

Application for Five Variances, Each Subject to Two Conditions, Respecting One Third Party Electronic Ground Sign - 130 North Queen Street

Date: April 22, 2025

To: Sign Variance Committee

From: Project Director, Business Transformation and Citywide Priorities, Toronto Building

Wards: Etobicoke-Lakeshore (Ward 3)

SUMMARY

JOLT Charge Inc (the "Applicant") has submitted a sign variance application requesting for four variances required to allow the Chief Building Official ("CBO") to issue a sign permit to erect and display a double-faced third party electronic ground sign, displaying electronic static copy (the "Proposed Sign"), on the property municipally known as 130 North Queen Street (the "Subject Premises").

The Subject Premises is designated as an Employment ("E") Sign District, which allows for third party electronic ground signs. The Proposed Sign would be situated around 60 metres east of Highway 427, within an area governed by a site-specific area restriction prohibiting the erection of third party signs within 400 meters of this highway.

Variances are also required to permit a reduced setback from the property line, decreased separation distances from sensitive sign districts and of an existing electronic ground sign, and to allow the Proposed Sign to be an additional sign on the premises, whereas the Sign By-law would allow for one ground sign only.

The Proposed Sign would have a maximum height of 2.65 meters from grade. It would feature two rectangular sign faces in a back-to-back configuration, oriented east and west targeting vehicle traffic in both directions along North Queen Street. Each sign face would measure 0.93 meters by 1.65 meters, resulting in a sign face area of 1.54 square meters. Further details of the Proposed Sign are provided in Attachment 1.

Following a review of the Applicant's submissions and additional information provided by staff, the CBO has determined that there is a sufficient basis to conclude that the eight required criteria in §694-30A of the Sign By-law have been established with respect to the five variances, subject to two conditions, as described further in Attachment 1 of this report.

RECOMMENDATIONS

The Chief Building Official and Executive Director, Toronto Building, recommends that:

1. The Sign Variance Committee grant the requested variances to sections 694-24.A(17), 694-25.C(2)(d), 694-25.C(2)(f), 694-25.C(2)(g)[2], 694-25.C(2)(h), each subject to two conditions, as required to allow for the issuance of a permit respecting the erection and display of the Proposed Sign, as further described in Attachment 1 to this report.

FINANCIAL IMPACT

There are no current or known future year financial impacts arising from the recommendations contained in this report.

DECISION HISTORY

There have been no previous decisions by the Sign Variance Committee or Council directly relevant to this request.

ISSUE BACKGROUND

Required Variances and Conditions

Table 1: Summary of Requested Variances

Section	Requirement	Proposal
694- 24.A(17)	A third party sign shall not be erected or displayed or caused to be erected or displayed in whole or in part within 400 metres of any limit of any portion of Highway 427 from Evans Avenue to the northly limit of the Weston Subdivision.	The proposed sign would be placed entirely within an area regulated by this site-specific area restriction.
694- 25.C(2)(d)	An E – Employment Sign District may contain a third party electronic ground sign, provided the sign shall not be erected within any required setback of a building from a street as regulated by the City's applicable Zoning By-law.	To allow the Proposed Sign to have a setback of 0.33 metres; whereas the minimum Zoning By-law required setback of a building from a street is 3.0 metres.

Section	Requirement	Proposal
694-25.C(2)(f)	An Employment "E" Sign District may contain a third party electronic ground sign, provided where a sign is located within 250 metres of an R, RA, CR, I, or OS sign district, the sign cannot face any premise in the R, RA, CR, I or OS sign district	To allow the Proposed Sign to be facing premises in the CR sign district approximately 150 metres to the southwest.
694-25.C(2)(g)[2]	An E – Employment Sign District may contain a third party electronic ground sign, provided the sign be located a minimum of 500 metres away from any other third party electronic sign located on a street which forms an intersection with the street on which the sign is located.	To allow the Proposed Sign to be less than 500 metres from another electronic third party ground sign located at HWY 427.
694-25.C(2)(h)	An Employment "E" Sign District may contain a third party electronic ground sign, provided there shall be no more than one ground sign or electronic ground sign erected on the premises.	The Proposed Sign would be an additional ground sign erected on a premises already containing one first party ground sign.

