

ATTACHMENT 2: APPLICANT'S SUBMISSION PACKAGE

MASTER AGREEMENT

OVERVIEW:

Name	Observatory Place Plaza Inc.
Description	Landlord
Address and Notice Details	9555 Yonge St., Unit 404, Richmond Hill, Ontario L4C 9M5; Attention: Alex Lazourenko alexlaz@mac.com

Name	E-Lar Inc.
Description	Landlord
Address and Notice Details	9555 Yonge St., Unit 404, Richmond Hill, Ontario L4C 9M5; Attention: Alex Lazourenko alexlaz@mac.com

Name	3077 Mavis Road Inc.
Description	Landlord
Address and Notice Details	9555 Yonge St., Unit 404, Richmond Hill, Ontario L4C 9M5; Attention: Alex Lazourenko alexlaz@mac.com

together, (the “Landlords”)

Name	Jolt Charge Inc.
Description	Tenant
Address and Notice Details	66 Wellington Street West 5300, Td Bank Tower, Toronto, Ontario, Canada, M5K 1E6 Name: Shahi Abdul shahi.abdul@joltcharge.com

THIS MASTER AGREEMENT (the “**Agreement**”) is made effective as of December ____, 2022 (the “**Effective Date**”) between **Observatory Place Plaza Inc.**, **E-Lar Inc.**, and **3077 Mavis Road Inc.**, (together, the “**Landlords**”) and **Jolt Charge Inc.**, (the “**Tenant**”),

The Landlords and the Tenant are hereinafter collectively referred to as the “Parties”.

WHEREAS:

- A. The Tenant is a corporation whose primary activity is the development, construction, ownership, operation and management of electric vehicle charging stations;
- B. Each Landlord is the registered owner of certain Properties capable of accommodating electric vehicle charging stations as follows:

- (a) Observatory Place Plaza Inc., is the owner of lands municipally described as 9555 Yonge Street, Richmond Hill, Ontario;
- (b) E-Lar Inc., is the owner of lands municipally described as 3465 – 3493 Kingston Rd., Scarborough, Ontario; and
- (c) 3077 Mavis Road Inc., is the owner of lands municipally described as 3077 Mavis Rd., Mississauga, Ontario

and which are more particularly described in the Leases attached as Schedule A; and all of which form the subject matter of this Agreement, (the “Properties” or “Property” when referred to one).

- C. The Landlords have agreed, subject to the terms and conditions set out in this Agreement, to grant the Tenant a lease over certain parts of the Properties described as Dedicated Stalls in the Lease, (the “Leased Premises”) and further outlined in the Site Plans to be provided in accordance with Article 3 herein, for the installation and operation of three (3) electric vehicle chargers to be installed at each Property, on the terms and conditions set out in this Agreement and the form of Lease attached hereto as Schedule “A”.

NOW THEREFORE, in consideration of the premises, the mutual promises, covenants and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

- 1.1 For the purposes of this Agreement, unless the context otherwise requires, the following capitalized terms will have the following respective meanings:

“Advertisements” means third party advertising on display screens or any other projection in the Leased Premises;

“Agreement” has the meaning given to it in the Overview;

“Annual Fee” has the meaning given to it in Section 4.1;

“Covering Letter” means a letter setting out a request to build an Electric Vehicle Charger on one of the Landlords Properties;

“Effective Date” has the meaning given to it in the Overview to this Agreement;

“Electric Vehicle Charger” means any charger capable of charging electric vehicles, including chargers with integrated advertising displays, and includes any additional structures, hardware, software and equipment such as bollards, metering and electrical connection equipment, displays and display screens and projectors, wheel stops, civil footings and any other ancillary installation, infrastructure or fixture;

“Landlord” has the meaning given to it in the Overview;

ARTICLE 11 GENERAL

- 11.1 This Agreement will be governed in all respects by the laws of the Province of Ontario applicable therein. Each Party irrevocably and unconditionally submits to the non-exclusive jurisdiction of the courts located in Toronto, Ontario for any action or proceeding relating to or arising out of this Agreement or the transactions contemplated hereby and expressly waives any objection it may have to such jurisdiction or the convenience of such forum.
- 11.2 Each provision of this Agreement is individually severable. If any provision is or becomes illegal, unenforceable or invalid in any jurisdiction it is to be treated as being severed from this Agreement in the relevant jurisdiction, but the rest of this Agreement will not be affected. The legality, validity and enforceability of the provision in any other jurisdiction will not be affected.
- 11.3 No amendment of this Agreement will be of any force or effect unless it is made in accordance with this Agreement and the amendment is in writing and signed by each of the Parties.
- 11.4 A waiver of any right, power or remedy under this Agreement must be in writing signed by the Party granting it. A waiver is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.
- 11.5 This Agreement constitutes the entire agreement between the Parties pertaining to the subject matter of this Agreement. There are no warranties, conditions or representations (including any that may be implied by statute) and there are no agreements in connection with the subject matter of this Agreement, except as specifically set forth or referred to in this Agreement.

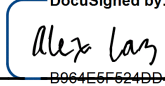
This Agreement may be executed in two or more counterparts, all of which will together be deemed to constitute one and the same Agreement. A Party may enter into this Agreement by signing a counterpart copy and sending it to the other Party, including by email or other electronic means.

IN WITNESS WHEREOF this Agreement has been executed by the Parties as of the Effective Date.

LANDLORD:

OBSERVATORY PLACE PLAZA INC.

DocuSigned by:

Per: 

B064E5F524DD407...

Name: Alexandre Lazourenko

Title: President

I have authority to bind the Corporation

LANDLORD:

E-LAR INC.

DocuSigned by:

Alex Laz

Per: B964E5F524DD497...

Name: Alexandre Lazourenko

Title: President

I have authority to bind the Corporation

LANDLORD:

3077 MAVIS ROAD INC.

DocuSigned by:

Alex Laz

Per: B964E5F524DD497...

Name: Alexandre Lazourenko

Title: President

I have authority to bind the Corporation.

TENANT:

JOLT CHARGE INC.

DocuSigned by:

Ryan McKeown

Per: D81516DD72194F2

Name: Ryan McKeown

Title: Vice President, Real Estate, GR, Deployment

I have authority to bind the Corporation

Folder Number	Date (yyyy-mm-dd)
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Project Information

Street Number 3493	Street Name Kingston Road	Lot Number	Plan Number
Describe the variance(s) being applied for: 1. To allow a ground sign with 2 third party displays be installed on a CR Sign District with no residential land use; 2. Deficient Distance to another CR and R Sign district; and 3. Property line Setback			
If it is an application for a variance required for the modification or restoration of an existing sign, please provide the following:			
Existing Sign Dimensions		Location	
Please provide the reasons/justification for the request (Attach any supporting documentation or additional pages as required):			

Property Owner Information

First Name Alex		Last Name Lazourenko	
Company Name (if applicable)			Telephone Number
Street Number 9555	Street Name Yonge Street	Suite/Unit Number 404	Mobile Number
City/Town Richmond Hill	Province Ontario	Postal Code L4C 9M5	Fax Number
Email alexlaz@mac.com			

Attachment Required

• Sign Variance Data Sheet • Copies of any supporting documents • All necessary plans and specifications required to verify the nature of the Sign By-law Variance(s) requested

Continue on next page

Applicant Information and Declaration

First Name I, Jocelyn		Last Name Wigley	
Company Name Jolt Charge Inc.			Telephone Number
Street Number of	Street Name 66 Wellington Street West, TD Bank Tower	Suite/Unit Number 5300	Mobile Number (416) 659-8866
City/Town Toronto	Province ON	Postal Code	Fax Number
Email Jocelyn.Wigley@joltcharge.com			
Do hereby declare the following: • That I am ☒ the Property Owner as stated above ☐ the owner's authorized agent. ☐ an officer/employee of _____, which is an authorized agent of the owner. ☐ an officer/employee of _____, which is the Property Owner's authorized agent. • That statements contained in this application are true and made with full knowledge of all relevant matters and of the circumstances connected with this application. • That the plans and specifications submitted are prepared for the sign variance(s) described and are submitted in compliance with copyright law • That the information included in this application and in the documents filed with this application is correct.			
Signature		Jocelyn Wigley Print Name (First, Last)	2026-01-05 2025-02-24 Date (yyyy-mm-dd)

Continue on next page

Toronto Building collects personal information on this form under the legal authority of the City of Toronto Act, S.O. 2006, Chapter 11, Schedule A, 136(c) and the City of Toronto Municipal Code, Chapter 694, Signs, General and Chapter 771, Taxation, Third Party Sign Tax. The information will be used for processing applications and creating aggregate statistical reports, for enforcement of the City of Toronto Municipal Code Chapter 694, Signs, General, Chapter 771, Taxation, Third Party Sign Tax, and any other applicable sign by-law of the City of Toronto, and for contacting permit holder(s) or authorized agent(s). Questions about this collection can be directed to the Manager, Sign By-law Unit, Toronto Building, 100 Queen Street West, Ground Floor, East Tower, Toronto, Ontario, M5H 2N2 or by telephone at 416-392-4235.

