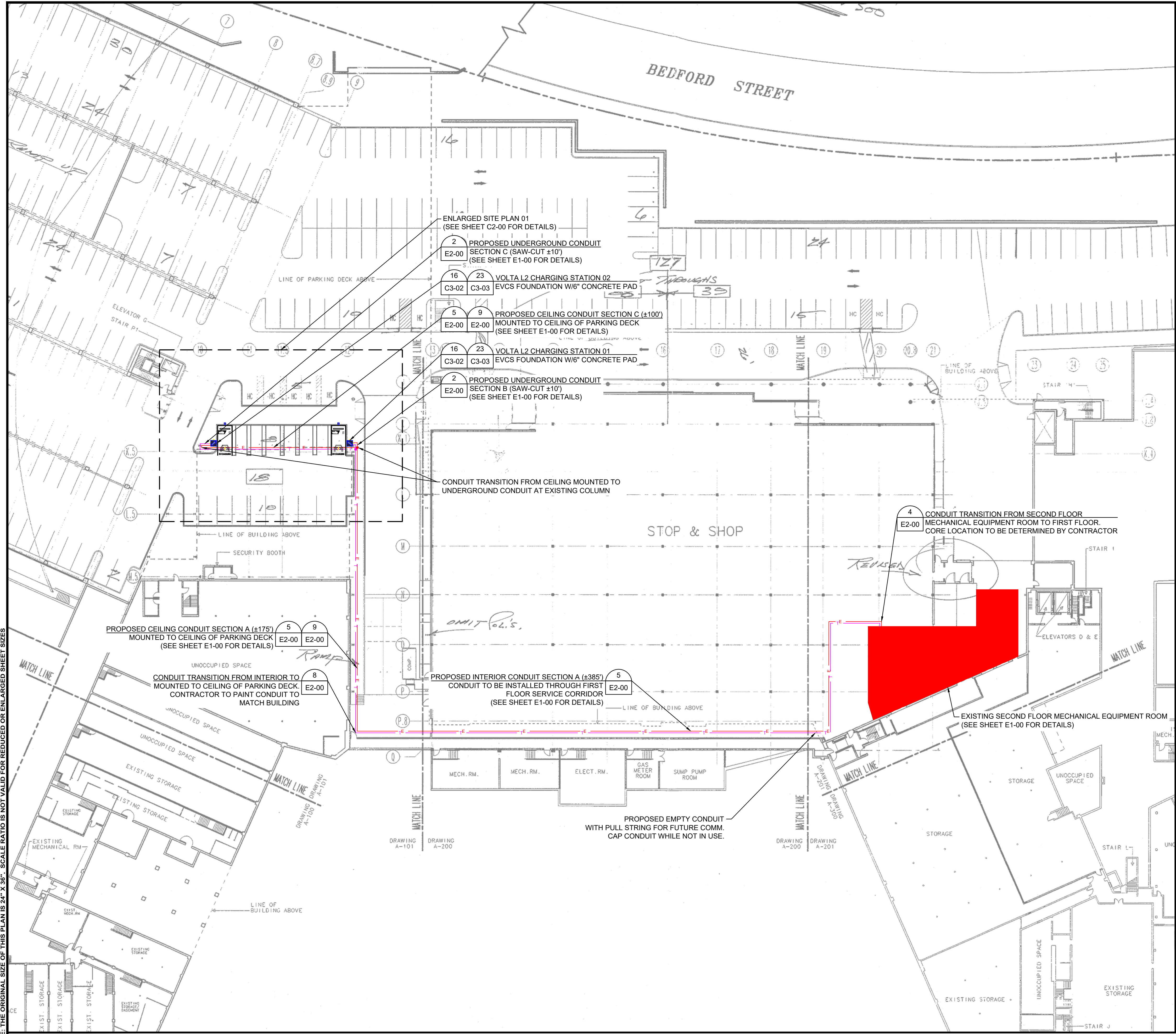
**VOLTA STATION
OVERVIEW**

SHEET NUMBER

C0-02

volta

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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:

- CONTRACTOR RESPONSIBILITIES CONSISTS OF, BUT NOT LIMITED TO, CHARGING STATION MOUNTING, FOUNDATION CONSTRUCTION, CONDUIT INSTALLATION, AND WIRING.
- CONTRACTOR TO PAINT PROPOSED EV PARKING STALLS PER JURISDICTIONAL REQUIREMENTS.
- EXACT STATION PLACEMENT AND ROTATION ANGLE MAY VARY SLIGHTLY UPON INSTALLATION DEPENDING ON SITE CONDITIONS.
- 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, 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.
- CONDUIT RUN TO HANG FROM CEILING THROUGH PARKING GARAGE AND PENETRATE FLOOR/WALL ONLY AS NEEDED.
- 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.
- 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.
- ANY ITEMS TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO THE EXISTING CONDITION OR BETTER AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR TO LOCATE JUNCTION BOX OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.

PARKING NOTE:

- THIS PROJECT PROPOSES TO UPGRADE (2) STANDARD PARKING STALLS TO (2) EV PARKING STALLS FOR EV READINESS. NO PARKING REDUCTION IS PROPOSED.

REFERENCE NOTE:

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

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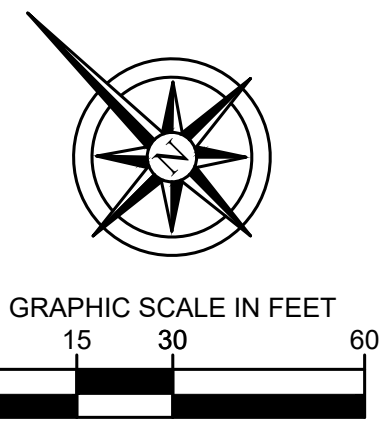
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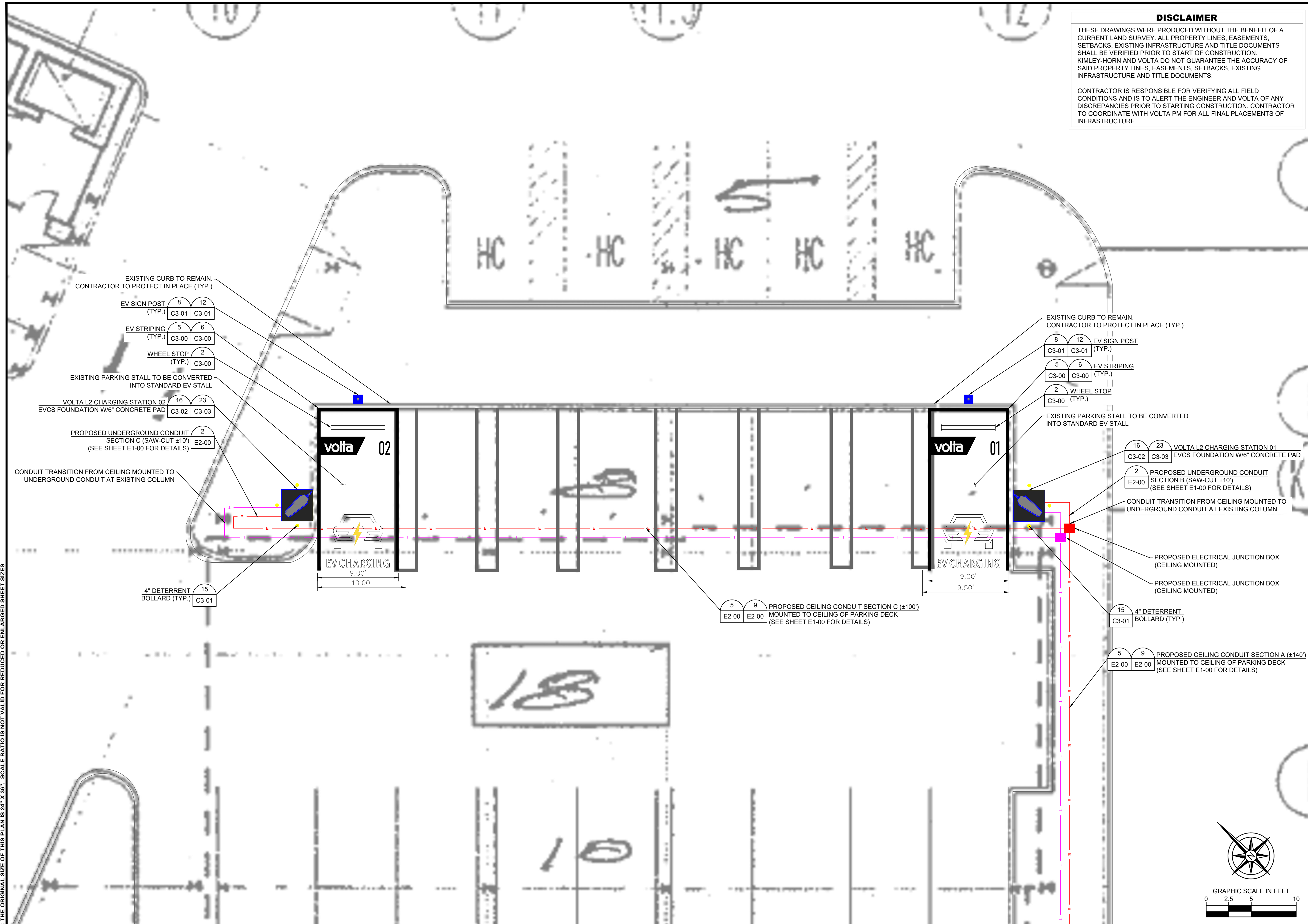
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SHEET TITLE
OVERALL SITE PLAN

SHEET NUMBER
C1-00





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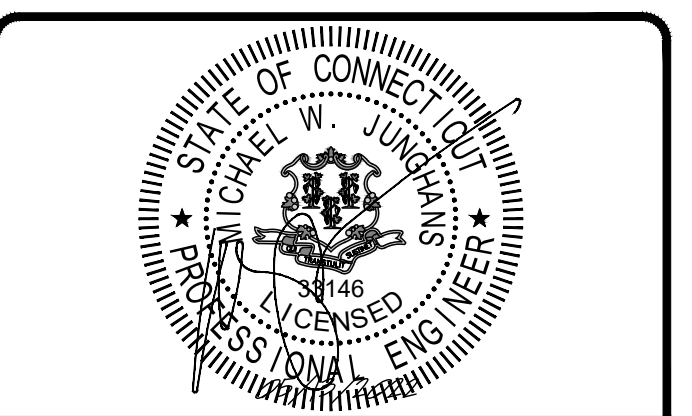
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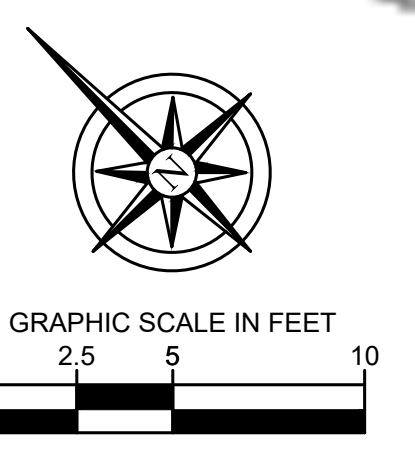
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SHEET TITLE
ENLARGED SITE PLAN