If granted, each of the five requested variances, would be subject to the following conditions:

- 1) The height of the Proposed Sign shall not exceed 2.65 metres.
- 2) The sign structure of the Proposed Sign shall not be attached, affixed, combined with, or otherwise associated with, any elements in whole or in part, which may be understood or referred to as “an electric vehicle charging station”, prior to all applicable approvals having been obtained for the erection, installation, display or utilization of the “electric vehicle charging station” being presented to the CBO; and that no permits for the erection or display of the proposed sign; or the modification of the Proposed Sign shall be issued until such time as sufficient information is provided to the CBO to satisfy the CBO acting reasonably that all applicable approvals for the electric vehicle charging station have been obtained, and that no further approvals for the electric vehicle charging station are required as the date the information is provided to the CBO.

Sign Attributes and Site Context

The Proposed Sign is an electronic ground sign with two sign faces displaying electronic static copy. The Proposed Sign would be located at the property municipally known as 130 North Queen Street, near the southerly limit of the Subject Premises. It would consist of two rectangular sign faces in a back-to-back configuration, each with a bisecting line measuring 0.93 metres (horizontal dimension) and centre line measuring 1.65 metres (vertical dimension), with a sign face area not exceeding 1.54 square metres. The sign faces would be oriented approximately to the east and west, targeting commuters on North Queen Street travelling in both directions. The Proposed Sign is described further in Attachment 1.

Figure 1: Render of Proposed Sign (from Submissions)



Staff have confirmed that the Subject Premises is currently designated as being an E Sign District, located to the north of North Queen Street and east of Eastside Drive, in Ward 3 - Etobicoke-Lakeshore, see the SignView Map in Figure 2.

Figure 2: SignView Map - 130 North Queen Street



There is a single-storey building located at the Subject Premises, housing a variety of commercial uses. There is also one first party ground sign featuring two sign faces displaying static copy, which serves to identify the various businesses operating on the Subject Premises (the "Existing First Party Sign"). The Proposed Sign would be erected on the same frontage as the Existing First Party Sign, roughly 60 metres to the west.

Surrounding premises:

North: Employment (E) Sign District, one-storey light industrial building

East: Employment (E) Sign District, one-storey place of worship

South: Employment (E) Sign District, one-storey light industrial building

West: Employment (E) Sign District, Highway 427.

COMMENTS

Applicant Information

The Applicant has stated they have been authorized by Amdev (130 North Queen) LP (the " Owner") to apply for five variances, each subject to two conditions, required to allow for a permit to be issued for one third party electronic ground sign with two sign faces, displaying electronic static copy at the Subject Premises.

Application Background

The Proposed Sign is planned to be situated along the south frontage of the Subject Premises, perpendicular to North Queen Street. It would feature two rectangular sign faces, displaying electronic static copy. Each face would measure 0.93 metres by 1.65 metres, resulting in a sign face area of 1.54 square metres. The sign faces would be directed towards the east and west, allowing visibility for commuters travelling in both directions along North Queen Street.

According to the Applicant's Submissions, the Proposed Sign would be affixed to a structure also containing an Electric Vehicle Charging Station ("EV charging station"). Given that Chapter 694 only governs signs, the matters discussed in this report relate solely to the Proposed Sign only. Matters related to the EV charging station component of the structure, including applicable laws and regulations, fall outside the scope of this review.

Community Consultation

The CBO has adopted a practice of engaging in enhanced consultation process concerning variance applications for electronic signs. Notice required by the City's Sign By-law was provided to premises within a 250-metre radius of the Proposed Location. Additionally, the Applicant was instructed to post a notice of the application in a publicly visible location on the premises where the sign is proposed to be erected, for a minimum of 30 days prior to the Sign Variance's Committee's consideration, in

compliance with the Sign By-law requirements. At the date of this report, no comments or concerns have been received from the public.