Folder number	Request Date (yyyy-mm-dd)
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This data sheet forms part of an application for a Variance From Chapter 694 of the Toronto Municipal Code, Signs

Project Information

Street Number	Street Name	Lot Number	Plan Number
3492	Kingston Road		

Site and Building Data

Lot Area	Lot Frontage	Lot Depth
13144.99 sq m	157 m	80 m
Number of Building(s) on the lot	Date of Construction of Building(s) if known (yyyy-mm-dd)	
3		
Building Height(s)	Number of Storeys	Building(s) Gross Floor Area
16 m	2	
Building Uses(s)		
Commerical Shopping Plaza, Tim Hortons and Bank		

Site Context

Please describe the land uses, buildings and sign districts surrounding the proposal (use additional pages if necessary)
North Shopping Plaza, Banquet Hall and Quick Service Restaurant - zoned CR Sign District
South Behind The Premises, Residential dwellings (Completely block by Commerical Plaza) zoned as R Sign District
East Community Centre and Auto Service Centre zoned as CR Sign District
West Residential buildings - Zoned as RA Sign District

Proposal

Please describe in detail what is being proposed (use additional pages if necessary) Jolt Charge is proposing to install a Level 3 fsat DC EV Charger on the Premises of 3493 Kingston Road in Scarborough. The EV charger is accessible to the public and provides EV Users with fast free charging. The EV charging station incorporates third party messaging that will be visible to vehicular traffic along Kingston Road (2 displays fcaing East and West). Each display has a surface area of 1.53 square meters for an aggregate 3.06 square meters in total surface area.
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Rationale

Decisions for all Sign Variance Applications are evaluated against criteria listed in Toronto Municipal Code Chapter 694-30 A. A Variance may be granted where it is demonstrated that the proposed sign(s):

- Belong to a sign class permitted in the sign district where the premises is located
- In the case of a third party sign, be of a sign type that is permitted in the sign district, where the premises is located
- Be compatible with the development of the premises and surrounding area
- Support the Official Plan objectives for the subject premises and surrounding area
- Not adversely affect adjacent premises
- Not adversely affect public safety, including traffic and pedestrian safety
- Not be a sign prohibited by Toronto Municipal Code Chapter 694-15B
- Not alter the character of the premises or surrounding area
- Not be, in the opinion of the decision maker, contrary to the public interest

Please describe in detail how the proposal satisfies each of the criteria listed above (use additional pages if necessary)
[Please refer to sign variance rationale.](#)

Sign Data Sheet

Date (yyyy-mm-dd) 2026-01-06	Folder No.
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Sign Information

Sign No.*	Sign Type	Method of Copy Display	Sign Face Dimensions (maximum)			Sign Depth (metres)	Sign Height (metres)	Illumination (Yes/No)	Professional Design Required (Yes/No)
			Length (metres)	Width (metres)	Area (m ²)				
1	Ground Sign	Electronic Static Copy	1.65	0.92	1.00	0.47	2.65	Yes	Yes
					1.00				
					1.00				
					1.00				
					1.00				
					1.00				
					1.00				
					1.00				
					1.00				

* Please ensure that the sign numbers listed in this sheet are indicated on all sign plans

Receipt No: 1847542

Receipt

NOTE: This is not a Permit. Do not construct until a permit is issued.

You will be notified when your permit is ready.

Folder No:	26 101290 ZSV 00 ZR	Date & Time:	January 06, 2026 12:38:48 PM
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Paid By:	JOLT CHARGE INC C/O JOCELYN WIGLEY 66 WELLINGTON ST W UNIT 5300 TORONTO ON M5K 1E6		
Project Location:	3463 KINGSTON RD TORONTO ON		
Project Description:	Zoning Review; Multiple-Use Building; Sign		
Fee Description(s):	Cost Center Number:	Value:	
Sign Variance Fee	9010 - BL0014 - PAYMENT	\$971.16	
TB-Visa - online	110583 - PAYMENT	-\$971.16	
Total:			\$0.00
Paid Amount			\$971.16
Paid by :TB-Visa - online			

Payment of these fees accepted through the Toronto Building Payments web application.

December 30, 2025

City of Toronto Sign By-Law Unit
100 Queen Street West, Floor 1E
Toronto, ON M5H 2N2

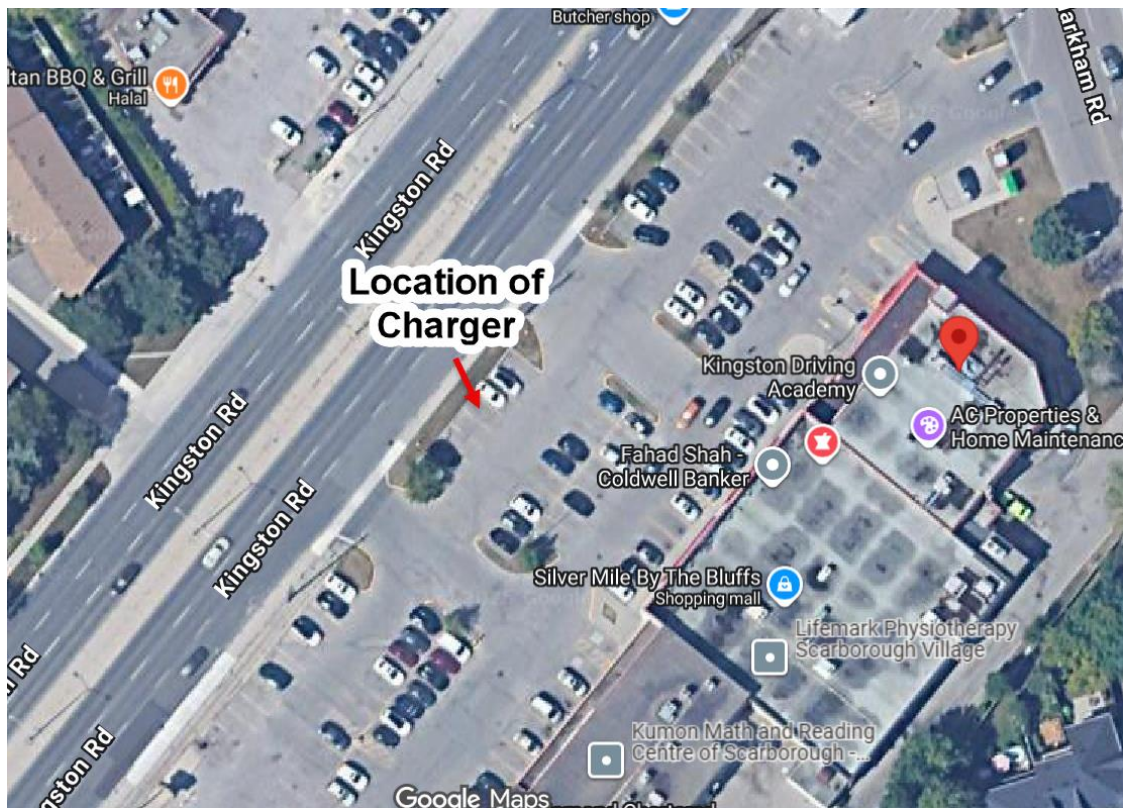
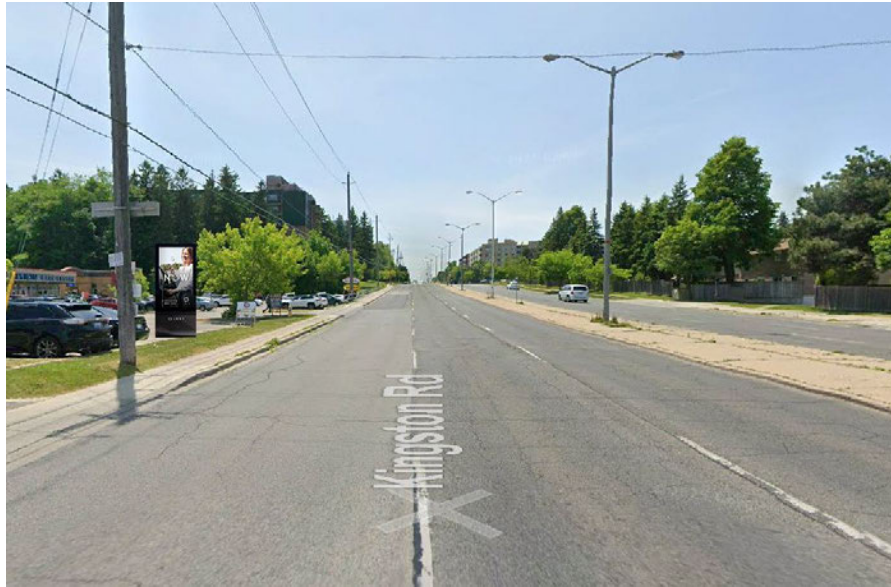
Re: Sign Variance Application for a EV Charger Station with Third Party Electronic Sign display located at 3493 Kingston Road, Toronto, ON

The Applicant, Jolt Charge Inc. (Jolt) is applying for (4) variances and the relaxation on the Sign Class in a Sign District that restricts third party signage for the installation of a Level 3 EV Charging Station with incorporated electronic LED third party advertising displays located at 3493 Kingston Rd.