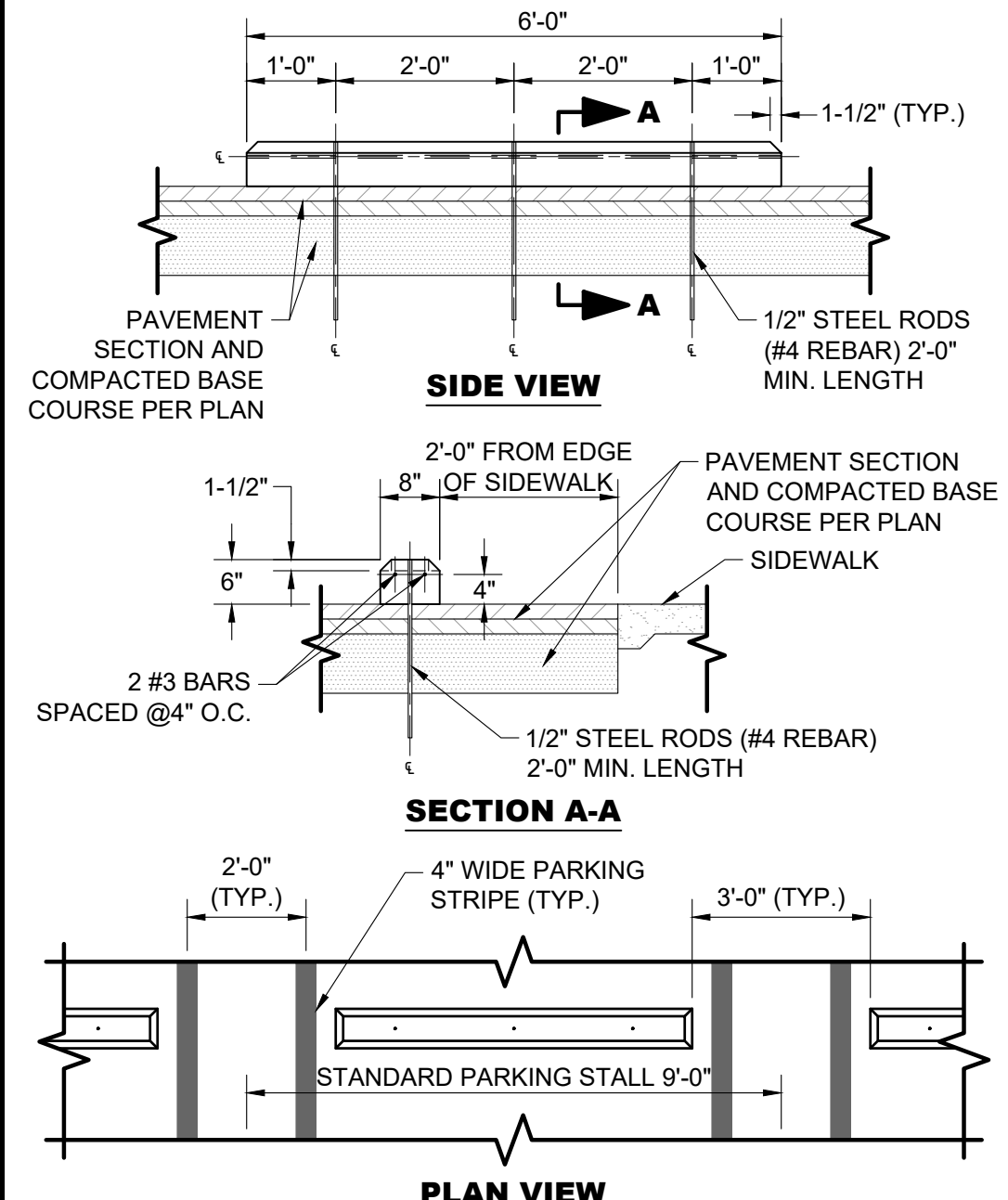
SHEET NUMBER
C2-00



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

ENLARGED SITE PLAN

- UNLESS NOTED OTHERWISE, THE FOLLOWING NOTES RELATING TO THE "SITE DETAILS" SHEETS SHALL GOVERN.
- 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%.
- MINIMUM YIELD STRENGTH OF REINFORCEMENT TO BE 60,000 PSI (ASTM-A615).
- REFERENCE CIVIL AND ELEC. DRAWING FOR EQUIPMENT LAYOUT, LOCATION OF CONDUIT, ETC.
- FINAL ANCHOR BOLT AND POLE DESIGN INCLUDING SIZE AND CONFIGURATION ARE BY MFR.
- BEFORE STARTING ANY WORK, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
- 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.
- UNLESS OTHERWISE DIRECTED BY THE OWNER, ALL FOUNDATION WORK RELATED TO INSTALLATION OF REBAR SHALL BE INSPECTED BY OTHERS.
- 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.
- DESIGN IS BASED ON THE SPECIFIC EQUIPMENT SHOWN IN THESE DRAWINGS AND ILLUSTRATED ON THE VOLTA CUT SHEETS.
- ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE LOCAL DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
- ALL FOUNDATIONS ARE TO INCLUDE COMPACTED SUBGRADE AND MINIMUM 6" COMPACTED STONE BASE UNLESS OTHERWISE SPECIFIED.
- BUILDING CODE: IBC 2018
DESIGN PARAMETERS (PER ASCE 7-16):
WIND SPEED: 117 MPH
EXPOSURE CATEGORY: C
TOPOGRAPHY CATEGORY: 1
RISK CATEGORY: II
SEISMIC PARAMETERS: Ss = 0.25g
S1 = 0.049g
SITE CLASS: D
FROST DEPTH: 45"
FEMA FLOOD ZONE: X
NOTE: BOLLARDS ARE NOT DESIGNED FOR FULL 6 KIP IMPACT LOADS UNLESS OTHERWISE NOTED AS "VEHICULAR RATED".



- NOTES:
- WHEEL BLOCK TO BE 6'-0" LONG x 8" WIDE x 6" HIGH WITH 1-1/2" CHAMFERS AS SHOWN.
 - WHEEL BLOCKS SHALL BE PRECAST CONCRETE SECTIONS, 4,000 PSI CONCRETE MIX WITH (2) #3 BARS CONTINUOUS.

GENERAL NOTES SCALE N.T.S. 1

CONCRETE WHEEL STOP SCALE N.T.S. 2

NOT USED SCALE N.T.S. 3

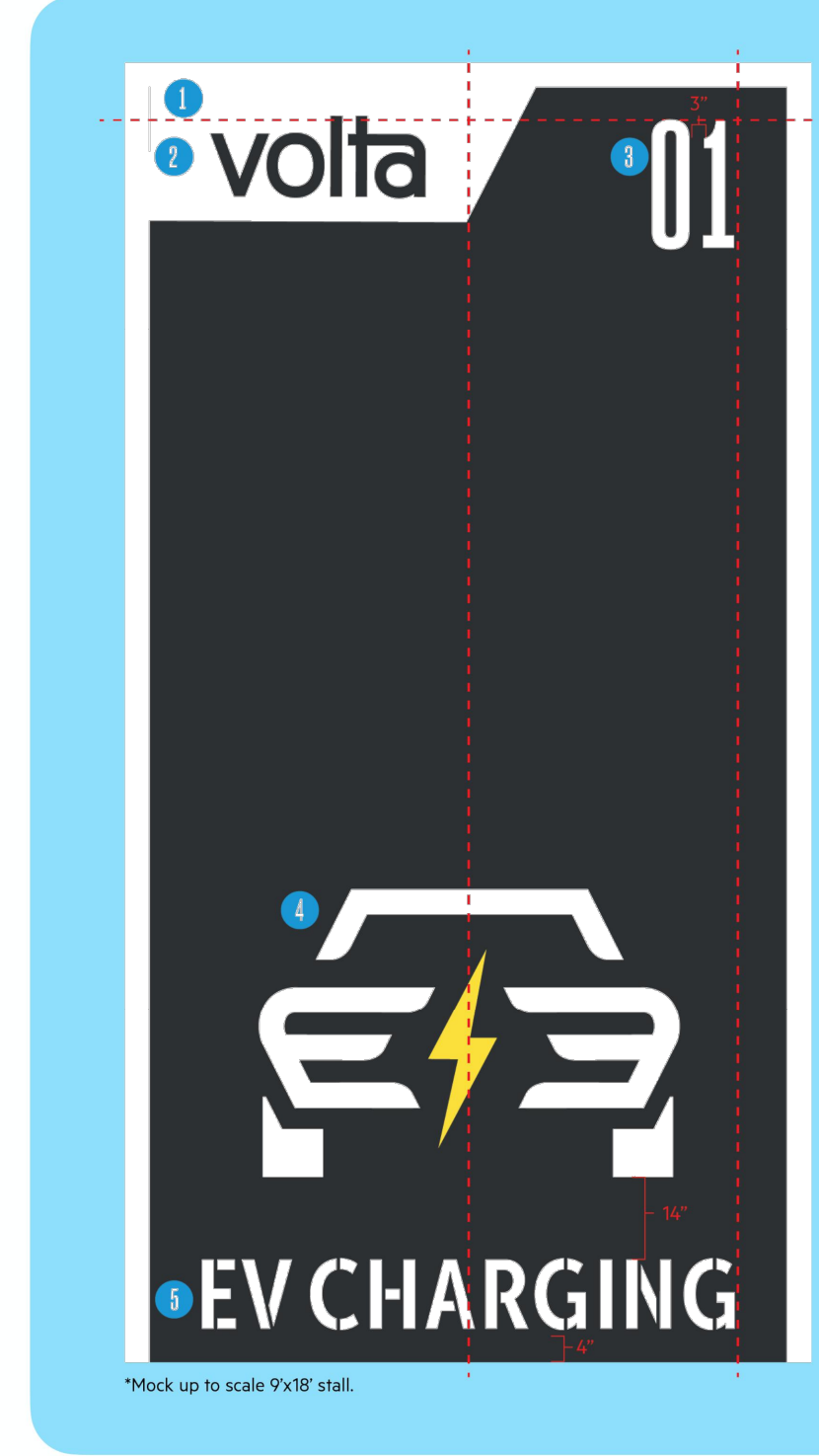
NOT USED SCALE N.T.S. 3

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Volta Charging STRIPING GUIDELINES

PRODUCTS
Cement & Asphalt Background: Latex-Rite 4.75 Gal. Ultra Shield Driveway Filler Sealer
Traffic Paint: Sherwin Williams TP2153 LF Yellow TTP-19520, TP2152 White TTP-19520