Criteria Established by §694-30A of The Sign By-law

The Sign By-law contains criteria to be used in evaluating variance applications for Proposed Signs. Specifically, §694-30A states that an application for variance may only be granted where it is established that the Proposed Sign meet each of the eight established criteria.

The Sign Variance Committee (the "SVC") is required to conduct an evaluation and determine that party seeking the proposed variances meets all the mandatory criteria, on the basis of the information presented by the parties before the SVC. The CBO has determined that the information submitted by the Applicant, supplemented by staff research, provide a sufficient basis to conclude that the eight required criteria established in §694-30A of the Sign By-law have been met.

Applying the Established Criteria

Section 694-30A(1): The Proposed Sign belongs to a sign class permitted in the Sign District where the premises is located

Based on the review of staff, the Subject Premises can be confirmed as being designated as an E Sign District, and that E Sign Districts permit third party sign class. The CBO has confirmed that, as per information contained in the Applicant's submission, the Proposed Sign belongs to the third party sign class because it would advertise, promote, or direct attention to businesses, goods, services, matters, or activities that would not be available at, or related to, the premises where the Proposed Sign would be located.

Therefore, the CBO is of the opinion that this criterion has been established.

Section 694-30A(2): The Proposed Sign is compatible with the development of the premises and surrounding area

The Subject Premises is in an E Sign District. Areas designated as E Sign Districts within the City contain largely commercial and employment uses and were specifically set out in the Sign By-law to contain third party electronic ground signs, such as the Proposed Sign.

The Sign By-law stipulates a maximum sign face area of 20 square metres and a maximum height of 10 metres for third party electronic signs in E Sign Districts. With a sign face area of 1.54 square metres and a height of 2.65 metres, the Proposed Sign complies with these requirements of the Sign By-law.

The Subject Premises features a single-storey, multi-tenant commercial building, and the neighbouring properties to the north, west and south contain also low-rise buildings, with light industrial or commercial uses. These identified uses are in keeping with what would be expected for premises with E Sign District designation.

The Applicant is requesting a variance to permit the Proposed Sign to face sensitive sign districts located within 250 meters. Specifically, there is a Commercial Residential ("CR") Sign District approximately 150 meters southwest of the Subject Premises. Submissions and staff investigations have confirmed that this area is separated from the Subject Premises by the Highway 427, which with an elevation of approximately 8 meters from North Queen Street would entirely obstruct the visibility of the Proposed Sign from the properties to the southwest. Furthermore, the property in the CR Sign District is occupied by a retail plaza and does not appear to contain any sensitive uses, such as institutional or residential, that could be impacted by the Proposed Sign.

A variance is also necessary to place the Proposed Sign 62 meters from Highway 427, contrary to the Sign By-law's minimum separation requirement of 400 meters. The Applicant asserts that, given the Highway's elevation relative to North Queen Street, and the proposed structure's height of 2.65 meters, there will be no opportunity for vehicle traffic traveling along Highway 427 to see the structure or the displays of the Proposed Sign in their entirety.

Figure 3: Aerial View - Adjacent Properties Uses



Staff concur that, given the existing conditions separating the Highway from North Queen Street, the copy of the Proposed Sign, situated at a much lower level than the Highway and with a sign face not exceeding 1.54 square meters, is unlikely to be

readable by vehicles traveling along Highway 427. Therefore, there should be minimal relationship between the Proposed Sign and the Highway.

Based on the Applicant's submission materials and staff's investigation, the CBO is satisfied that the Proposed Sign would be compatible with the development of the premises and surrounding area and that this criterion has been met.