This application indicates three substantial modifications to the previous submission. The proposed changes have been developed in response to planning considerations and are outlined in detail within this rationale. Specifically, the amendments include: (1) the relocation of the sign two parking stalls to the West; (2) a reduction in the illumination level to 150 nits; and (3) the introduction of 2 coniferous trees/large bushes as additional landscaping. Collectively, these changes are intended to improve compliance with applicable planning policies while maintaining the overall intent of the original proposal.

The charger's location shall be on the Northern edge of the premises fronting onto Kingston Rd. The dedicated parking stall shall be the closest parking spot on the property in relation to the charger. The proposed structure will be 2.65 meters in height and will contain 2 display faces measuring 1.65 meters and 0.93 meters in width for a total sign face area of 3.06 square meters (individual sign face area, 1.53 square meters). The display faces will be oriented East and West and perpendicular to Kingston Road to be viewed by vehicular traffic. Below, referenced in Image #1A is a mock up of what the charger will look like on the premises and Image #1B is an aerial view of the location of the charger on the property, showing a change in placement from the previous application.

Images #1A and B: A Mock-Up Of The Proposed EV Charger With Electronic Third-Party Display On The Premises.



The Proposed Sign Belongs To A Sign Class Permitted In The Sign District Where The Premises Is Located

The Premises, 3493 Kingston Road is designated as a Commercial Residential (CR) Sign District that allows for the Sign Class. The CR Sign District, does not permit the installation of third-party ground signs with static electronic copy, however as indicated below on Image #2, the property zoned CR, does not contain any residential dwellings and its operation is

commercial in nature. The property functions as a retail shopping plaza. The proposed structure's primary use is a fast DC Level 3 EV charging unit, publicly accessible.

Although the property does not meet the zoning criteria/sign district of an electronic third-party advertising ground sign, Jolt believes that the area is appropriate as the property does not function with residential land use and will not adversely impact the CR Sign District.

Jolt requests a variance (1) to allow a ground sign containing 2 electronic third-party display faces to be constructed. The commercial property itself has a frontage of approximately 250m along both Kingston Rd. and Markham Rd. and provides ample room to accommodate additional ground signs. The proposed provides ample setback (no less than 80m) from existing large pylon sign on the property, located at the intersection of Markham Road and Kingston Road.

In addition, justification for the proposed ancillary digital displays lies in its significantly smaller scale compared to the large-format billboards. The proposed charger has an electronic copy display area of 1.53 meters squared per sign face, which is considerably smaller than traditional billboards (20 meters squared) permitted under the signage bylaw. The format is the same size as transit shelters with third party advertising, currently deployed in a variety of areas throughout the City of Toronto as referenced in Image #3. The digital transit shelters in Toronto are the same size, make, and model as the proposed EV charging displays (shown in Image #4 A, B and C) and located in front of CR Sign Districts and in close proximity to residential, creating precedence for this type of display illustrating their minimal impact on mixed use areas. The smaller format of the proposed digital screens makes the ancillary signage a modest and contextually appropriate addition to the site. Although there is residential in the surrounding area, discussed further in the rationale, the light shed diagrams can confirm that no light shed will enter the residences along Kingston Rd. and further, cannot be legible from those areas.

Much like other EV charging stations that are installed in parking lots of larger commercially zoned properties and mall spaces, it is common practice to install them in the ground rather than on a wall. It is not out of character to place an EV charger in the ground of parking lots, as evidenced by other Charge Point Operators (CPO's) such as FLO or Charge Point. EV chargers are often better placed on the ground rather than mounted on a wall for several practical reasons:

1. **Ease of Use:** Ground-mounted chargers are easier for users to access. When mounted on a wall, the charging port might be too high or too low, making it awkward to plug in the vehicle. A ground-mounted charger allows for more ergonomic access, especially for vehicles of different heights.
2. **More Space for Cable Management:** Ground-mounted chargers generally offer better cable management options. The cables can be organized and stored easily without the risk of tangling or overstretching, which might be more difficult with wall-mounted setups.
3. **Improved Accessibility for Different EV Types:** Ground-mounted chargers can accommodate a variety of EV models with different charging port placements, as there is

no limitation based on wall height. This can be especially beneficial in shared parking areas.

The integration of the proposed EV charging station with digital displays supports the city's sustainability goals and enhances the utility of the site. It provides an essential service to the growing population of electric vehicle users while maintaining visual harmony with the surrounding environment.

Providing the public and residents with accessible level 3 charging options considers the time it takes to power these vehicles and the convenience in shopping plazas. This is an excellent opportunity to provide utility to those needing access to fast charging stations.

Image #2: Aerial View Of The Premises To Contain The Proposed EV Charger, Operating As A Shopping Plaza, Commercial In Nature.



Image #3: Transit Shelter Format, Same Size As Proposed EV Charging Display

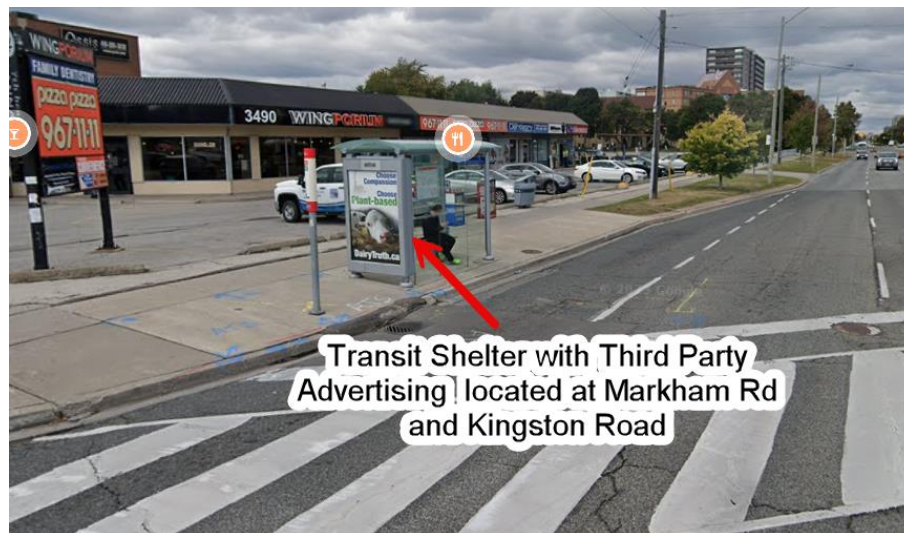
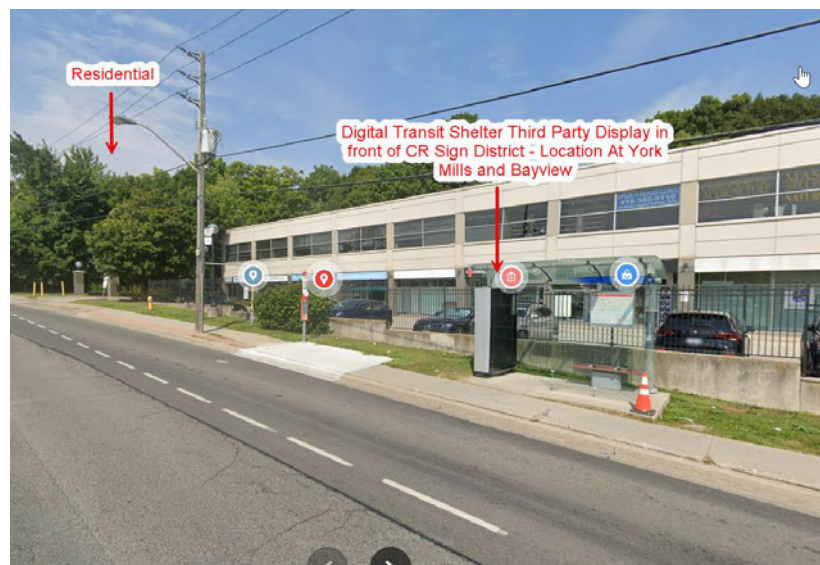


Image #4 A,B and C: Digital Transit Shelter, Same Make And Model As Proposed EV Charging Displays



The Sign Type Is Not Permitted In The Sign District Where The Premises Is Located

The sign type is characterized as a third-party ground sign under the current local Sign By-Law, however it does not operate as a large format billboard (sign face area of 20 square meters) as many third-party ground signs are. The proposed structure functions as a publicly accessible Level 3 EV charger with third party advertising incorporated into the sides of the unit. This is a direct response to the Report For Action released September 16, 2024 from the Executive Director of Environment and Climate re the Approach to Public Electric Vehicle (EV) Charging to 2030 (provided as supplemental material to this application). In the document, the City of Toronto addresses the high demand for Level 3 chargers and the need to work with private enterprises to install further units. This proposal will contribute to the growth and increase of publicly accessible fast Level 3 EV chargers needed in the City of Toronto.