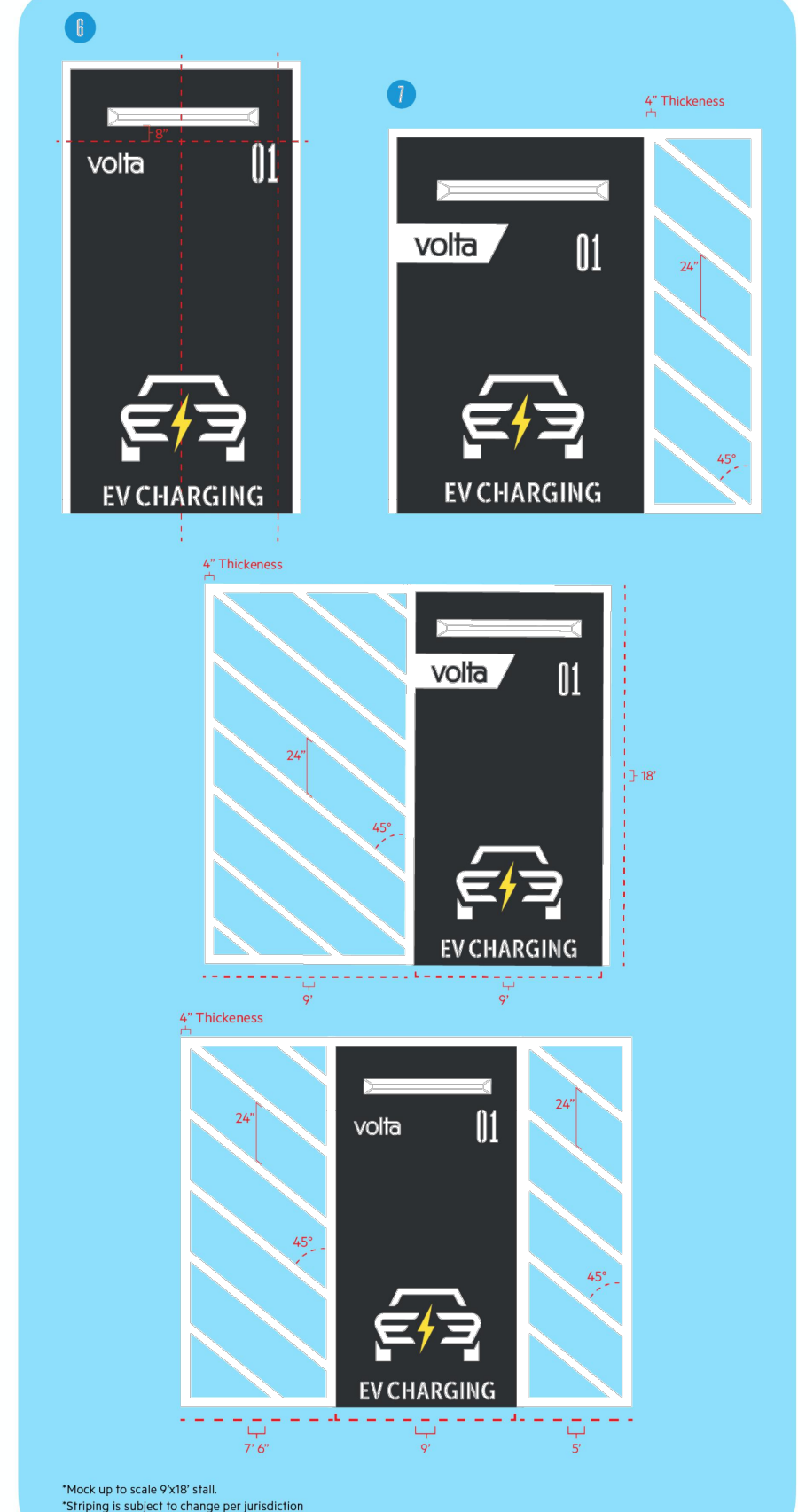


- SURFACE PREP**
Backgrounds are to only be painted for marquee locations or any location where the existing space has conflicting designations or is poor shape. For all other instances please proceed to branded striping.
- CEMENT & ASPHALT BACKGROUND:**
All backgrounds must run edge-to-edge across the entire parking space. Asphalt should be resealed with sealcoat.
- 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.
- SHAPE (White) Place flush with the top left corner.
 - VOLTA LOGO Center within the shape.
 - NUMBERS (white) The right number lines up flush right to the "01" 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 "01" (see page 2).
 - LETTERS Place centered, 4 inches from the bottom of the stall.
 - CAR Place centered 14 inches from the top of the letters.

NOTE:
1. CONTRACTOR TO ENSURE PAINT IS APPLIED 40° FAHRENHEIT MIN.

EV STRIPING GUIDELINES SCALE N.T.S. 5

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 into 2 lines
 - Only put 1 number in top right corner
 - Paint the volta logo any color other than white or Battleship Blue/Sealcoat
- ACCESORIES**
- WHEEL STOPS** Place 8 inches above the volta logo, centered within the stall. Wheel Blocks should be painted white.
 - ACCESS AISLE** should be painted white.
- CURBS** No need to paint the curbs unless curbs are damaged and repaired. If repaired, paint the curb(s) to match existing conditions.

EV STRIPING GUIDELINES SCALE N.T.S. 6

NOT USED SCALE N.T.S. 7

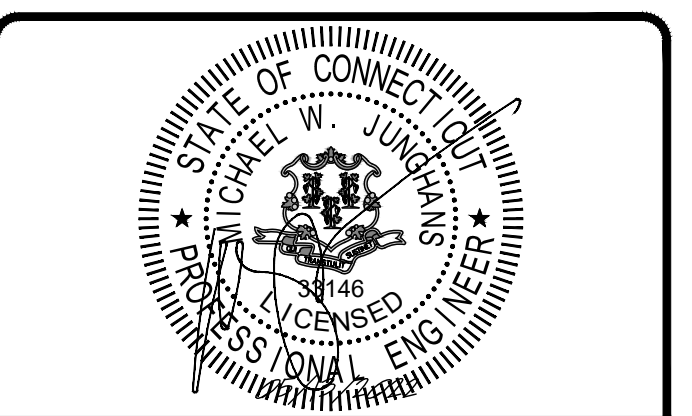
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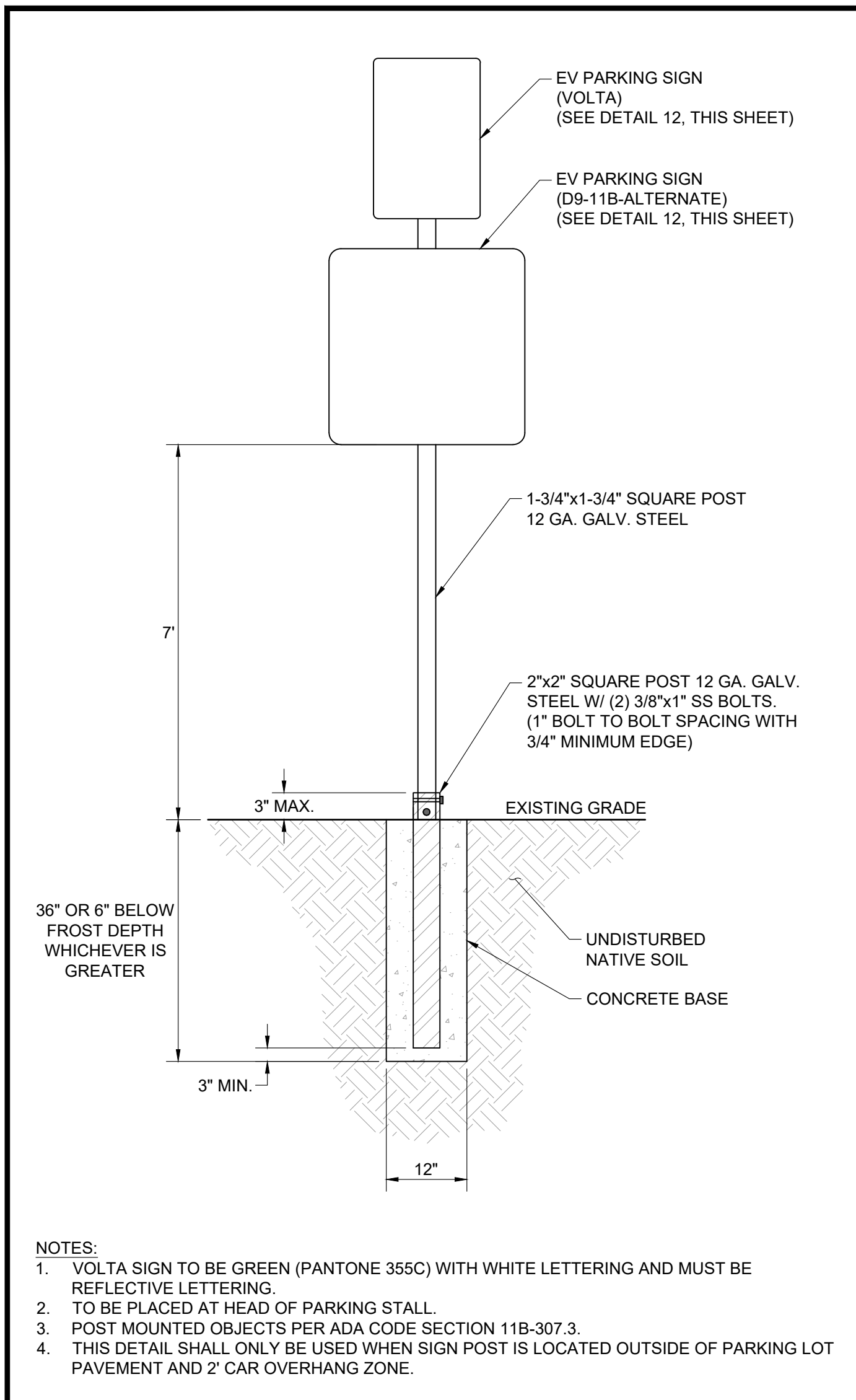
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- NOTES:
- VOLTA SIGN TO BE GREEN (PANTONE 355C) WITH WHITE LETTERING AND MUST BE REFLECTIVE LETTERING.
 - TO BE PLACED AT HEAD OF PARKING STALL.
 - POST MOUNTED OBJECTS PER ADA CODE SECTION 11B-307.3.
 - THIS DETAIL SHALL ONLY BE USED WHEN SIGN POST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

SIGN POST SCALE N.T.S. **8** NOT USED SCALE N.T.S. **9**

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EV PARKING SIGN
VOLTA (12" X 18")

EV PARKING SIGN
D9-11B-ALTERNATE (24" X 24")
SIGN TO MATCH FIGURE 12.14 IN CITY
OF STAMFORD ZONING REGULATIONS

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 84" ABOVE FINISH FLOOR. MEASUREMENTS ARE TAKEN FROM BOTTOM OF LOWEST SIGN.

SIGN REQUIREMENTS SCALE N.T.S. **12** NOT USED SCALE N.T.S. **13** NOT USED SCALE N.T.S. **14**

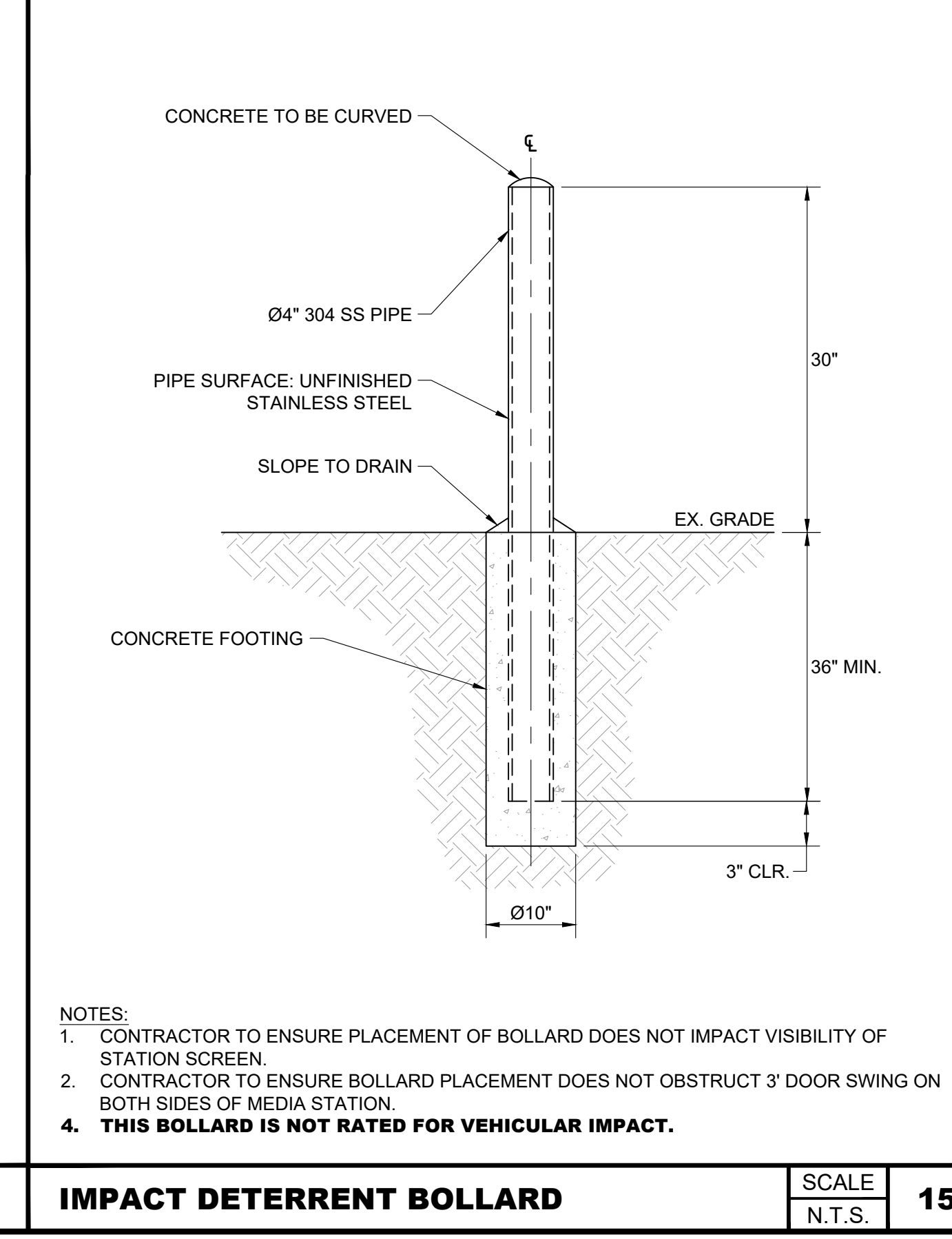
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NOT USED