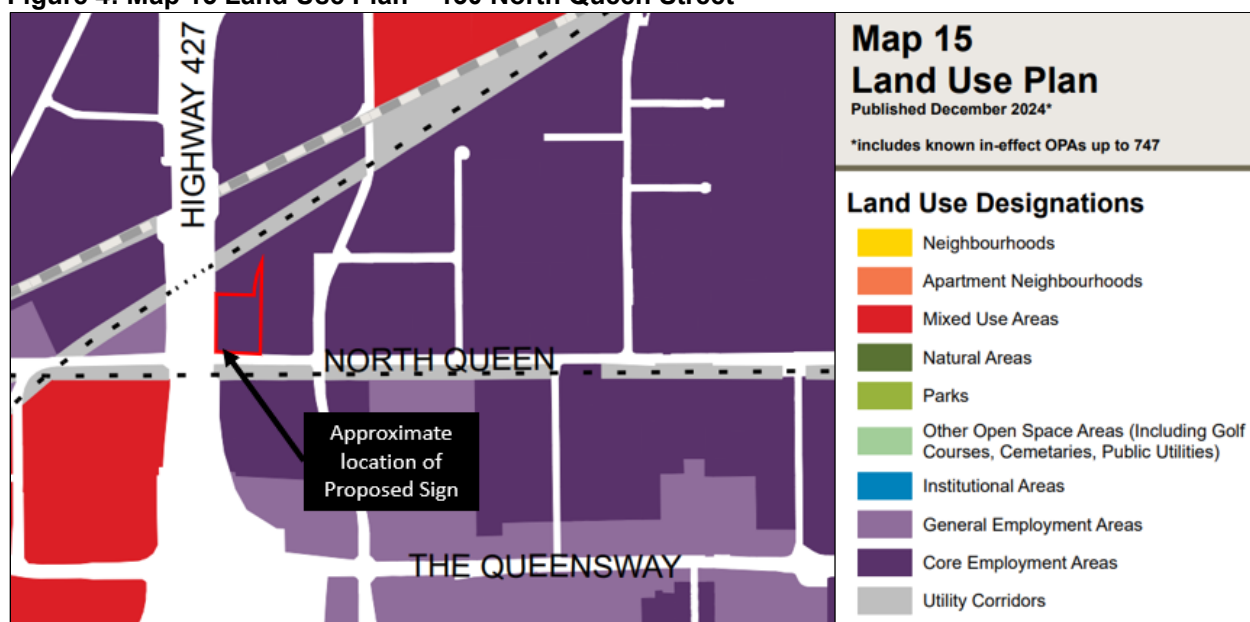
Section 694-30A(3): The Proposed Sign supports Official Plan objectives for the subject premises and surrounding area

The property at 130 North Queen Street is designated as a Core Employment Area in the Official Plan. The surrounding area is predominantly covered with Employment Areas (see Figure 4). Employment Areas are places of business and economic activity and include a wide array of uses such as manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets, restaurants and small-scale stores and services that serve these businesses and workers.

The Subject Premises houses a single-storey multi-tenant light industrial/commercial building, aligning with the Sign District's and the Official Plan's designations for the property. The Applicant asserts that the Proposed Sign support the Official Plan objectives because it would help to enhance local businesses by providing the opportunity to promote their goods and services.

The Applicant's Submissions also state that the Proposed Sign would not block visibility of, nor the ability to identify the business from the street by way of first party sign, supporting a competitive, attractive, highly functional Employment Areas. The CBO agrees that the location of third party signs, such as the Proposed Sign does not conflict with the policies for Core Employment areas in the Official Plan.