Although the Premises Sign District designation is CR, there is no residential land use and thus there would have no negative impact to any of the tenants/businesses on site. The property owner has informed Jolt that there are no plans to redevelop or change the use of the property in the future. If in fact this does change, the unit can be repositioned or removed altogether.

The Sign Is Compatible With The Development Of The Premises And Surrounding Area

The subject property is utilized as a shopping plaza and the other buildings in the immediate area are utilized as commercial and employment in nature but categorized as CR Sign Districts (Shopping Plaza, Banquet Hall, Auto Service Centre, Community Centre and Residences of varying degree).

The proposed EV charger will be located directly across from another CR Sign District that has a building containing various businesses such as a specialty grocery store, driving school, restaurant, tax service store, shisha bar, beauty shop and other small businesses (refer to Image #6). This is representative of the mixed-use commercial character of the area.

For reference, the proposed EV charger will be placed approximately 93 meters from the Kingston and Markham Rd. intersection, meeting the compatible setback to an intersection and ensuring driver safety in relation to the displays is met (displays intended for vehicular traffic travelling East and West along Kingston Rd.).

All properties located East and West (orientation of displays) within a 250 meter distance are zoned CR, Commercial (C) and Residential Apartment (RA) Sign Districts indicated on Image #5, #7 and #9. Although the proposed is not compatible with the Sign By-Law proximity to CR and RA Sign District regulations, this type of display is ancillary rather than large format. The light shed on the EV charging station will not enter any residences shown in Image #8, (as will as #12 and #13) and cannot be legible from those areas due to the size and format. It will ultimately provide utility to EV users in the area. As shown in Image #4, there are digital transit shelters (same make and model as the proposed) displayed in areas that have a closer distance to Residential land use demonstrating the negligible impact on sensitive land use.

The proposed displays will compliment the shopping plaza that offers a variety of shops and amenities that service residents in the area.

Image #5: Sign District Zoning Map Of Local Area, The Orange Colour Denoting CR Sign District

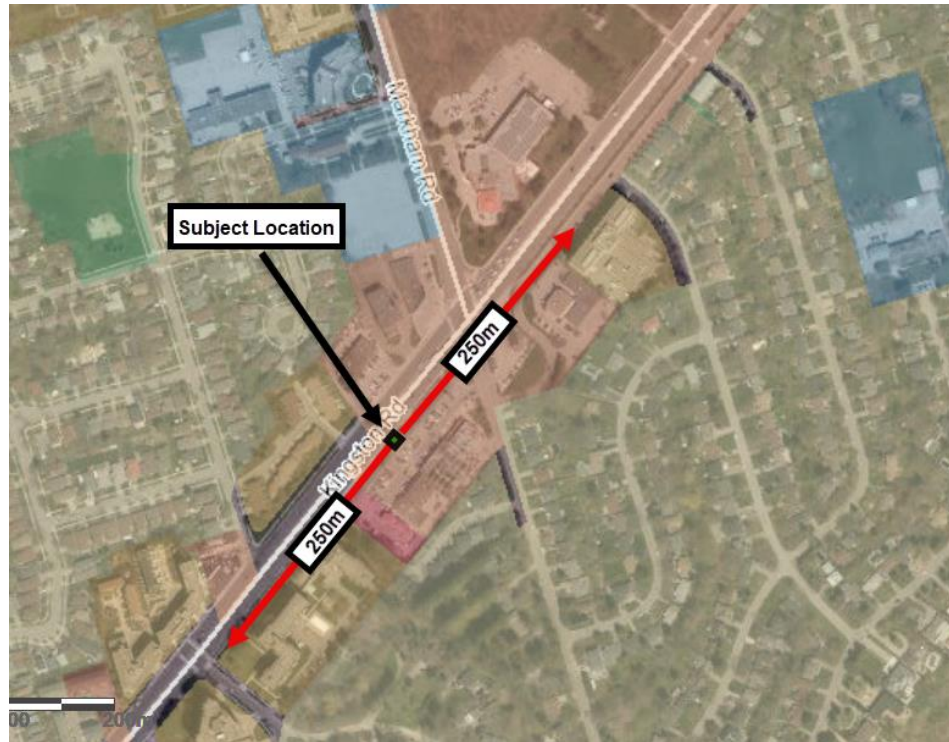


Image #6: A Picture Of The Immediate Adjacent Neighbouring Property To The North, Zoned CR and RA Sign District



Image #7: A Picture Of The Immediate Adjacent Neighbouring Property Directly East Of The Proposed Premises, Zoned CR Sign District



Image #8: A Streetview Picture of The Immediate Adjacent Neighbouring Property to the South, Zoned R Sign District, Behind The Property approximately 100 M Away. The Premises Building Blocks Kingston Road From Being Seen From This Land Use.



Image #9: A Streetview Picture Of The Immediate Adjacent Neighbouring Property To The West, Zoned C, CR and RA Sign District.



As aptly described below in the light shed diagrams, light shed from these displayed operating at 150 nits (half of the allowable maximum level regulated by the Sign By-law) the light shed longest reach is 31 meters. At this distance, no light shed from the proposed displays shall enter the sensitive land use. It will not adversely impact the character of the surrounding area or the development of the Premises. This indicates a substantial change from the previous application.

The Proposed Supports The Official Plan Objectives For The Subject Premises And Surrounding Area

This application seeks approval for a third party electronic static display integrated into a publicly accessible Level 3 electric vehicle (EV) charging station. The proposed installation is located within a designated Mixed-Use Area under the City of Toronto Official Plans (Section 4.5) and does not fall within any of the listed Secondary Plans of Area Specific Policies under the Toronto Official Plan.

Mixed Use Areas are intended to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail, and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Torontonians will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive, and safe at all hours of the day and night.

Mixed Use Areas will absorb most of the anticipated increase in retail, office, and service employment in Toronto in the coming decades, as well as much of the new housing. The proportion of commercial versus residential uses will vary widely among Mixed Use areas. For example, office and retail uses will continue to be paramount in the Financial District, but more of the new development along Avenues will have residential emphasis. As such, when assessing compatibility of the proposed sign within an area, it is important to establish context to any one specific Mixed Use Area and its current composition of business versus office versus institutional versus residential use.

In the case of 3493 Kingston Rd., a designated Mixed Use Area, it is currently 100% used for retail and commercial activities; there is no residential component on site. The landowner has confirmed that there are no future plans to redevelop the property and/or incorporate residential dwellings. Despite the Commercial-Residential mixed-use zoning of the property, the premise will be maintained for Commercial usage only, with is why the proposed signage is compatible in this instance. In order to ensure compatibility with the current zoning on the property is maintained, JOLT Charge would like to offer a condition on the requested permit being sought, which would require JOLT Charge to revoke said permit and remove the proposed sign from the property, if any residential dwellings are to be added to the property in the future. This will ensure that if the property does transition away from its current state of 100% commercial business/retail utilization, and into an alternative use that could incorporate sensitive land uses, such as a park, a residential care home, a retirement home, or student residence – that the sign

would not longer be deemed compatible with the premise and subsequently be mandated to be removed. Overall, this would allow the property to continue to remain in-line with the overall objectives of the Toronto Official Plan.

Mixed Use Land Designations are places of business and economic activity vital to Toronto's economy and future economic prospects and are generally located on the periphery of major roads where retail, service, and restaurant uses can serve residents and workers in the area and would also benefit from visibility and transit access to draw the broader public. The proposed sign is able to be utilized by the local commercial and retail businesses along the Kingston Road commercial strip to effectively advertise their goods and services made available to the public and help to draw foot-traffic to the businesses in the area, stimulating and promoting the desired economic activity, which is encouraged within this land uses under Mixed Use Area designations as stated within the Toronto Official Plan. Now that JOLT Charge has been in operation for 7-years, with over 200 active locations, we have gathered and completed data survey sets which show that for every one of our units installed, there is approximately \$90,000/annum in incremental spending at local businesses nearby. As such, each of our units acts as a mini economic stimulator to boost the economy of the local area. A key objective of the Toronto Official Plan for said Mixed Use Areas is to create districts along key transit routes that are animated, attractive, and provide economic stimulus – our proposed sign does exactly that.

In addition, per the Land Use Plan Map 23, all of the properties facing along the Kingston Road frontage, which the proposed sign would be visible from, are designated "Mixed Use Areas", denoted by the red shading and are primarily used for retail and commercial purposes.