NOT USED



- NOTES:
- CONTRACTOR TO ENSURE PLACEMENT OF BOLLARD DOES NOT IMPACT VISIBILITY OF STATION SCREEN.
 - CONTRACTOR TO ENSURE BOLLARD PLACEMENT DOES NOT OBSTRUCT 3' DOOR SWING ON BOTH SIDES OF MEDIA STATION.
 - THIS BOLLARD IS NOT RATED FOR VEHICULAR IMPACT.**

IMPACT DETERRENT BOLLARD SCALE N.T.S. **15**

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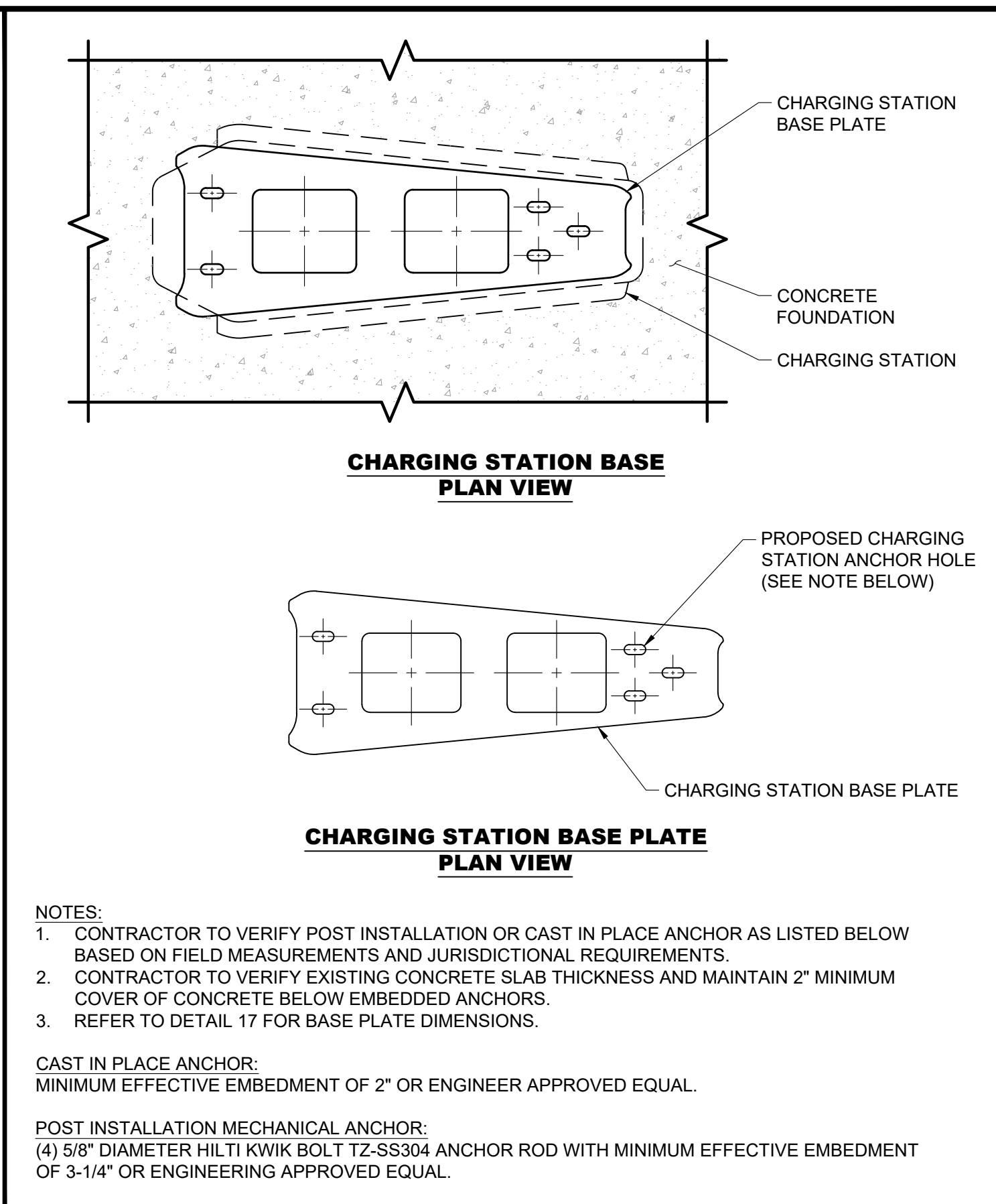
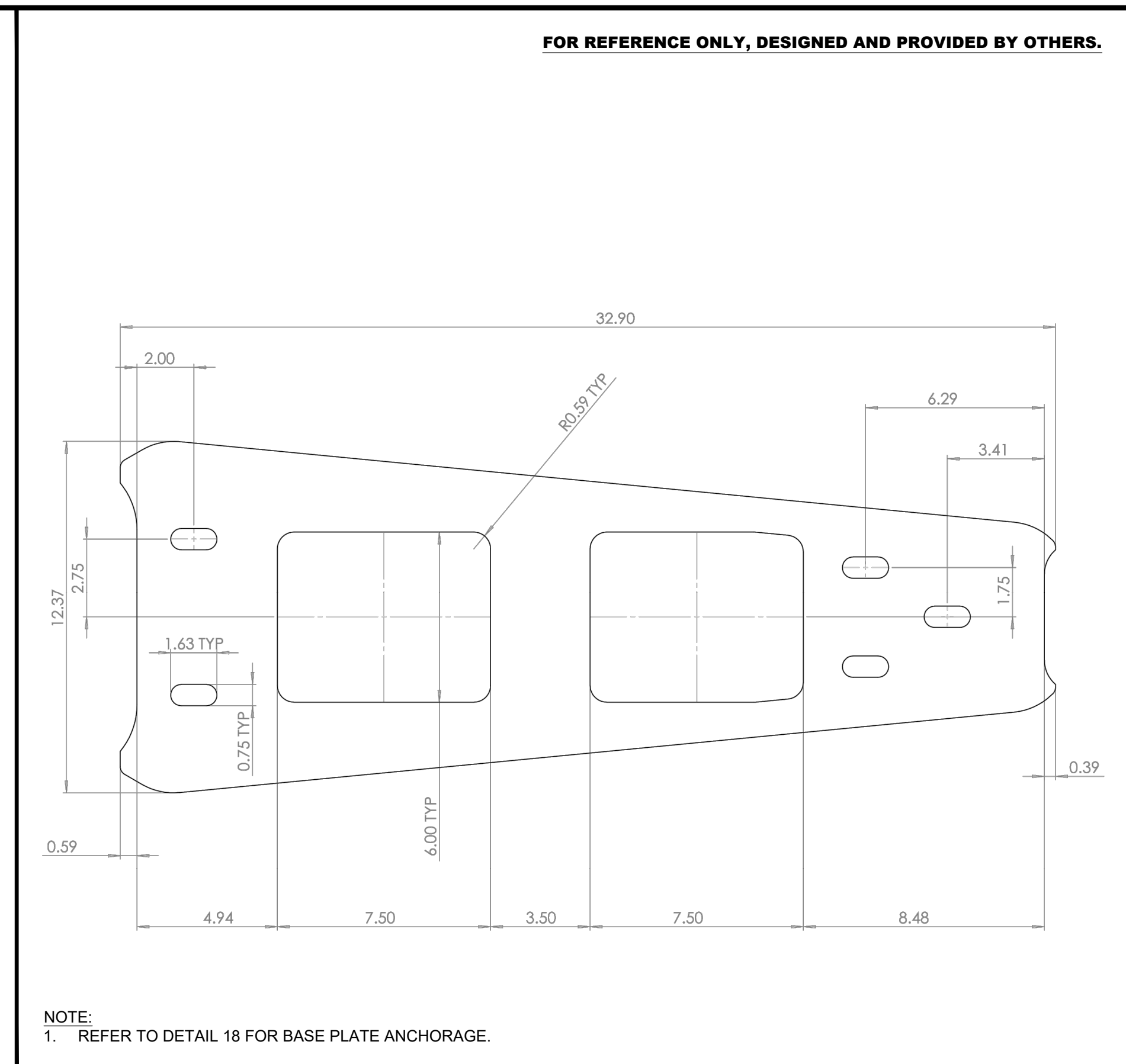
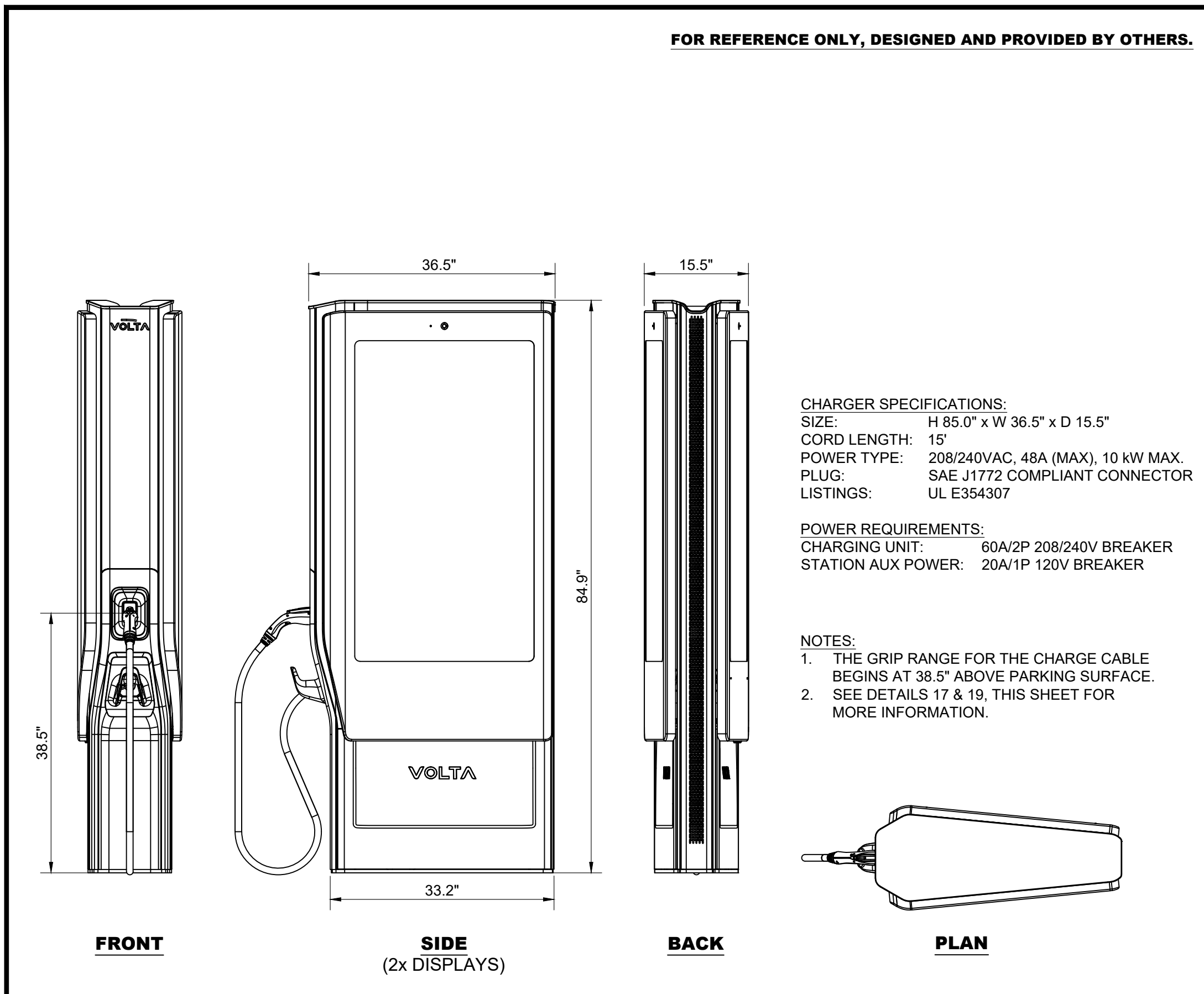
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VOLTA V4 L2 EVCS SCALE N.T.S. **16**

VOLTA V4 BASE PLATE SCALE N.T.S. **17**

VOLTA BASE PLATE ANCHORAGE SCALE N.T.S. **18**

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Level 2 Media Station

Volta Charging is driving the transition to clean electric transportation by transforming properties with electric vehicle charging. No longer will people drive to fuel, but fuel where they drive.