Figure 4: Map 15 Land Use Plan – 130 North Queen Street



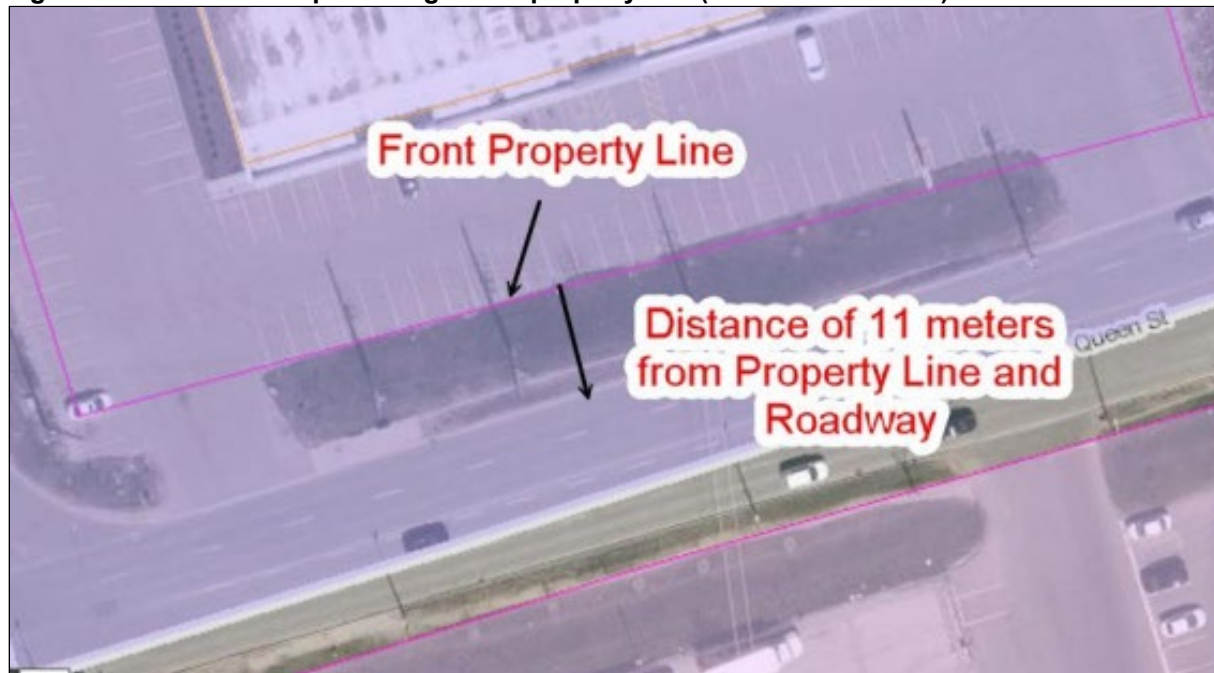
The Applicant indicates policies and strategies that would be supported by the installation of an EV Charging Station. The CBO holds the view that even though the EV charging station and the Proposed Sign might share the same structure, the fact that the EV charging station may support Official Plan objectives does not necessarily imply that the Proposed Sign would also support the objectives of the Official Plan. As mentioned previously, this report speaks solely to the matters related to the third party electronic ground sign, which are subject to Chapter 694.

It's important to note that if granted, the variance would allow the installation of any third party electronic ground sign on the Subject Premises, so long it meets the specified attributes, combined or not with an EV Charging Station.

The Zoning By-Law is the primary way in which the City implement's its Official Plan. The Zoning By-Law governs the built form of the city in a way that is consistent with the Official Plan objectives for properties throughout the city. Non-compliance with the applicable Zoning By-Law could be an indicator that the Proposed Sign does not support the Official Plan objectives for the premises, particularly objectives that are intended to guide built form and the mitigation of impacts through separation distances from adjacent properties or land uses.

Based on staff investigation, the Subject Premises is subject to the City of Toronto Zoning By-law 569-2013 and is designated as Employment Industrial Zone (E). The permitted uses in an E zone include a wide variety of industrial and commercial uses, consistent with what is generally found in E Sign Districts. The Applicant is seeking a variance to permit the Proposed Sign to be erected within the setback required by the City's applicable section.

Figure 5: Setback of Proposed Sign from property line (from Submissions)



According to the Applicant's Submissions, adhering to the required 3.0 metres setback would interfere with the flow of vehicles circulating inside the Subject Premises. The

Applicant asserts that the wide setback from North Queen Street would allow the Proposed Sign to be approximately 11.0 metres from the road's travelled portion. Staff agree that the Proposed Sign location should not increase the impacts on the roadway as well as would not obstruct the pedestrian walkway.

The CBO is of the opinion that the Applicant's submission materials have provided sufficient information to confirm that the Proposed Sign, subject to the noted conditions, would support of the Official Plan objectives for the Subject Premises and the surrounding area. As such, the CBO is of the opinion that this criterion has been established.