Map 23 Land Use Plan From the Toronto Official Plan – 3493 Kingston Road



In addition to adding to the economic vitality of the local commercial area, the proposed display also helps to add utility to Mixed Use Areas. The proposed signs are incorporated into a Level 3 EV charging station to be located on site, for public use, and provides free charging to the

public. While the Sign By-Law unit cannot take into consideration the benefits of the EV charging station specifically, it is important for staff to be able to weigh the benefits that the signage component of the project provides, which is its ability to provide the public with clear wayfinding and identification that there is free and available EV charging accessible to the public on site in the form of JOLT operated EV Charging Station. One of the key objectives under the Toronto Official Plan for Mixed Use Designations is to integrate small local integrated energy solutions that incorporates renewables. However, if the local community is not made aware of that energy solution via effective signage, its full benefits cannot be realized by the community. This is a direct response to the growing demand for publicly accessible EV charging infrastructure for residents and visitors in the area. Investing in Mixed Use Areas, in Scarborough, creates equity and accessibility for residents as well as promoting EV's rather than traditional gas fueled vehicles. The charger contributes to integrated energy solutions (free to the public and offset by third party advertising) that integrates renewable energy and contributes to overall green infrastructure development in the City of Toronto. This is an essential component of Toronto's Net Zero Strategy and broader efforts to reduce greenhouse gas (GHG) emissions.

The proposed displays are moderate in scale, sensitively located on commercial property, and designed in accordance with the City's Urban Design Guidelines for Third Party Advertising. The guidelines aim to balance effective communication with the enhancement of Toronto's streetscapes and the public realm.

Specifically, the installation supportive several objectives of the Official Plan:

- Enhancing the Pedestrian Environment (Section 3.1.1 and Urban Design Guidelines): The units are strategically located within active commercial areas, where pedestrian activity is high. Their placement is designed to avoid interference with pedestrian flow (situation in underutilized lawn space) while contributing to a vibrant, well-animated streetscape.
- Respecting Neighbourhood Character (Section 3.1.1 and Urban Design Guidelines): The signage components are contextually appropriate—modest in size and scale—and integrate with the surrounding built environment. They are designed to complement, not compete with, the existing urban fabric.
- Supporting Economic Vitality (Section 2.2.2 and Section 4.5.2): These displays offer valuable advertising space for small businesses, local events, and community initiatives. This provides economic opportunities in mixed-use areas, as mandated in Mixed Use Designations under the Toronto Official Plan, without compromising the visual character of the public realm.
- Mitigating Land Use Impacts (Section 2.3.1): A light-shed analysis confirms the installation will not adversely impact adjacent uses, consistent with OP policy direction to minimize land use conflicts. Located ~82m from nearby Open Space, the project does not interfere with Ravine and Natural Feature Protection policies (Section 3.4).
- Enhancing Equity and Accessibility (Section 2.1): The proposed reflects the OP's direction to "create an inclusive and accessible city." Free fast charging infrastructure in

high-visibility locations improves access for residents without at-home parking and addresses range anxiety—particularly important in diverse communities like Scarborough, where EV uptake may otherwise lag due to socioeconomic and built environment factors. The integrated digital displays serve an important functional role by providing wayfinding and visibility for the EV chargers themselves. This increases user awareness and access, supporting higher utilization rates and accelerating the adoption of electric vehicles across the city. Without the displays, many would not be as aware that the attached charger is available and/or for public use.

The proposed signage complies with the spirit of the regulations of the City’s Sign By-Law (Chapter 694) which governs size and illumination. Through the Sign Variance and Signage Master Plan processes, the proposal addresses and mitigates potential concerns around visual clutter and aesthetic disruption. The proposed signage is located approximately no less than 70m, or more, from the existing first party signs on site in order to not overcrowd the street line with signage, and is considered more as ancillary signage, due to its very small size (relative to the existing first party pylon signs in the area).

Overall, when thoughtfully designed and appropriately located, third-party signage can be an asset to urban design. Rather than detracting from good planning principles, these displays:

- Improve Wayfinding and Accessibility: Particularly in areas new to EV infrastructure, visible signage supports navigation and public use.
- Enhance Visual Interest: With careful attention to materials, scale, and siting, the installation can positively contribute to the streetscape.
- Foster Local Identity and Economic Connectivity: These signs offer hyper-local platforms for businesses and organizations to engage with their communities, strengthening the economic and cultural vibrancy envisioned in the Official Plan.

The proposed charging – with its integrated digital displays – not only complies with Toronto’s Official Plan, Sign By-law, and Urban Design Guidelines but actively advances their objectives. It delivers essential infrastructure to support climate goals, provides new economic channels for local businesses, and enhances the public realm through design sensitivity.

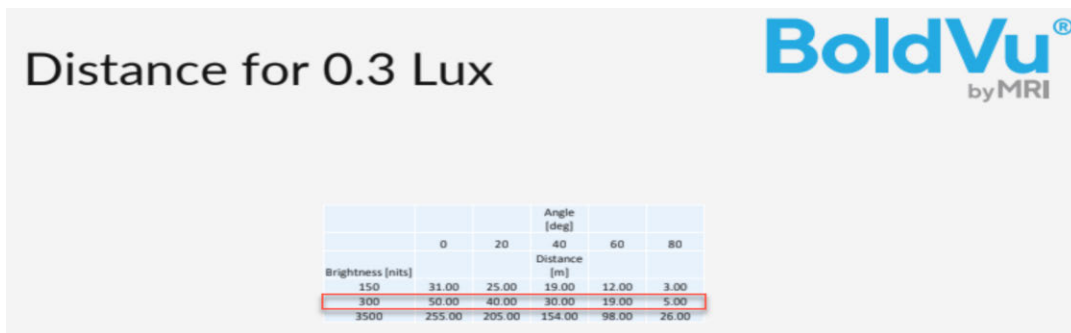
As Toronto continues to evolve into a more sustainable, inclusive, and economically resilient city, integrated infrastructure solutions like this - where utility, design and economic benefit coverage - should be seen as instrumental in achieving those goals.

The proposed installation will occupy one existing parking space on the property. Jolt acknowledges that this will result in a reduction of the total number of available parking spaces. To maintain compliance with the City of Toronto’s Sign By-law and applicable parking requirements, we are proposing the creation of one additional parking space on the premises. This measure will ensure that the total number of parking spaces remains unchanged.

As the proposed is facing within 250 meters of another CR Sign District and RA Sign District, this would require a variance (3). The light shed diagram below will show that no light shall trespass into the residential land uses and will not be legible from those sign districts.

For review, Jolt has included a table and diagram that illustrate how light is horizontally dispersed from the proposed static electronic displays to be installed. The perimeter of the red polygon shapes that are shown in the diagrams below, demonstrate that the distance of light dispersed decreases dramatically when measuring light distance travelled laterally (when looked at from the side edges of the digital face, examples: 30 degrees, 60 degrees, 90 degrees) compared to light distance travelled measured when looking at the display face dead-on (0 degrees) indicated in Image #11. Light is not dispersed equally in a perfect radial circle, rather, the cone of light emitted looks more like an oval shaped tear drop – it is directional (reference Image #12).

Image #11: *LG-MRI Lux Table for 75" Screen*



Distance for 0.3 Lux

BoldVu[®] byMRI

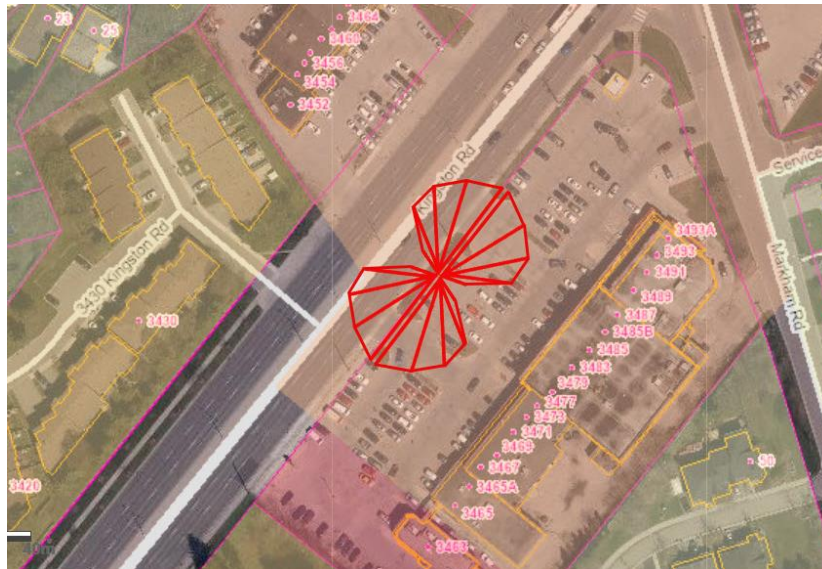
	Angle [deg]				
	0	20	40	60	80
Brightness [nits]	Distance [m]				
150	31.00	25.00	19.00	12.00	3.00
300	50.00	40.00	30.00	19.00	5.00
3500	255.00	205.00	154.00	98.00	26.00

Our goal with this project, is to ensure that no portion of residences to the North and West of the charger is impacted by the light dispersed from the proposed static electronic display. If Jolt were to operate the proposed display faces at a light level of no more than 150 nits at night, the longest reach of light is 31 meter and reduces significantly at 20, 40, 60 and 80 degrees of lateral dispersion, with the remaining light intensity dropping rapidly toward zero light emission as we approach 90 degrees of lateral dispersion.