Volta's turn-key electric vehicle charging is tailored to each location's needs and desired customer experience to increase traffic and customer engagement. Our fully integrated EV chargers include high-impact digital media screens that provide properties with branding and messaging as well as additional revenue opportunities.

Charger Specs

- Output power: 10 kW max (AC)
- Safety certification: UL 2202

Power Requirements

- Input voltage: 208 - 240 VAC
- Output voltage: 208 - 240 VAC
- Circuit size: 60A/2P, 208/240 breaker
- Network connectivity: Cell connection or LAN access

Display Screen Specs

- Size: 55" outdoor LED back light system x2
- Picture: Full HD 1080p resolution
- Power requirements: 20A/1P, 120V breaker
- File type: JPEG or PNG

Installation Requirements

- Foundation req: 36"L x 36"W x 36"D
- Conduit diameter: 1.5" min per station approx*
- *Separate conduit for communication may be required

Example Level 2 Media Foundation Plans

voltacharging.com 770-0002-A

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eMOBILITY SOLUTIONS

eClick Data sheet

innogy

General and electrical specifications		eClick
Charging power		up to 10.4 kW / 12 kW (up to 50A)
Meins input power		208 Volt AC WYE system, 50A, 10.4 kW 240 Volt AC split phase, 50A, 12 kW 240 Volt AC Center Tap Delta, 50A, 12 kW
Output power to eBox		208 Volt AC WYE system, 50A, 10.4 kW 240 Volt AC split phase, 50A, 12 kW 240 Volt AC Center Tap Delta, 50A, 12 kW maximum output depends on local distribution grid
Storage temperature		-22°F to +176°F (-30°C to +80°C)
IP		I
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 dimensions (W x D x H)		1'-8 1/4" x 8 4/5" x 3" (315 mm x 225 mm x 75 mm)
Recommended additional accessories		eClick
Short circuit / overload protection		Circuit breaker required according to national law and regulations
Installed in sub-distribution		Electrical installer to choose correct circuit breaker depending on grid type and power
per charge port		

Broadband TelCom Power, Inc.
 1719 S. Grand Ave.
 Santa Ana, CA 92705, USA
 sales@btcpower.com
 www.btcpower.com

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eMOBILITY SOLUTIONS

eBox professional Data sheet

innogy

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 50A)
Applications		Protected internal areas; unprotected exterior areas exposed to rain and direct sunlight
Enclosure Rating		Type 3S
Operating temperature		-22°F to +132°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) (air pressure: 860 hPa to 1,060 hPa)
UV protection		Class 4 (IP3)
Housing material		Lexan® EXL 9330 (polycarbonate) Flame class rating V0 (UL94)
Protection category (Impact strength)		IK10 as defined under IEC 62262:2002
Weight (without eClick)		6.4 kg
Number of charging ports		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 using 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 50A)
Output power		up to 10.4 kW (WYE) / up to 12 kW (split phase / center tap delta) (up to 50A)
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 according to UL2231 (ESD/Surge/Burst)
Interaction		LED ring for charging status; 2 status 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 (eCharge+ app): WLAN with 2.4 GHz b/g/n with WPA2 (sector gain, frequency-dependent, max 4.6 dB) or LAN or eOperate: SIM-card (frequency- and direction-dependent, max 4.4 dB) serial (gsm)
Authentication / activation		Free charging, eCharge+ app (smartphone 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.

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VOLTA V4 EVCS CUT SHEET SCALE N.T.S. **19**

ECLICK DATA CUT SHEET SCALE N.T.S. **20**

EBOX DATA CUT SHEET SCALE N.T.S. **21**

NOT USED SCALE N.T.S. **22**

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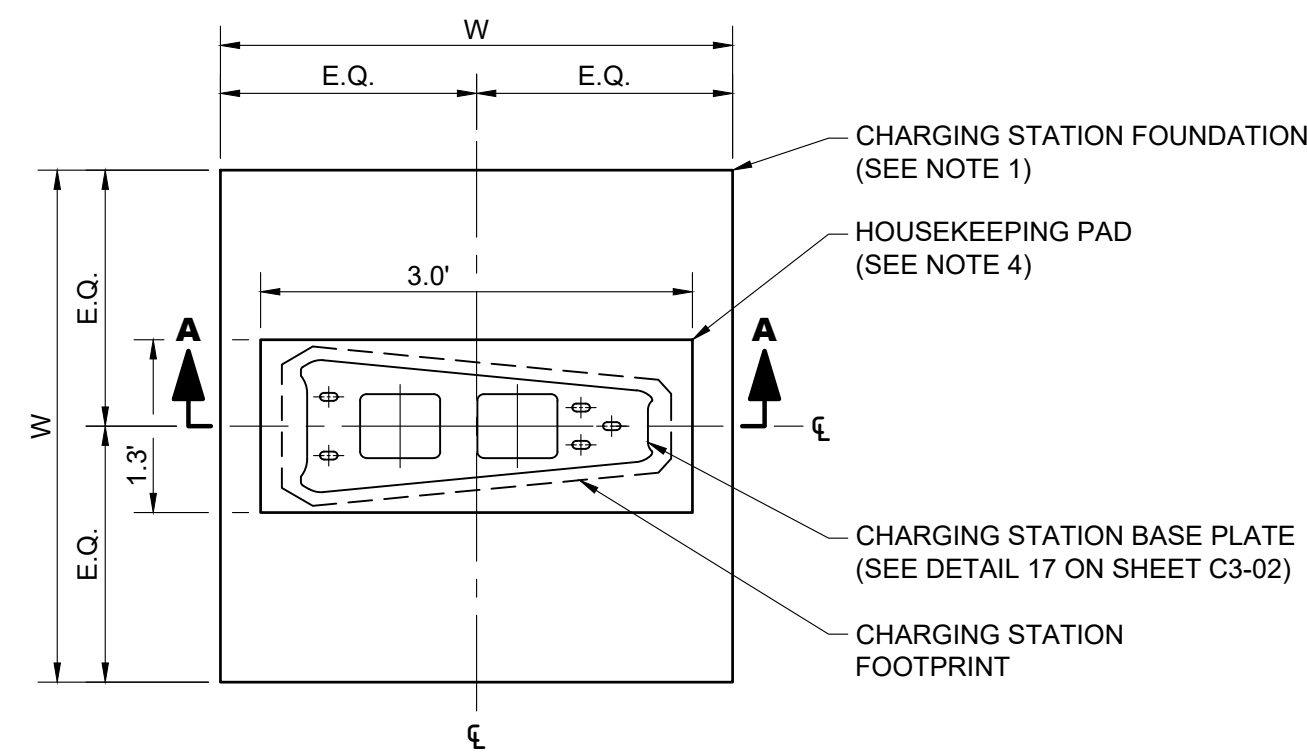
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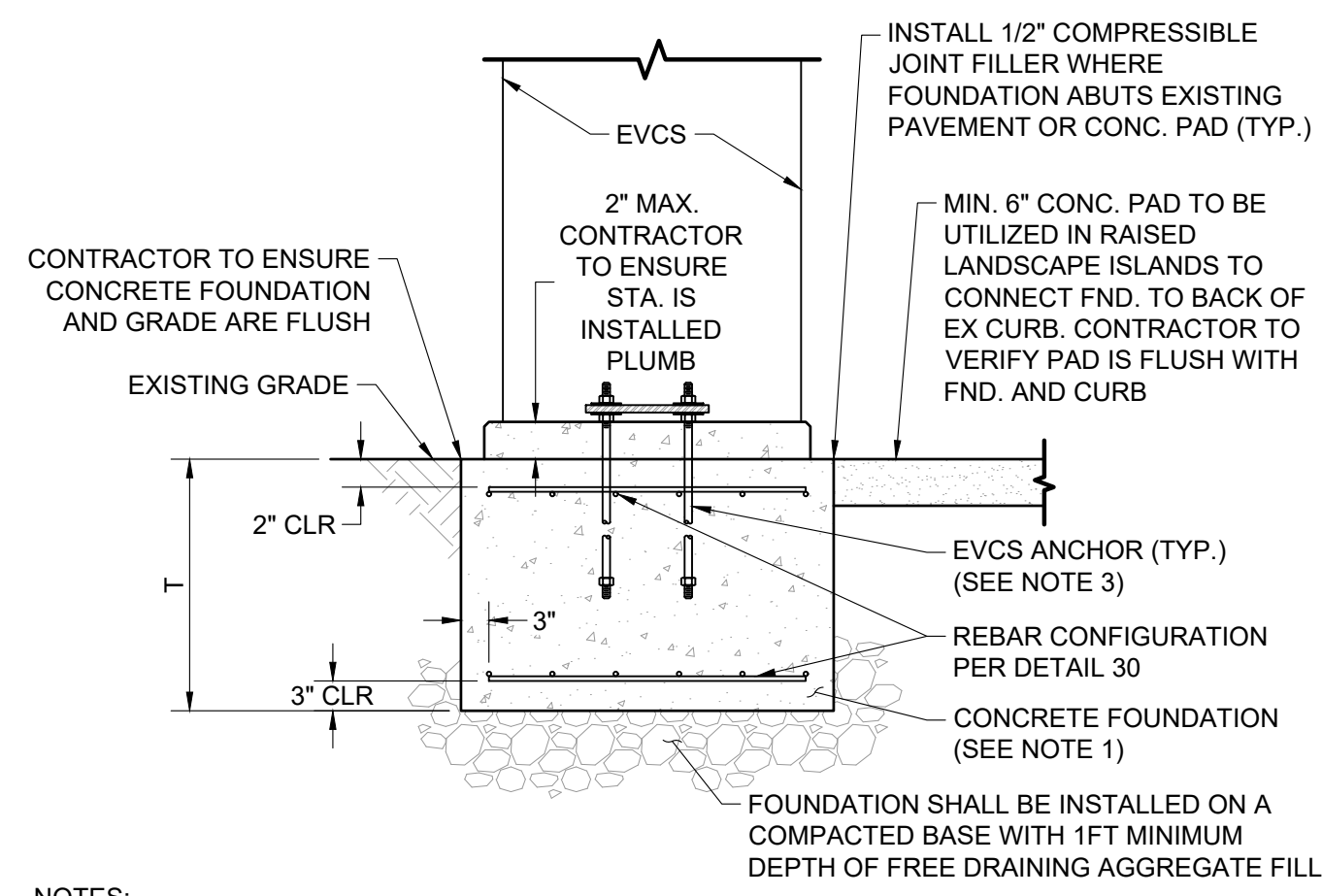
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- NOTES:
- SEE DETAIL 30 - FOR FOUNDATION VARIABLES.
 - SEE DETAIL 24 - FOR PARKING GARAGE INSTALLATIONS.
 - CHARGING STATION FOUNDATION TO EXTEND FROM BACK OF CURB TO BACK OF CURB WHEN PLACED IN LANDSCAPE ISLAND.



- NOTES:
- SEE DETAIL 30 - FOR FOUNDATION VARIABLES.
 - 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.
 - KHA IS NOT RESPONSIBLE FOR THE DESIGN OF EQUIPMENT OR ANCHORAGE TO THE FOUNDATION. ANCHORAGE SHALL BE PROVIDED BY THE EQUIPMENT MANUFACTURER AND ARE ASSUMED TO BE CAST-IN-PLACE PER MANUFACTURER RECOMMENDATIONS. IF REQUIRED, POST-INSTALLED ANCHORAGE MAY BE IMPLEMENTED PER DETAIL 29.