Section 694-30A(4): The Proposed Sign does not adversely affect adjacent premises

The Subject Premises and adjacent properties to the immediate north, east and south of the Proposed Sign's location are E sign districts. The land use and built form of the Subject Premises and surrounding area is consistent with the E Sign District designation where it is located: low-rise buildings with light industrial and commercial uses. E Sign Districts are permitted in the Sign By-law to accommodate third party electronic ground signs like the Proposed Sign.

The Applicant seeks a variance to allow the sign to face premises in the CR Sign District is about 150 meters southwest, contrary to the 250-metre separation required by the Sign By-law. The Applicant's submissions demonstrate that the Highway 427 overpass, located between the Subject Premises and the lands to the southwest, completely obstructs the view of the Proposed Sign from this CR Sign District. Additionally, the CR Sign District is occupied by a retail plaza, which does not include sensitive uses that could be affected by the Proposed Sign.

A variance is also required to place the Proposed Sign 62 metres of the Highway 427, as opposed to the 400-metre separation mandated by the Sign By-law. The Applicant contends that, due to the Highway 427 being elevated 8 meters above North Queen Street and the Proposed Sign having a maximum height of only 2.65 meters, vehicles traveling on the Highway will not be able to see the Proposed Sign or its displays in their entirety.

Staff agrees that the physical separation between the Highway and North Queen Street, combined with the Proposed Sign's height and sign face area, results in the very little relationship between the Proposed Sign and the Highway.

Therefore, the CBO is of the opinion that the Applicant's submission materials and staff's investigation have provided sufficient information to confirm that the Proposed Sign, subject to the condition limiting the height, should have no adverse effects on adjacent premises, and that this criterion has been established.

Figure 6: View of Highway 427 from the Subject Premises (from Submissions)



Section 694-30A(5): The Proposed Sign does not adversely affect public safety, including traffic and pedestrian safety

The City's Sign By-law regulations are designed to ensure that there are no adverse impacts on public safety for signs which meet the requirements. These regulations are designed to work in conjunction with other regulations which would also apply to signs. The current criterion is intended to ensure that variances are not granted where they would result in signs that would have adverse impacts on public safety.

The Sign By-law has requirements for signs not to be within a "Visibility Zone" – defined as the area within three metres of the outermost points of a vehicular ingress or egress of a property where it intersects with a street. The Proposed Sign would be situated entirely outside this prohibited zone for signs. The Proposed Sign would not be situated in proximity to sidewalks, roadways, or driveways in a manner that could create impact on pedestrian or traffic safety.

Although there are concerns about driver distraction, the City has existing regulations (set back from intersections, distance from street lines, and pedestrian triangles) to adequately address the potential for adverse safety impacts for all signs, including signs displaying electronic static copy. The sign is located more than 30 metres away from the closest traffic controlled intersection and it does not obstruct any sight triangles for vehicular traffic.

With electronic signs that change from one message to the next, shorter message durations may result in drivers being more likely to observe a change in the message being displayed, which may result in a higher likelihood that a driver would glance at it for a longer duration. The Proposed Sign would comply with the Sign By-law provisions for a message duration of 10 seconds between changes in copy. This regulation is

intended to perform many functions, including reducing the potential for driver distraction, to a reasonable level.

The Sign By-law prohibits third party signs from being erected within 400 metres of any limits of the Highway 427. Submissions indicate that the existing configuration of the Highway, along with the Proposed Sign attributes, would prevent it from being visible from the highway. Staff agree that the relationship between the Proposed Sign and Highway 427 should be minimal. Transportation Services was consulted and confirmed that they have no concerns regarding traffic safety arising from the Proposed Sign. Additionally, the Applicant has provided a letter from the Ministry of Transportation (the "MTO") informing that Proposed Sign does not require MTO approval.

Based on the review of the available information with respect to the Proposed Sign, the requested deviations from the mandatory requirements of the Sign By-law, and the proposed location within the Subject Premises, staff are of the opinion that there is no reasonable basis for any concern regarding public safety arising from the Proposed Sign.