When we put this light shed directly on to satellite imagery of 3493 Kingston Rd, illustrating the orientation/angling of our proposed display faces, we can observe that the longest distance of light travelled while operating at 150 nits will show no negative light trespass that would breach the RA Sign District to the North and West. The outer perimeter represents where the light equates to that emitted by a full moon. There is no significant light shed that goes beyond what it would already be subjected to from a full moon. Within the light shed perimeter there is no sensitive land use that would be impacted by the illumination. JOLT is confident that there is no opportunity for light trespass to impact Residential (reference Image #12).

Image #12: *The Red Polygon, Representing The Horizontal Dispersion Of Light, Over Laid On Top Of 3493 Kingston Road And Adjacent Properties, Illustrating That Light Shed Emitted*

(Operating at 150 Nits) From The Proposed EV Charger With Displays Would Not Impact Any RA Sign District In The Immediate Area.



At this light reach distance, Jolt can confidently confirm that there will be no light shed trespass into any residences and will not adversely impact sensitive land uses.

The Proposed Does Not Adversely Affect Public Safety, Including Traffic And Pedestrian Safety

Jolt requests a further variance (4) for setback to property line as the charger will be placed 1 meter to the front property line, whereas 3 meters is typically required. This puts the proposed charger in a parking stall and we believe the deficiency of 2 meters is minor in nature. As mentioned, Jolt has received a zoning certificate to allow the proposed to be in a parking spot if a new parking spot is created on the premises. The proposed parking spot shall be created upon the installation of the EV charger.

It should be noted that existing first party signage on the property also observes a 1 meter or less setback from the property line, as such, the proposed sign would be consistent with other sign structures on the property and compatible with the overall existing aesthetics of the premise (referenced in Image #13). For example, the first party signage on the far West of the property used by Tim Horton's, and facing onto Kingston Rd. is setback 1 meter or less from the property line. In addition, the first party signage on the far East of the property, used by Popeye's Chicken, and facing on the Markham Rd. is setback less than 1 meters from the property line.

Image #13: *Existing First Party Pylon Sign On The Far West Of The Premise, Operated By Tim Horton's, Is Also Less Than The Required 3 Meters Setback From The Front Property Line And Carries The Same 1 Meter Setback As JOLT's Proposed Sign.*



The proposed meets all safety setback requirements outlined in Chapter 694 of the Toronto Municipal Code for third party electronic ground signs. Per the designated location of the electronic displays, the sign faces shall not interfere or obstruct visibility of vehicular traffic along Kingston Road. The location is over 140 meters away from the closest traffic-controlled intersection. The sign does not obstruct any sight triangles for vehicular traffic. Furthermore, the proposed displays will not interfere or obstruct the visibility of traffic entering or exiting the subject site, as it is the location meets the required setback of 3 meters to the ingress/egress into the property.

There are no digital signs within 500 meters, meeting the required setback to other digital third-party advertising ground signs.

The Proposed Will Not Be A Sign Prohibited By S694-15B Of Chapter 694

Ground Signs with Static Electronic Copy allowable under the City of Toronto is 20 square meters in surface area. The proposed will have a surface area display of overall 3.06 square meters (2 sides). This is roughly 15% of the allowable display size and thus compatible with third party display size.

It shall be noted that the proposed EV charger and its incorporated signs are to be located within an existing parking space on the premise, as indicated by the attached property survey. To ensure we have proper permissions in place to utilize a parking space, JOLT Charge has worked with Toronto Zoning Examiner's to complete a Zoning Application permit package. A

copy of the Zoning Applicable Law Certificate has been attached to this package (see Appendix A). Toronto Zoning staff are granting permission to JOLT to utilize a parking stall on the property to install the proposed EV charger/signs, based on the condition that JOLT shall install/incorporate an additional parking stall on the premise to offset the lost parking space at the proposed location. Both JOLT Charge and the landowner have agreed to this and there is adequate space within the existing parking lot to install 1 additional parking stall – the plans of which have been shared with the Toronto Zoning department. The Zoning Certificate qualifies that JOLT's application complies with the applicable Zoning By-law(s) and all other Applicable Law, as set out in Division A, Part 2, Sentence 1.4.1.3 of the Ontario Building Code.

JOLT Charge also recognizes that the evaluation of the sign variance application only pertains to regulations governed under the Toronto Sign By-Law and that matters related to the EV charging station's components fall outside the scope of this review. To ensure that any granted variances for the Proposed sign do not conflict with provisions of 694-15B, JOLT Charge agrees that final sign permit issuance would be conditional on obtaining all other necessary approvals for the EV charging station itself. If the accessory elements of the sign structure (i.e. the EV Charging Station) interfere with electrical or telephone wires, emit sound, discharge any gas, liquid or solid, or contain interactive sign content, the Proposed Sign would then be prohibited, and be susceptible to enforcement action.

The Proposed Will Not Alter The Character Of The Premises Or Surrounding Area

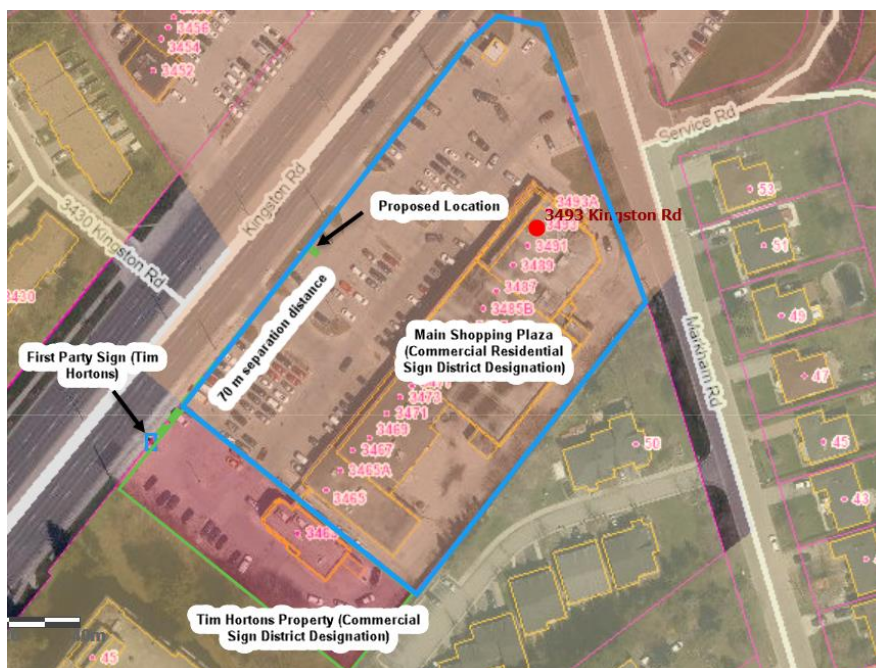
The Premises and surrounding area have buildings that range in height, generally 2-stories (higher than the proposed signage) and are mixed use in nature. Along with the buildings in and around the area, there are transit shelters that are the same size and format of the proposed displays on the EV charger in the immediate area. The proposed will not alter the character of the premises or area as there is already third-party signage in the area (transit shelters).

The City of Toronto's Sign By-Bylaw typically permits only 1 ground sign on a property, however; notwithstanding this requirement, where a property frontage exceeds 200 meters, two signs are typically allowed to be erected provided they are separated by a distance of 100 meters. In the case of our application for 3493 Kingston road, the premise does contain approximately 170 meters of frontage on to Kingston Road and 90 meters of frontage on to Markham Rd, thus the property overall contains a very large cumulative street frontage of 250 meters. There is currently one larger first party pylon sign on the far North East corner of the property, facing on to the larger Kingston Rd. frontage (near the Kingston Rd. and Markham Rd. intersection) and a second mid-sized first party pylon sign on the far North East of the property, facing on to the larger Kingston Rd frontage (currently used by Tim Horton's), and a third mini ancillary first party pylon sign along the shorter Markham Rd. frontage (currently used by the Popeye's Chicken tenant).

The Tim Horton's portion of property, located on the far West of the premise, is unique in that it operates and is treated like its own individual property parcel. The building is detached from the main shopping plaza situated at 3493 Kingston Rd, carries a separate lot number (3463

Kingston Road), and has been assigned its very own and much different sign district designation, a Commercial Sign District, versus the larger remaining portion of the property to the East, where the proposed sign is located, which is designated as a Commercial-Residential Sign District). The differently zoned parcel, specific to the Tim Horton's, has a total street frontage of 30 meters, facing on to Kingston Rd, similar to any other free standing Tim Horton's drive thru throughout the City of Toronto. Like any other smaller stand-alone Tim Horton's property (or other similar quick service restaurant, like McDonald's, Burger King, or Wendy's) that typically having a frontage of 30-40 meters, it should be allowed to have its own individual first party sign and should be evaluated on its own merits, part-and-parcel, separate from the remainder of the 3493 Kingston Road property. As such, the Tim Horton's first party sign, given its different sign district zoning designation and its separate frontage, should not be considered as contributing to sign clutter or crowding the extremely large frontage of 3493 Kingston Rd. And conversely, the addition of JOLT proposed sign should not be seen as crowding in on the Tim Horton's portion of the property. The proposed sign was strategically located 70 meters away from the Tim Horton's first party sign, to purposely avoid the optics of any sign clutter on the property. The very large frontage on to Kingston Rd. aptly allows for this larger separation distance allowing for more than just one business to conduct their commercial operations with their unique and individual signage.