V4 EVCS FOUNDATION SCALE N.T.S. **23**

V4 EVCS FOUNDATION SECTION A-A SCALE N.T.S. **24**

NOT USED SCALE N.T.S. **25**

NOT USED SCALE N.T.S. **26**

EVCS PAD FOUNDATIONS					
CONFIGURATION	WIDTH (W)	THICKNESS (T)	REBAR LAYERS	REBAR SIZE	REBAR QTY. (PER LAYER)
3	3.75	2.50	2	#5	4

- NOTES:
- FOUNDATION WAS DESIGNED IN ACCORDANCE WITH 2018 INTERNATIONAL BUILDING CODE (IBC), ASCE 7-16, AND ACI 318-14.
 - PRESUMPTIVE SOILS WERE ASSUMED PER 2018 IBC TABLE 1806.2.
 - FOUNDATION SHALL BE INSTALLED ON COMPACTED SUBGRADE WITH BASE WITH 1FT MINIMUM DEPTH OF FREE DRAINING AGGREGATE FILL (UNLESS OTHERWISE SPECIFIED).
 - VOLTA V4 ELECTRIC VEHICLE CHARGING STATION (EVCS) MAY BE ROTATED AS NEEDED ON PROPOSED FOUNDATION BLOCK.
 - ALL EQUIPMENT ANCHORAGE MAY BE CAST-IN-PLACE OR POST-INSTALLED. ANCHORAGE SHALL BE INSTALLED PER MANUFACTURER SPECIFICATIONS.

NOT USED SCALE N.T.S. **27**

NOT USED SCALE N.T.S. **28**

NOT USED SCALE N.T.S. **29**

EVCS VARIABLE FOUNDATIONS TABLE SCALE N.T.S. **30**

NOT USED SCALE N.T.S. **31**

NOT USED SCALE N.T.S. **32**

NOT USED SCALE N.T.S. **33**

NOT USED SCALE N.T.S. **34**

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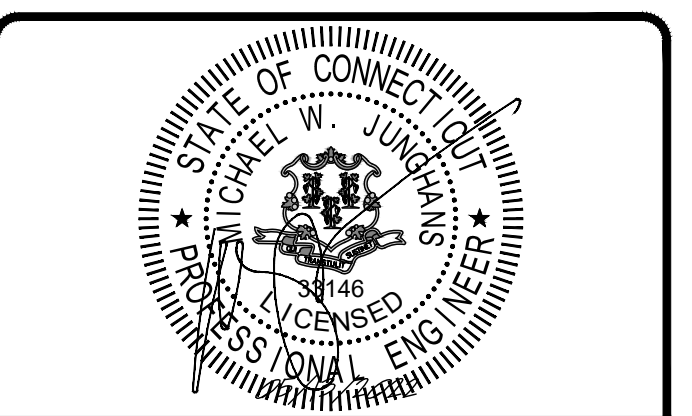
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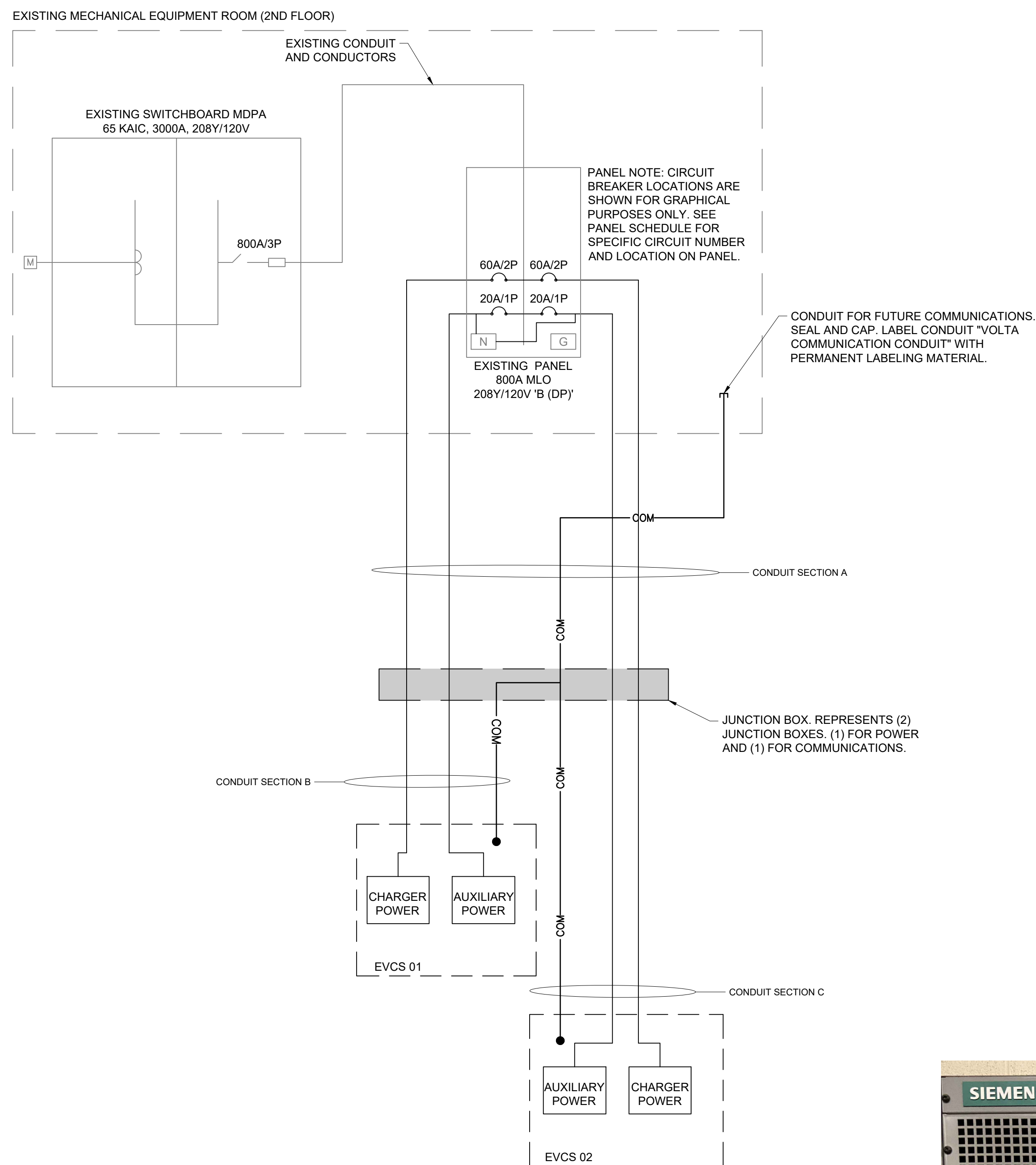
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VERIFICATION NOTES:

1. THE CONTRACTOR SHALL PERFORM A 30-DAY LOAD STUDY ON PANEL 'B' (DP). 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 OR .CSV FORMAT WITH DATE, TIME, PHASE COLUMNS AND RECORDED PEAK DEMAND. 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.
2. LOAD STUDY NEEDED ON PANEL 'B' (DP) - ENGINEER HAS NOT SEEN THE AS-BUILTS NECESSARY TO VERIFY PANEL CAPACITY.

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 USE RGS INSIDE AND OUTSIDE ABOVE GRADE WHERE SUBJECT TO DAMAGE. CONTRACTOR SHALL USE PVC SCHEDULE 80 UNDER PAVED OR SIDEWALK AREAS AND PVC SCHEDULE 40 IN DIRT OR LANDSCAPED AREAS.
5. SEE SHEETS C1-00 AND C2-00 FOR CONDUIT STUB UP LOCATIONS.
6. CONTRACTOR TO LOCATE JUNCTION BOX, LINE BOX (LB), OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.

Panel Schedule												
Existing Switchboard 'B' (DP) Location: Existing Mechanical Equipment Room (2nd Floor) Volts: 208Y/120V Phase: 3 Wire: 4 Hertz: 60												
800A MLO Main AIC: NA Branch AIC: (See Note 3) ENCL (NEMA): 1 MTG: Surface												
800 Amp Frame - Ground Bar, Panel Card												
Description of Load Served	Breaker		Wire	A/Phase			CKT No.	CKT No.	A/Phase			Description of Load Served
	Amp	Pole		A	B	C			A	B	C	
CHARGING STATION EVCS 01	20	1	See Note 3	5.0			1	2	48.0			CHARGING STATION EVCS 02
CHARGING STATION EVCS 01	60	2	See Note 3		48.0		3	4		48.0	5.0	CHARGING STATION EVCS 02
SPACE							5	6				SPACE
SPACE							7	8				SPACE
SPACE							9	10				SPACE
SPACE							11	12				SPACE
SPACE	EXIST	3					13	14				SPACE
SPACE	EXIST	2					15	16				SPACE
SPACE							17	18				SPACE
SPACE							19	20	EX			BAKERY HOT WATER
SPACE							21	22		EX		SPACE
PANEL LK	125	3	EXIST	EX			23	24		EX	EX	PANEL LNN
PANEL LK							25	26	EX			SPACE
PANEL LK							27	28		EX		SPACE
PANEL LK							29	30		EX		SPACE
PANEL LK							31	32				SPACE
PANEL LK							33	34				SPACE
PANEL LK							35	36				SPACE
PANEL LF	150	3	EXIST	EX			37	38				SPACE
PANEL LF							39	40				SPACE
PANEL LF							41	42				SPACE
PANEL LF							43	44				SPACE
PANEL LJ	150	3	EXIST	EX			45	46				SPACE
PANEL LJ							47	48				SPACE
PANEL LJ							49	50	EX			SPACE
PANEL LJ							51	52		EX		SPACE
PANEL LJ							53	54		EX		SPACE
SPACE												SPACE
Total A/Phase				5.0	48.0	48.0			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.

48A 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 #4 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/ Ceiling Mount
	2	1"	Future Communications w/ Pull String	
B	1	2"	(See Voltage Drop Table)	Interior Mount/ Sawcut
	2	1"	Future Communications w/ Pull String	
C	1	2"	(See Voltage Drop Table)	Ceiling Mount/ Sawcut
	2	1"	Future Communications w/ Pull String	



volta

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

1 N LEXINGTON AVE, STE 505
WHITE PLAINS, NY 10601
Main: 914.368.9200 | www.kimley-horn.com
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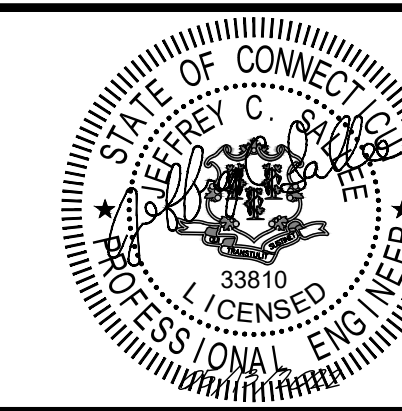
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1	02/18/2022	CD100s	CM
2	04/14/2022	CD100s	PEP
3	05/13/2022	CD100s REV	PEP
4	08/15/2022	CD100s REV	TAS