As such, the CBO is of the opinion that this criterion has been established.

Section 694-30A(6): The Proposed Sign is not a sign prohibited by §694-15B

According to §694-15B of the Sign By-law, the following signs are expressly prohibited:

- (1) A sign erected on a tree or a fence;
- (2) A roof sign, except a first party roof sign included in a Signage Master Plan consisting solely of first party signs, or a roof sign located in the Dundas Square Special Sign District;
- (3) A sign erected on a parked vehicle or trailer where the primary purpose of the vehicle or trailer is the display of the sign;
- (4) A sign erected on a vehicular, railway or pedestrian bridge;
- (5) A sign which obstructs or interferes in any way with the use of any fire escape, fire exit, door, flue, air intake, exhaust, or required parking space or window, but shall not include a window sign permitted by this chapter;
- (6) A sign which interferes with any electrical or telephone wires or associated supports;
- (7) A sign emitting sound or odour;
- (8) A sign discharging any gas, liquid, or solid;
- (9) A sign containing interactive copy.

The Applicant's submissions indicate that the Proposed Sign would contain elements serving an accessory purpose of an EV charging station. The nature of these accessory elements of the sign structure would raise particular potential concerns with respect to the following subsections of §694-15B, requiring a detailed review: (6) A sign which interferes with any electrical or telephone wires or associated supports; (7) A sign emitting sound or odour; (8) A sign discharging any gas, liquid, or solid; and, (9) A sign containing interactive copy.

As these elements are considered part of the Proposed Sign's structure, under the Sign By-law the structure on its entirety must comply with §694-15B. Since the Sign By-law does not regulate EV charging stations, matters related to the EV charging station component fall outside the scope of this review. To ensure that any granted variances for the Proposed Sign does not conflict with the provisions of §694-15B, a condition requiring the Applicant to obtain all necessary approvals for the EV charging station prior to receiving a permit for the Proposed Sign was imposed. If the accessory elements of the sign structure interfere with electrical or telephone wires, emit sound, discharge any gas, liquid, or solid, or contain interactive sign content, the Proposed Sign would be prohibited, and enforcement action would be initiated.

Based on the review of the available information pertaining solely to the Proposed Sign's components, staff is of the opinion that the Applicant's documents and drawings contain sufficient information to confirm that Proposed Sign does not meet the description of any of the signs which are specifically prohibited by §694-15B.

As such, the CBO is of the opinion that this criterion has been established.

Section 694-30A(7): The Proposed Sign does not alter the character of the premises or surrounding area

The Applicant is requesting a variance to allow the Proposed Sign to be placed less than 500 meters from another electronic third party electronic ground sign (the "Existing Third Party Sign") located on the west side of Highway 427. Submissions indicate that the Existing Third Party Sign is approximately 368 metres northwest from the Proposed Sign and intended for vehicular traffic on Highway 427. The Applicant contends that the Proposed Sign and the Existing Third Party Sign do not target the same traffic flow, as they are not located on the same street. Moreover, the Existing Third Party Sign is not visible from the Subject Premises due to the overpass (see Figure 7).

Figure 7: Location of Proposed Sign in relation to Existing Third Party Sign



City Staff investigated the relationship between these two locations and agrees that the signs target different audiences and the existing physical barrier between the Proposed

Sign and the Existing Third Party Sign prevents both signs from being visible simultaneously. Therefore, staff believe that there is no relationship between the Proposed Sign and the Existing Third Party Sign.

The Proposed Sign also requires a variance to be an additional ground sign on the Subject Premises, which already has a first party ground sign. Where the Sign By-law allows for signs to be erected on the same frontage, it mandates a minimum separation of 100 meters between signs, whereas the Proposed Sign and the Existing First Party Sign would be positioned around 60 meters apart.

Figure 8: Looking east from 130 North Queen Street



The Applicant contends that the separation between the two signs will be sufficient to alleviate concerns regarding clutter. They assert that the location of the structure was carefully selected and that the Proposed Sign would not obstruct visibility of first party signs or hinder the identification of the business from the street.