Image #14: *Tim Horton's Property (3463 Kingston Road), Outlined In Green And Shaded Red, Carries A Commercial Sign District Designation, Treated As A Separate Parcel, Versus The Remainder Of The Property Which Houses The Main Shopping Plaza (At 3493 Kingston Rd.), Outlined In Blue, And Carries A Commercial-Residential Sign District.*



The very large cumulative street frontage of the premise has allowed JOLT to ensure that the proposed sign can be placed to maintain an 81 meters setback from the main first-party sign at the Kingston and Markham Rd. intersection to the East, per Image #15 below. The placement is

unique due to the large mature trees lining the property's Kingston Rd. frontage and their respective placement between the proposed sign and said first-party sign as evidenced in Image #15.

Image #15: Aerial Photo Of Sign Location In Relation To The Existing First Party Sign



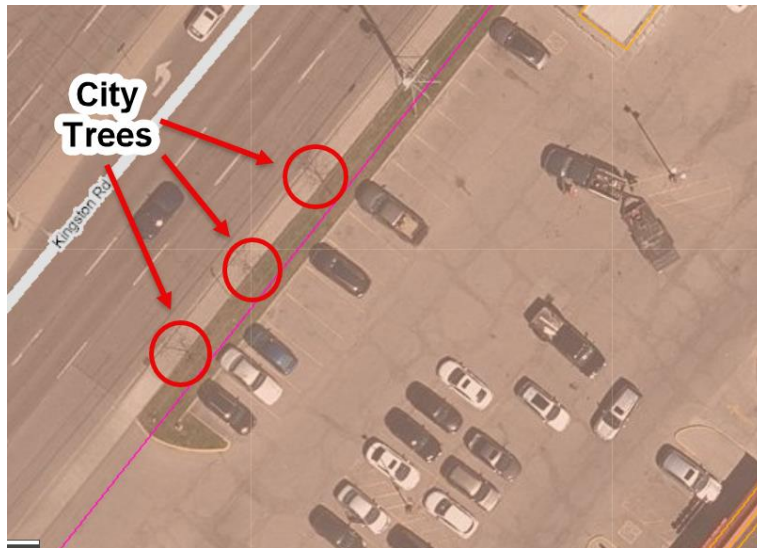
As illustrated in Image 16, the three red circles identify City-owned trees located along Kingston Road and lining the plaza's frontage. These trees are under City stewardship and, consistent with the City of Toronto's Urban Forestry policies, are afforded long-term protection and are not anticipated to be removed. Images #17 A,B,C, and D document the established growth of these City trees over a period exceeding six years, demonstrating their maturity and continued contribution to the streetscape. As these trees continue to grow, they will further reinforce visual buffering and separation.

The existing and maturing tree canopy provides effective and permanent visual screening, ensuring that there is no material change to sightlines between the existing large pylon sign and the proposed sign. Given the City's clear policy position on the retention and protection of City-owned trees, these trees are reasonably expected to remain as a stable component of the public realm.

Notwithstanding the above, and as an additional measure of assurance, Jolt commits that in the unlikely event any City-owned tree is removed, a replacement tree will be planted on a one-for-

one basis in a comparable, substantial location. This commitment ensures the continued maintenance of visual separation and consistency with the City's urban forestry and streetscape objectives.

Image #16: *Signview Photo Indicating City Trees Outside The Subject Premises Property Line*



Images #17A,B,C and D: *Google Streetview Photos from 2025-2019 showing growth in the said City trees*





The street view photo (referenced as Image #19) demonstrates how the trees disperse the viewpoint of both signs and breaks up the site lines, ensuring that the signs would likely not be visible at the same time by vehicular traffic. This alleviates the optics and concerns related to sign clutter. The uniqueness of the property with tree separation and orientation of the existing pylon sign create an opportunity where the proposed structure would fit into the property and not alter the character of the area or the property.

As illustrated in Image #18, an existing private tree located on the subject property will be retained and maintained by the property owner. This established tree provides meaningful visual screening that interrupts direct sightlines between signs and plays an important role in mitigating

any potential perception of sign clutter. Its continued retention reinforces visual separation, softens the built form, and contributes to an orderly and well-composed streetscape. When considered together with the existing City-owned trees and proposed additional landscaping, this tree further ensures that the proposed sign will not result in sign clutter or adverse visual impacts.

Image #18: *SignView Photo of Subject Premises Indicating Private Tree*



In addition to this, per Image #15, the proposed location maintains a very large setback, of 84m, from the smaller ancillary first party sign located on the Markham Rd. frontage, currently utilized by Popeye's Chicken. The Popeye's chicken signage structure is very small, relative to other first party signage on the lot (as evidenced in Image #20). The Popeye's Chicken signage is also on a completely different frontage, the Markham Road frontage, versus the Kingston Road frontage where the proposed sign is situated. As such, both signs are oriented toward completely different flows of vehicular traffic and would not be visible within the same line of sight. Once again, this alleviates the optics and concerns related to sign clutter on the property.

Image #19: *Streetview Photo of Premises and Tree Line Separating First Party and Proposed*



Image #20: Streetview Photo Of Ancillary First-Party Sign Utilized By Popeye's Chicken On Markham Rd. Frontage.



Along this stretch of Kingston Road is commercial and employment in nature, we believe these third-party displays compliment the area, create more economic opportunities for local businesses, and show a significant investment into Scarborough for innovative low impact green methods of advertising that do not overwhelm sight lines.

The design of the proposed EV charger is sleek and state of the art (aligning with the Official Plan objectives) that will blend in with the area to compliment and improve the man-made environment ensuring that it does not overwhelm the environment or become a source of visual clutter while still serving their function of providing essential utility, referenced in Image #21.

The signage itself is imperative to indicate to EV users available publicly assessable charging infrastructure on site – in a dynamic and effective manner. Toronto, like many major cities, is actively working toward reducing carbon emissions and promoting sustainable practices. Electric Vehicles (EVs) and its charging infrastructure are a key part of this initiative. With the increasing adoption of electric vehicles, drivers need easily accessible locations to charge their cars. By allowing the additional ground sign on the property, this increases EV infrastructure and improves the visibility of EV charging stations, ensuring that users can find them without unnecessary difficulties. For these reasons, we believe that the proposed will not alter the character of the premises or area.

Image #21: *Design Of The Proposed EV Charger With Display*



Additionally, in recognition of the significant separation distance and in direct response to planning staff concerns related to sign clutter and visual impact, Jolt has substantially revised this application from the previous one to include enhanced landscape mitigation measures. As a condition of permitting, Jolt commits to the planting of additional trees or larger bushes—specifically coniferous species—to provide a permanent, year-round visual buffer. This approach aligns with the City of Toronto Official Plan objectives that prioritize a high-quality public realm, visual mitigation, and the integration of infrastructure into the surrounding streetscape.

The proposed coniferous plantings will deliver continuous screening in all seasons, effectively softening the visual presence of the sign and reinforcing separation from adjacent uses. In addition to mitigating visual impacts, these plantings will improve the property's aesthetic character by introducing additional green canopy, enhancing streetscape continuity, and contributing to the overall beautification of Kingston Road. This represents a net public realm benefit beyond what was proposed in the previous application.

As illustrated in Image #22, the proposed locations for two new coniferous trees or bushes are clearly identified. This landscape enhancement constitutes a substantial and meaningful change from the earlier submission, demonstrating Jolt's responsiveness to staff feedback and commitment to addressing visual impact concerns through tangible, policy-supported design improvements. The revised proposal results in an improved streetscape condition and a more appropriate integration of the proposed sign within its urban context.

Image #22: *Streetview Photo Of Proposed Tree Planting Locations*



The Proposed Will Not Be Contrary To The Public Interest

The Proposed displays will not have any negative social impacts. The third-party advertisements published on the proposed display faces will abide by the Canadian Code of Advertising Standards (<https://adstandards.ca/code/the-code-online/>). This will ensure that all messaging is appropriate and that the general public is not exposed to any offensive, explicit, or indecent forms of advertising.

Furthermore, the electricity required to operate the proposed sign shall be provided by and in conjunction with a distributor recognized and licensed by the Ontario Energy Boards and shall be governed by an agreement to purchase renewable energy (Distributor: Bullfrog Power).

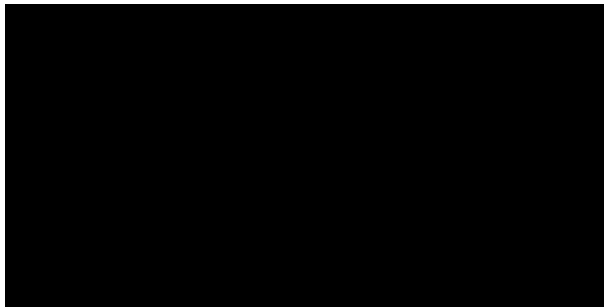
Regarding illumination, the proposed sign will only be operated between the hours of 7am and 11pm. The illumination of the proposed displays shall not exceed illumination levels of 150 nits during the period between sunset and sunrise. The displays will have a 10 second dwell time with an instantaneous transition time, with no flashing or animation of any kind.