ISSUE DATE

04/14/2022

ISSUED FOR

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STOP & SHOP #637

**2200 BEDFORD STREET
STAMFORD, CT 06905**

SHEET TITLE

**ELECTRICAL ONE
LINE DIAGRAM &
PANEL SCHEDULE**

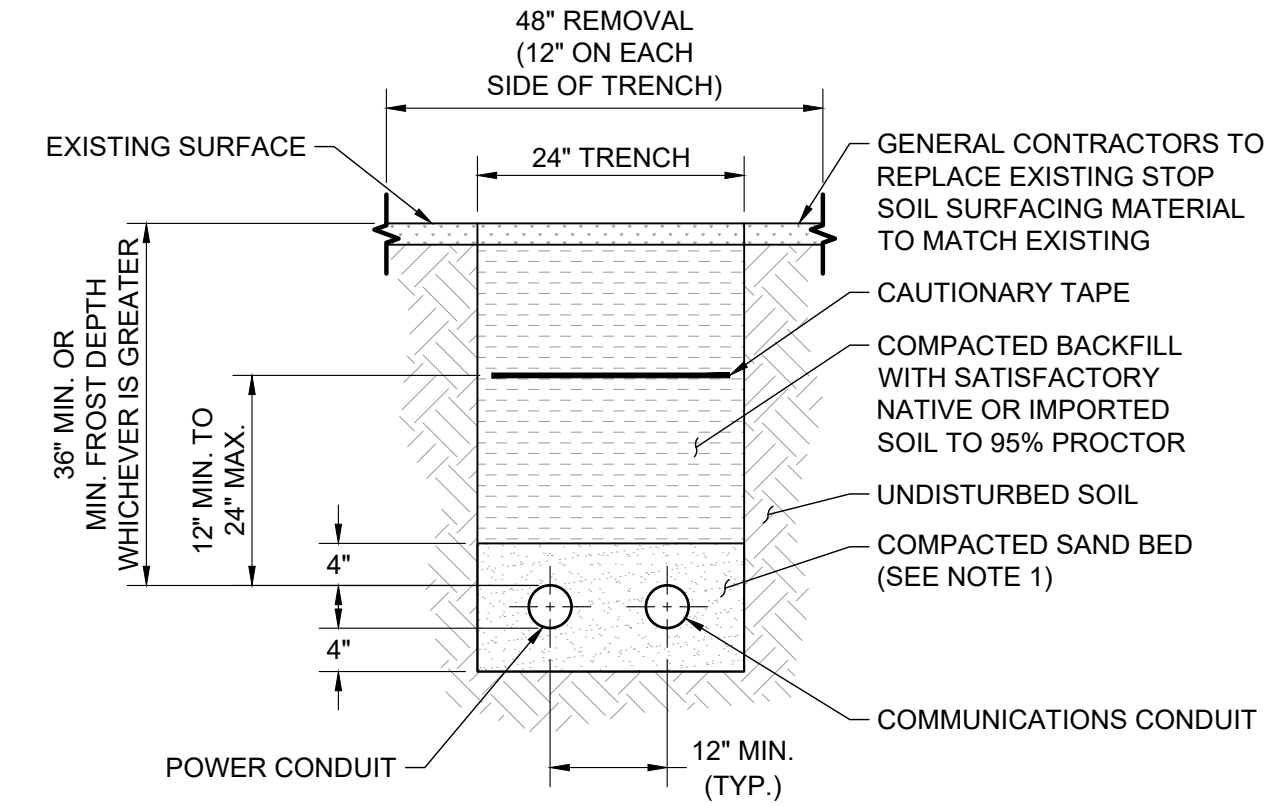
SHEET NUMBER

E1-00

- NOTES:
1. A NATIONALLY RECOGNIZED TESTING LABORATORY SHALL LIST ALL EQUIPMENT IN COMPLIANCE WITH ART 110.3.
 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 CONTACTOR 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.

- 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. CONDUIT PATHS ARE REPRESENTATIVE ONLY. EXACT CONDUIT PLACEMENT TO BE DETERMINED ON SITE BASED ON FIELD CONDITIONS.
 3. PRIOR TO DRILLING, CONTRACTOR SHALL VERIFY THICKNESS OF EXISTING CONCRETE WALL IS AT LEAST 9" AND THAT 6" ANCHOR EMBEDMENT CAN BE PROVIDED.

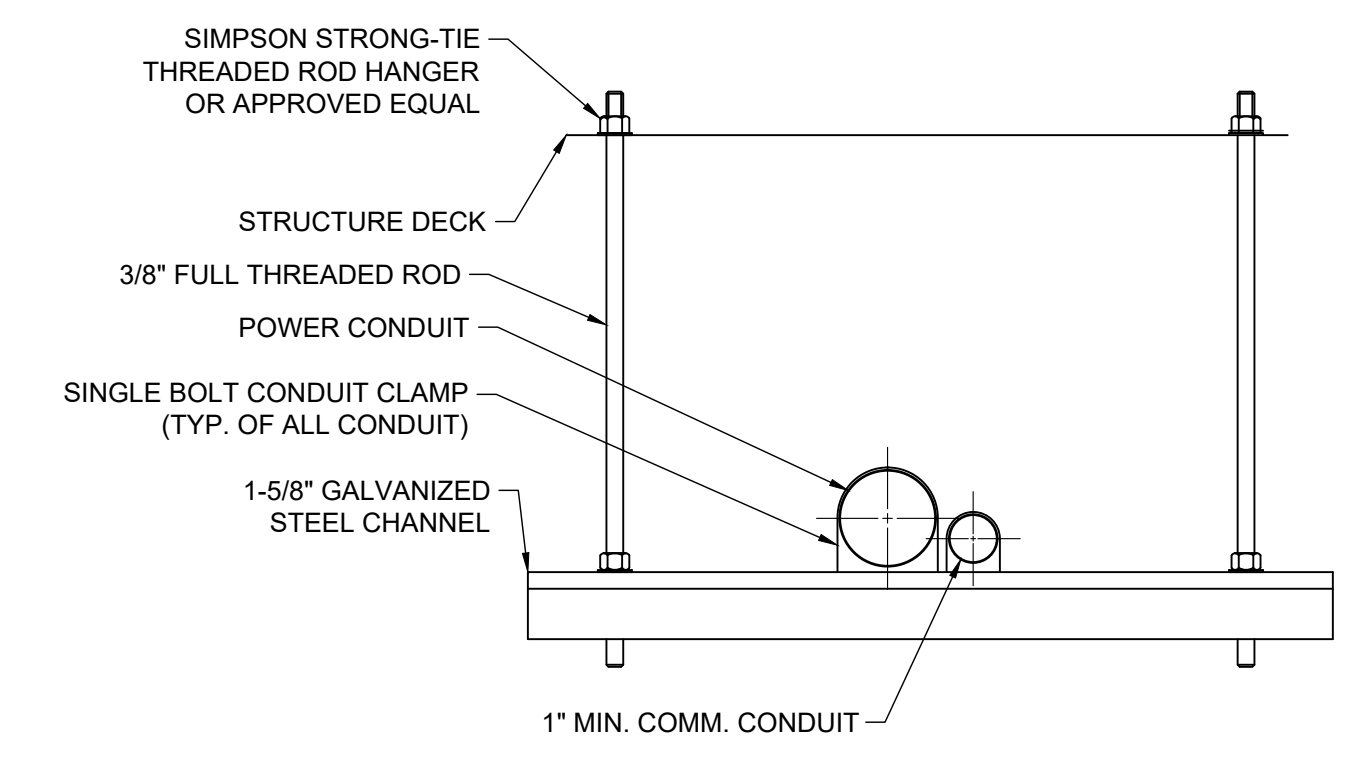
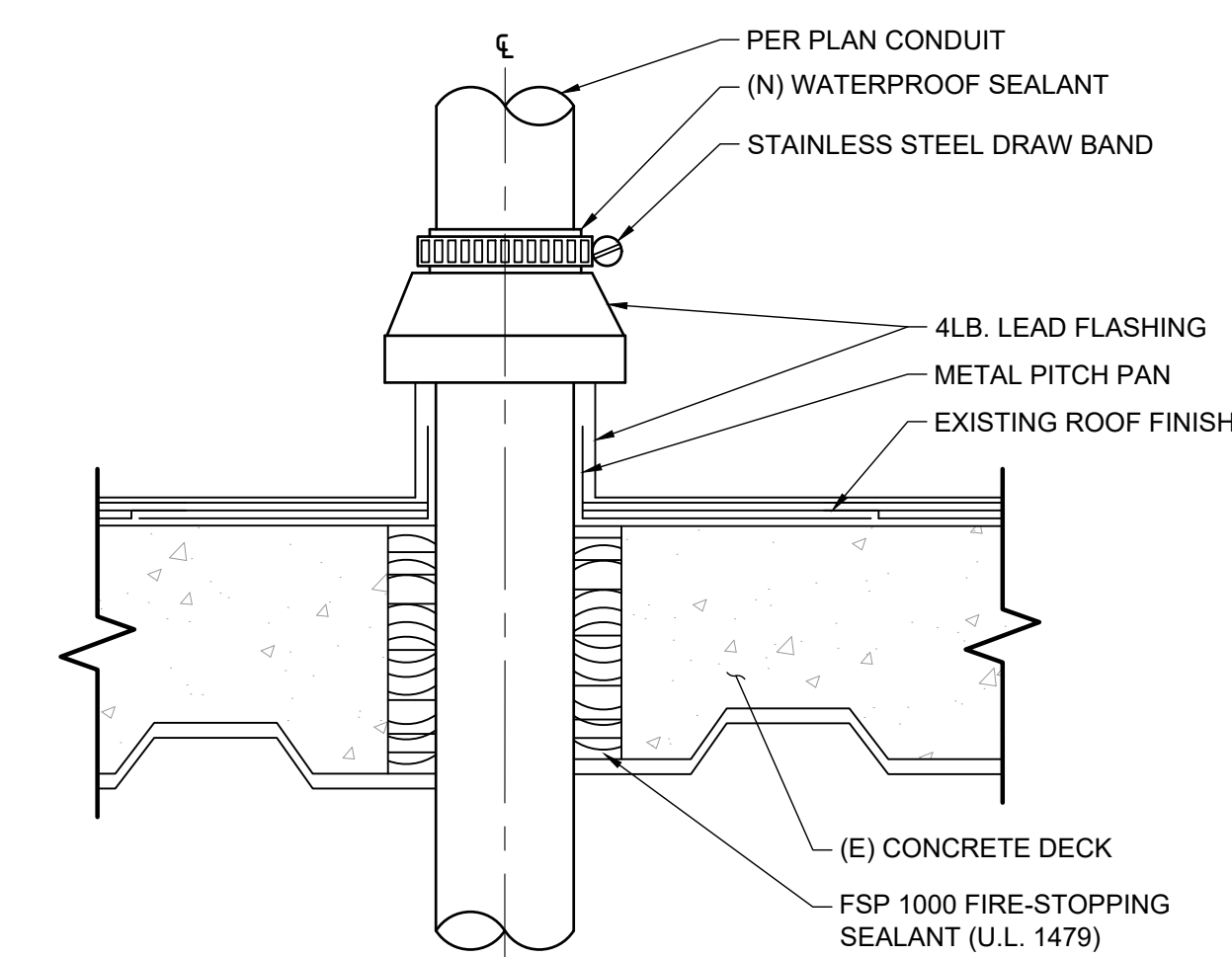


- NOTES:
1. LEAN CONCRETE RED-COLORED TOP, MAY BE USED IN PLACE OF COMPACTED SAND.
 2. BURY CONDUITS 36" MINIMUM BELOW FINISHED GRADE.
 3. ALL PVC SWEEPS TO BE A MINIMUM 36" SWEEPS.
 4. CONDUIT SIZES PER CONDUIT SCHEDULE.

