I. Delete all text in section 200-33 Occupancy Permit

II. Add new section 200-33 Electric Vehicle Charging Stations and Battery Exchange Stations

A. Definitions. As used in this section, the following terms shall have the meanings indicated:

BATTERY EXCHANGE STATION — A ~~fully automated~~ facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery ~~through a fully automated process~~, which meets or exceeds any standards, codes and regulations set forth.

CHARGING LEVELS — The standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. Levels 1, 2 and 3 are the most common EV charging levels, and may be described as follows:

(1) Level 1 – 120 volts

(2) Level 2 – 240 volts (residential applications) or 208V (commercial applications)

(3) Level 3 or Direct Current Fast Charging (DCFC) – 400 to 1000 volts

ELECTRIC VEHICLE (EV)— Any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. "Electric vehicle" includes:

(1) A battery electric vehicle (BEV);

(2) A plug-in hybrid electric vehicle (PHEV);

(3) A neighborhood electric vehicle (have a max speed of 25 mph, a max load weight of 3000lbs) ; and

(4) A medium-speed electric vehicle.

ELECTRIC VEHICLE CHARGING STATION — A public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

ELECTRIC VEHICLE SERVICE EQUIPMENT (EVSE) — Structures, machinery and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations and battery exchange stations.

B. Applicability.

(1) Electric vehicle charging station(s) with a Level 1 or 2 charging level shall be permitted in all zoning districts.

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(2) Electric vehicle charging station(s) with a Level 3 or greater charging level shall be installed in a parking lot at a commercial, industrial or municipal destination, or located in a vehicle service station.

(3) Battery exchange stations are permitted in the BHRD and GBHD Zoning districts with a special permit from the Planning Board and approval by the Randolph Fire Department. This use is specifically prohibited in all residential zones.

(4) Entities subject to the Americans with Disabilities Act (ADA), Architectural Barriers Act (ABA) shall provide EV charging stations that are accessible to and usable by people with disabilities. This includes state or local government offices. public parks, municipal building parking lots, street parking and the public right-of-way, residential housing facilities provided by a state or local government and public EV charging stations provided by a private entity.

C. Process for review.

(1) Electric vehicle charging station.

(a) New residential construction. If associated with new residential construction, installation of a Level 1 or 2 battery charging station shall be processed in association with underlying permit(s).

(b) Retrofitting residential parcels.

i. Parcels with one or two-family dwelling units. An electrical permit is required.

ii. Parcels with three (3) or more dwelling units. A site plan review by Planning Board and an electrical permit are required

iii. Parcels with an Accessory Dwelling Unit (ADU). An electrical permit is required.

(c) New commercial, industrial, mixed-use or other non-residential construction. If associated with new construction, installation of a battery charging station shall be processed in association with the underlying permit(s).

(d) Retrofitting a non-residential or mixed-use site. If retrofitting an existing non-residential site for a battery charging station(s), an electrical permit and review of a site plan by the Planning Board is required. Additional permits may be required based upon the location of the proposed station(s). Municipal and school properties shall comply with this section.

(2) Battery exchange station(s). A special permit from the Planning Board is required. Additional approval and permitting is required by Randolph Fire consistent with Massachusetts Comprehensive Fire Safety code 527cmr.

D. Design criteria. The following criteria shall be applied to the location and design of all electric vehicle charging facilities:

(1) Design should be appropriate to the location and use. Facilities should be able to be readily identified by electric car users but blend into the surrounding landscape/ architecture for compatibility with the character and use of the site.

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(a) EVSE shall not be located in buffer strips pursuant to section 200-33 of the Randolph Zoning Ordinance.

(b) Bollards or other protective measures shall be incorporated into the site plan.

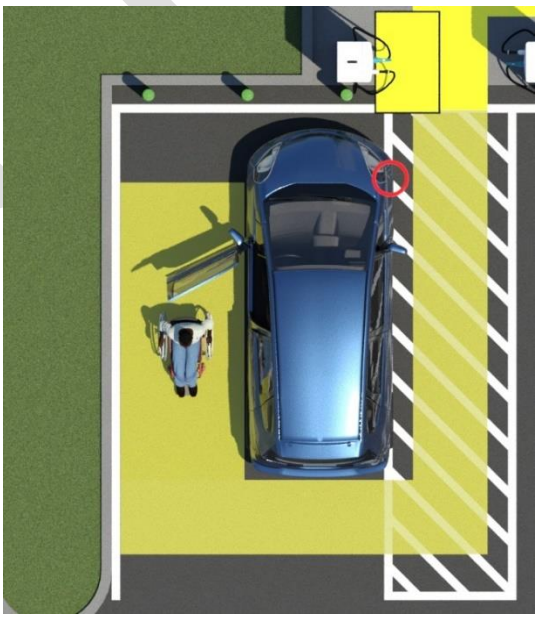
(2) Size. Where provided, EV spaces should be nine (9) feet by eighteen (18) feet stalls.

(3) Number. No minimum number of EV charging spaces is required, however, no more than ten percent (10%) of the total number of parking spaces for a site may be designated as EV charging stations.

~~(4) Minimum parking requirements. An EV charging space may count for one-half (1/2) of a space in the calculation for minimum parking spaces that are required pursuant to other provisions of the Zoning Ordinance.~~

(5) Signage. Each charging station space shall be posted with signage indicating the space is only for EV charging purposes. Days and hours of operations shall be included if time limited or tow-away provisions are to be enforced by the owner. Information identifying voltage and amperage levels or safety information shall be posted.

(6) Accessible Charging Spaces. EV chargers and spaces designed to serve people who use mobility devices shall be located on an accessible route and should provide:



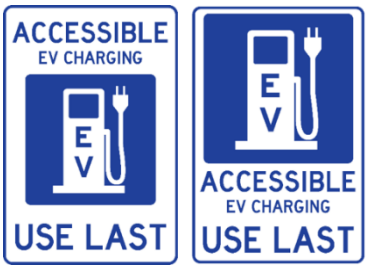
(a) A vehicle charging space at least 11 feet wide and 20 feet long.

(b) Adjoining access aisle at least 5 feet wide.

(c) Clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach.

(d) Accessible operable parts, including on the charger and connector.

(e) Use of the International Symbol of Accessibility (ISA) at EV charging spaces is not required. These spaces may be used by EV's without a disability placard. A "use last" sign should be installed to indicate an EV charging space is accessible, but also direct people to use this space only when other charging spaces are occupied or accessibility features are needed.



~~Where charging spaces that are mobility device accessible are installed, they shall count as two (2) standard automobile parking spaces~~.

(7) Pedestrian Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the

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building entrance, the charging equipment shall be located so as to not interfere with accessibility requirements. The site plan of existing parking lot layout and proposed charging stations shall be reviewed and approved.

(8) Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.

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