Staff investigation also identified several trees between the two structures, along the southern frontage of the property. Although the Proposed Sign and the Existing First Party Sign may be visible simultaneously, the attributes of the Proposed Sign combined with the existing barriers, significantly reduce the likelihood of any interference between them.

Given the above, it is the CBO's opinion that sufficient information was provided to demonstrate that the Proposed Sign would not alter the character of the premises or surrounding area. Therefore, this criterion has not been established.

Section: 694-30A(8): The Proposed Sign is not contrary to the public interest

The Proposed Sign will comply with the provisions set out in the Sign By-law for third party electronic ground signs in an Employment Sign Districts in terms of: size, height, configuration, setback from an intersection, as well as the requirement for use of renewable energy, message duration and transition (i.e. no distracting visual effects such as scrolling, flashing, blinking or full-motion video), and with the illumination and time-of-day regulations.

A variance is required to 694-24.A(17) to allow the Proposed Sign to be erected within 400 metres of Highway 427. The Applicant contends that the Proposed Sign will not be visible from Highway given its elevation in relation to the Subject premises. Staff agrees that, given this existing physical condition along with the Proposed Sign's height and sign face area, the relationship between the Proposed Sign and the Highway should be minimal.

Regarding the requested variance to 694-25C(2)(d), the Proposed Sign would be allowed to stand 0.33 meters from the property line, whereas the minimum required setback is 3.0 metres. Submissions indicate that although placed in proximity to the property line, the Proposed Sign would still be around 11.0 metres from the road's travelled portion. Staff agrees that the Proposed Sign location should not increase the impacts on the roadway as well as would not obstruct the pedestrian walkway.

With respect to the requested variance to the Section 694-25C(2)(f), the Proposed Sign would be located so that some properties in CR sign district fall within the display zone. Given the dimensions of the Proposed Sign's digital display, its placement on the Subject Premises, combined with existing physical barriers between the Proposed Sign and such sign district, the Proposed Sign would not cause any significant impacts on the surrounding area.

Concerning the requested variance to the Section 694-25.C(2)(k), the Proposed Sign would be allowed to be located approximately 365 metres from the Existing Third Party Sign contrary to the minimum 500 metres separation requirement. Due to the attributes of the Proposed Sign, the visual obstructions between these two signs and the fact that they target different audiences, Staff are of the opinion that there is little relationship between these two signs.

As to the requested variance to the Section 694-25.C(2)(h), the Proposed Sign would be permitted to be erected on a premises containing one first party ground sign, as opposed to the Sign By-law requirement allowing only one ground sign or electronic ground sign to be erected on the premises. Although the signs may be visible simultaneously, given the attributes of the Proposed Sign, combined with existing obstructions, it is unlikely that the signs would interfere with one another.

With respect to the Proposed Sign's structure being associated with an EV charging station, the Sign By-law only regulated the matters associated with the sign components of the structure. To ensure that any granted variances relating to the Proposed Sign do not conflict with other city policies and regulations applicable to EV charging stations, the CBO has imposed a condition requiring the Applicant to obtain any and all

necessary approvals for the EV charging station prior to receiving a permit for the Proposed Sign.

Therefore, it is the CBO's opinion that the Applicant's materials, supplemented by Staff's research, have provided sufficient information to confirm that the Proposed Sign, subject to all specified conditions, will not be contrary to the public interest, and that this criterion has been established.

CONCLUSION

The Applicant's materials and staff's research and investigation have provided sufficient information for the CBO to establish that all eight criteria required to grant an approval for the five requested variances, each subject to two conditions, have been met.

As such, the CBO is supportive of the Sign Variance Committee granting the requested variances.

CONTACT

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SIGNATURE

Ted Van Vliet
Project Director, Business Transformation and Citywide Priorities, Toronto Building

ATTACHMENTS

Attachment 1 – Description of Signs and Required Variances
Attachment 2 – Applicant's Submission Package