POWER TRENCH SCALE N.T.S. 2

NOT USED SCALE N.T.S. 3

CORE DETAIL SCALE N.T.S. 4

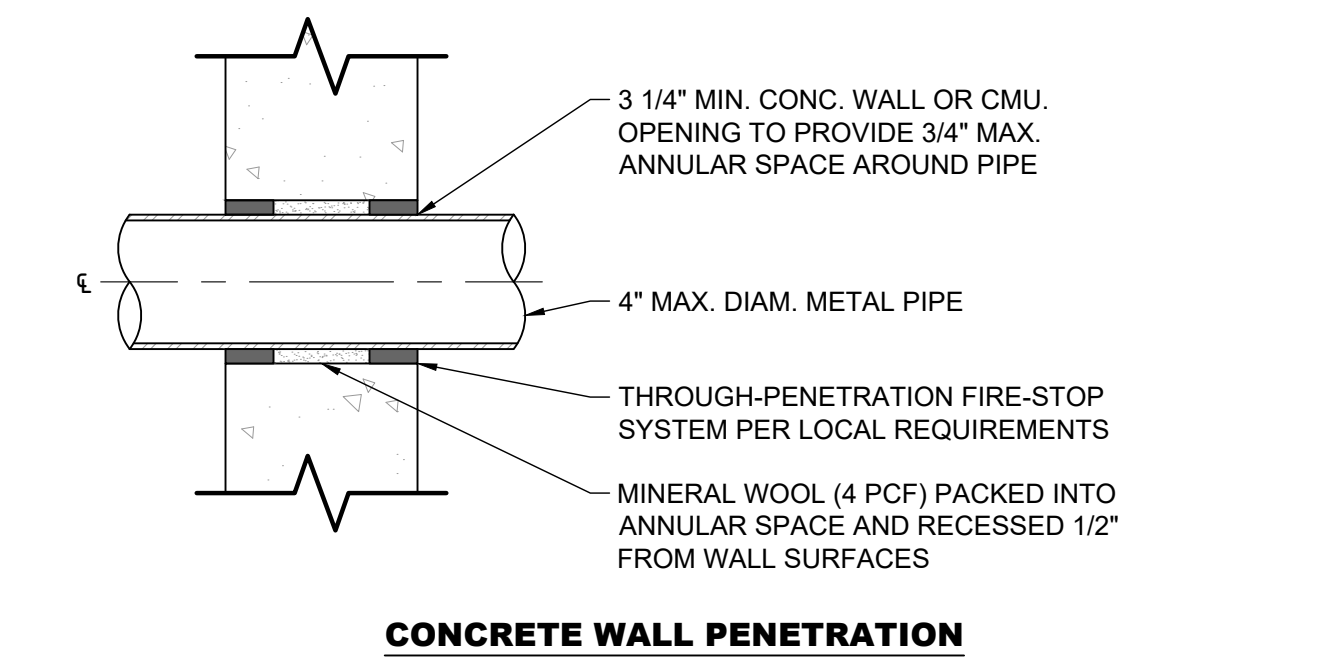


CEILING CONDUIT SUPPORT SCALE N.T.S. 5

NOT USED SCALE N.T.S. 6

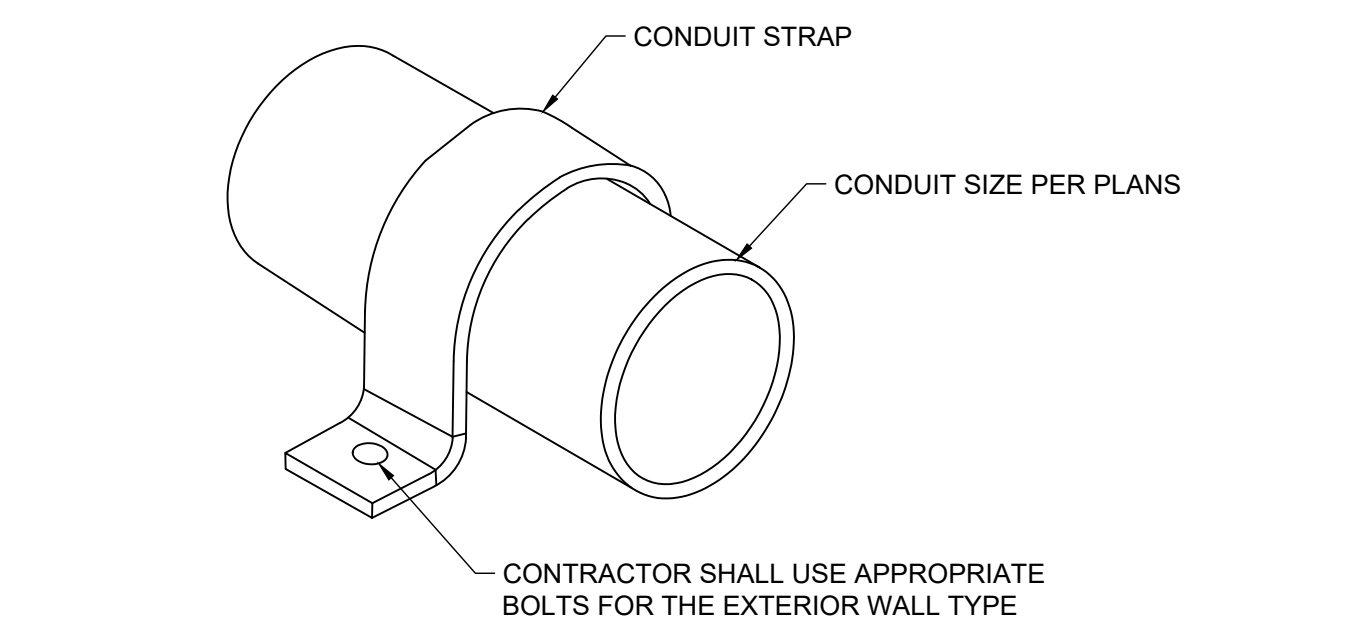
NOT USED SCALE N.T.S. 7

ELECTRICAL NOTES & ABBREVIATIONS 1

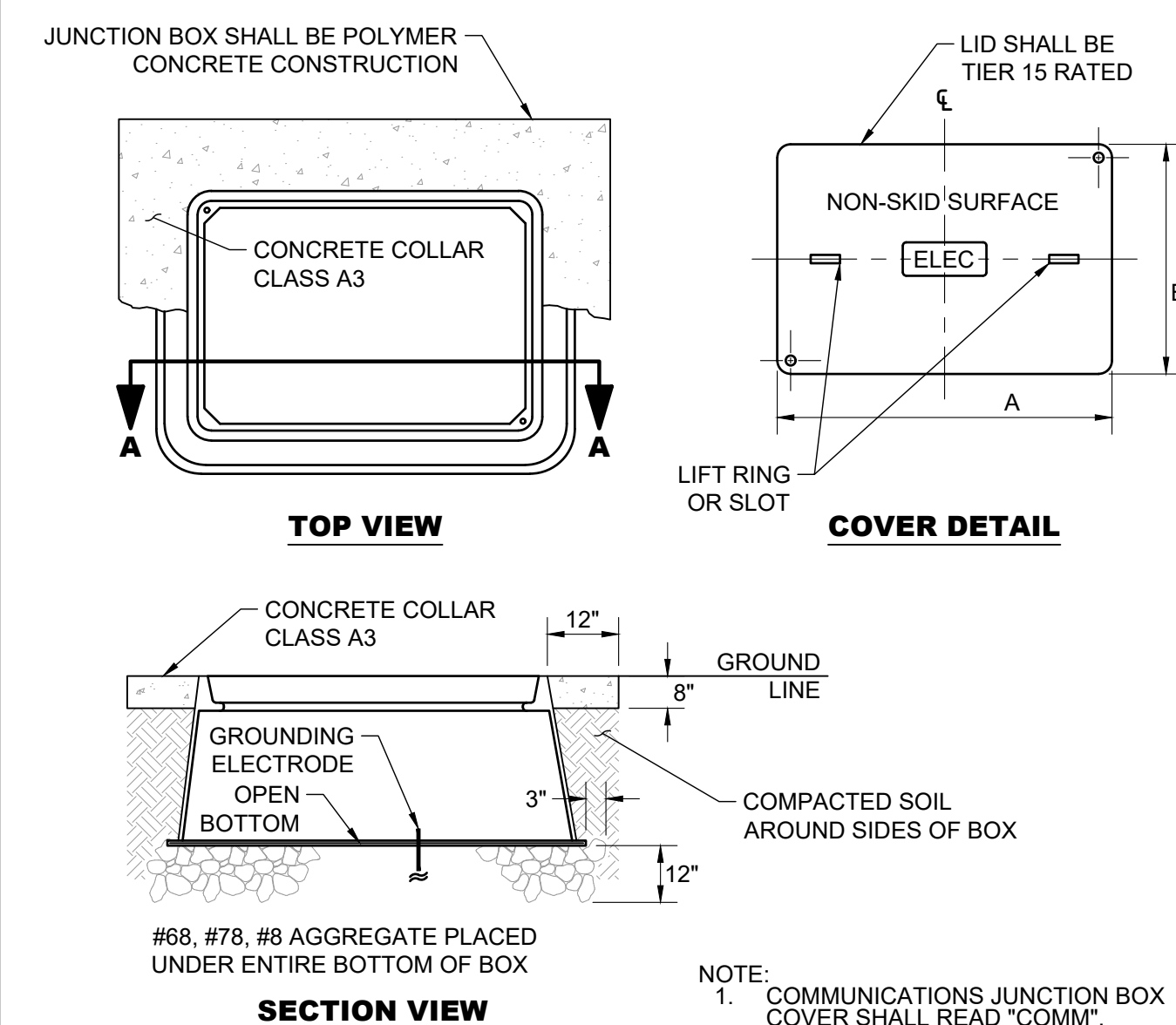


- NOTES:
1. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
 2. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ECT.) TO LOCATED MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. 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. 8



WALL CONDUIT MOUNT STRAP SCALE N.T.S. 9



NON-TRAFFIC RATED JUNCTION BOX SCALE N.T.S. 10

NOT USED SCALE N.T.S. 11

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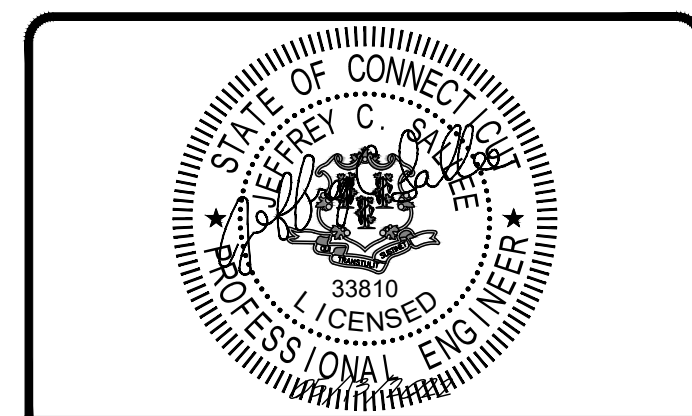
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STOP & SHOP #637

2200 BEDFORD STREET
STAMFORD, CT 06905

ELECTRICAL NOTES & DETAILS & PANEL SCHEDULE

SHEET NUMBER
E2-00

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

Exhibit F



APPLICATION FOR TEXT CHANGE OF THE STAMFORD ZONING REGULATIONS

Complete, notarize, and forward **thirteen (13) hard copies and (1) electronic copy** in PDF format to Clerk of the Zoning Board with a **\$1,000.00 Public Hearing Fee** and the required application filling fee (see Fee Schedule below), payable to the City of Stamford.

NOTE: Cost of required Public Hearing advertisements are payable by the Applicant and performance of mailing of required property owners is the sole responsibility of the applicant. **LAND RECORDS RECORDING FEE:** \$60.00 for First page - \$5.00 for each additional page)

Fee Schedule

Minor Text Change	\$1,060.00
Major Text Change	\$5,060.00

APPLICANT NAME (S): McPherson Taylor on behalf of Volta Charging, LLC
 APPLICANT ADDRESS: 155 De Haro Street, San Francisco, CA 04103
 APPLICANT PHONE 917-903-6066

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? No
 LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 2200 Bedford Street, Stamford, CT 06905

PROPOSED TEXT CHANGE: _____
Amend Section 12.L by adding a new Subsection 12.L.3 to add standards for charging stations with electronic displays.

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No (If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application - PA 87-307).

DATED THIS 1st DAY OF May 20 24

SIGNED: [Signature]

NOTE: Application cannot be scheduled for Public Hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw application, please notify the Zoning Board at least three (3) days prior to Public Hearing so that the Board may have sufficient time to publicize the withdrawal.

DATE May 01 20 24

Personally appeared McPherson Taylor, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

See Attached Notarial Certificate

 Notary Public - Commissioner of the Superior Court

FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: Date: _____
 By: _____

CALIFORNIA JURAT WITH AFFIANT STATEMENT

GOVERNMENT CODE § 8202

- See Attached Document (Notary to cross out lines 1-6 below)
- See Statement Below (Lines 1-6 to be completed only by document signer[s], not Notary)

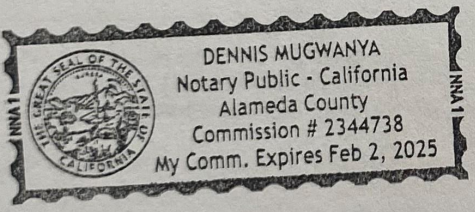
1 _____
 2 _____
 3 _____
 4 _____
 5 _____
 6 _____

Signature of Document Signer No. 1 Signature of Document Signer No. 2 (if any)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
 County of Alameda

Subscribed and sworn to (or affirmed) before me
 on this 01st day of May, 2024,
 by McPherson Taylor
 (1) _____



Place Notary Seal and/or Stamp Above

(and (2) _____),
 Name(s) of Signer(s)
 proved to me on the basis of satisfactory evidence to
 be the person(s) who appeared before me.
 Signature _____
 Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Application for text change of the Stamford zoning
 Document Date: 05/01/2024 Number of Pages: 01
 Signer(s) Other Than Named Above: none