As mentioned previously, JOLT Charge deliberately setback the proposed sign by approximately 70 metershju56 or more from any of the existing first party signs to avoid any potential optics of sign clutter on the property. The frontage of 3493 Kingston Road is extremely large, which allowed this setback to be possible. In addition, as referenced in previous diagrams, there are 3 large existing trees between the two sign locations, such they are unlikely to be visible at the same time.

Finally, in order to address the Commercial Residential designation of the subject premise and allow the possibility of redevelopment of the property in future to include residential components, without impact from the proposed sign, JOLT has offered to incorporate a condition on the permit being sought. That condition would required JOLT Charge to revoke its permit and removed the sign structure from the premise completely if any residential dwellings were to be added to the property in the future. This aptly incorporates in a level of flexibility for the property to change and evolve over time with no negative future impacts. For the time being, the property is 100% utilized for commercial/retail and the property owner has confirmed there are no plans to redevelop and/or incorporate residential units. As such, the sign would have no negative impact on any associated sensitive land uses on site.

We thank you for taking the time to evaluate our application and we would encourage you to contact us for further discussion should you have any questions regarding our variance application.

Yours truly,



Jocelyn Wigley
Development Manager for Jolt Charge
T: 416-659-8866
E: Jocelyn.Wigley@JoltCharge.com

Appendix A – Zoning Certificate – 3493 Kingston Road



Certificate No: **25 154712 ZAP 00 ZR**

Folder RSN: **5627479**

ZONING APPLICABLE LAW CERTIFICATE

Issued pursuant to Section 363-10.1. of Chapter 363 - Toronto Municipal Code

Property Address:	3493 KINGSTON RD
Proposed Use of Property:	EV CHARGING STATION IN EXISTING COMMERCIAL
Date of Issuance:	June 13, 2025
Expiry Date of Certificate:	June 13, 2026

Examination of your application has been completed and it has been determined that the submitted proposal complies with the applicable City Zoning By-law(s) and all other Applicable Law, as set out in Division A, Part 2, Sentence 1.4.1.3 of the Ontario Building Code.

This approval is based on the drawings and documents submitted with this application and attached to this document.

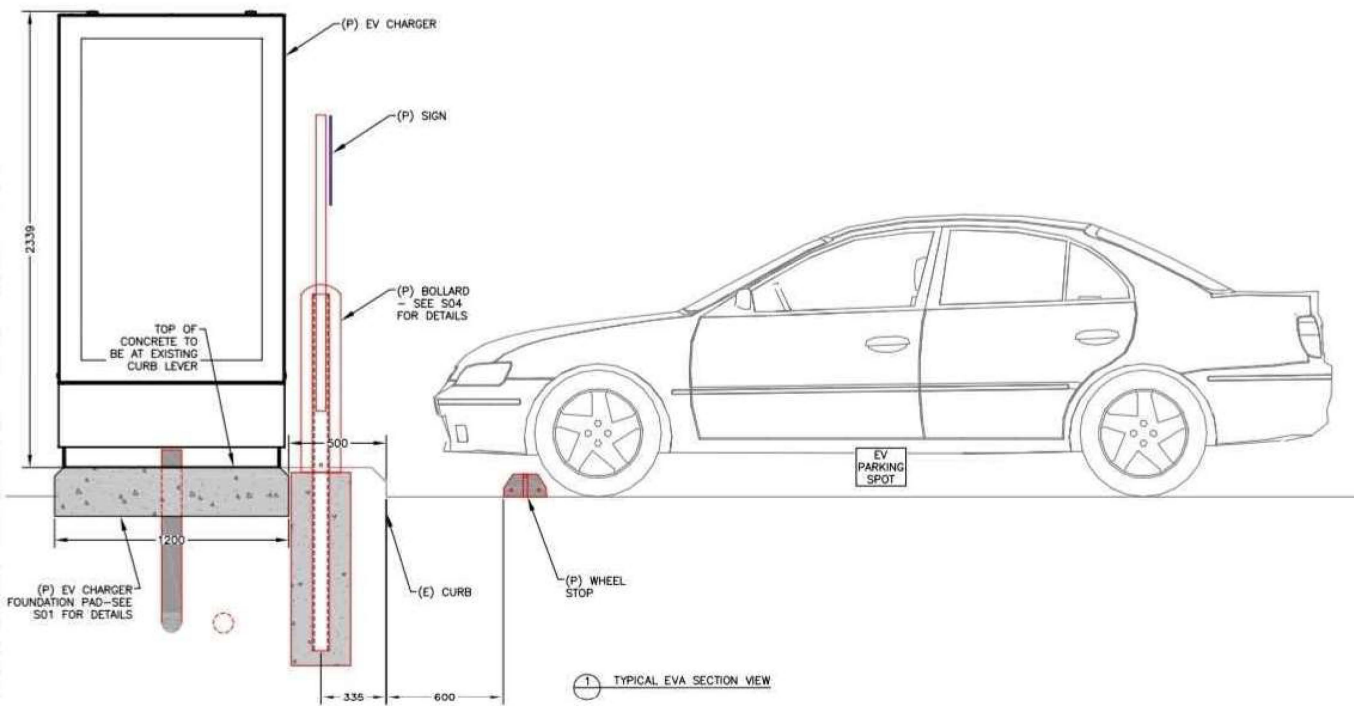
Any changes to this proposal will invalidate this Zoning Applicable Law Certificate.

Should there be changes to the Zoning By-law or other applicable law prior to the issuance of the building permit you will be required to comply with those changes.

Where a building permit application is being submitted in connection with the proposal, you must include a copy of this Zoning Applicable Law Certificate with the permit application.

Building permit applications without Zoning Applicable Law Certificate will be considered incomplete submissions and will not be subject to prescribed timeframes in Article 1.3.1.3. of Division C, Part 1 of the Ontario Building Code.

Kamal Gogna, P. Eng., Interim Chief Building Official & Executive Director



LEGEND:
 (E) - DENOTES EXISTING
 (P) - DENOTES PROPOSED

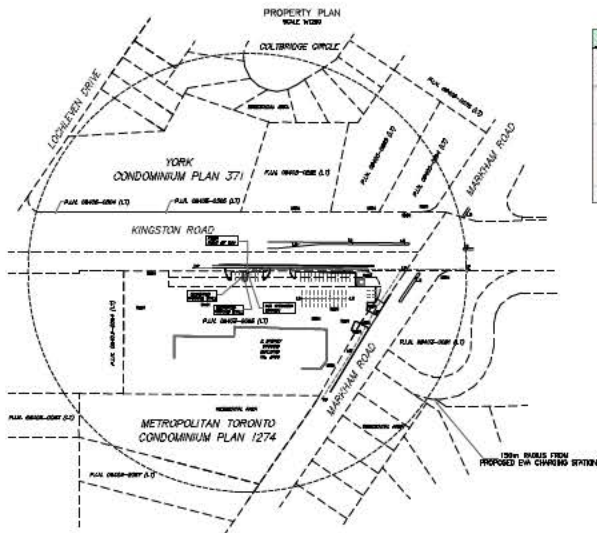


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0	FY	ISSUED FOR CONSTRUCTION	04 JUN 25
NO.	BY	DESCRIPTION	DATE



LOCATION	3975 17 AVE SW, CALGARY, AB
TITLE	TYPICAL EVA SECTION VIEW
PROJECT NAME	CHARGING STATION DESIGN
SHEET NO.	A04



SKETCH SHOWING TOPOGRAPHIC INFORMATION 3483 KINGSTON ROAD

SCALE 1 : 200

ALEX MARTON LTD.
DRAFTER AND ENGINEER

METRIC
DIMENSIONS AND COORDINATES GIVEN ON THIS PLAN ARE IN METRES AND MM
AND COORDINATES IN METRES BY 0.000001.

NOTE:

PROPERTY IS CONSIDERED AS
PART OF LOT 1, S.D. 1, AND A, HAVING PLAN 1734
BY THE TOWN OF THUNDERBOLT, FORMERLY CITY OF THUNDERBOLT.

CAUTION

THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED
EXCEPT FOR THE PURPOSES SPECIFIED IN THE TITLE BLOCK.

ELEVATION NOTE

ELEVATIONS GIVEN HEREON ARE BASED ON
THE 1985 MEAN SEA LEVEL DATUM AND ARE NOT TO BE USED
FOR ANY OTHER PURPOSES.

LEGEND

PROPERTY RECEIPT NUMBER
1. 1734-1735 (S.D.)
2. 1734-1735 (S.D.)
3. 1734-1735 (S.D.)
4. 1734-1735 (S.D.)
5. 1734-1735 (S.D.)
6. 1734-1735 (S.D.)

CERTIFICATE OF COMPLETION

I, THE ENGINEER, HAVE EXAMINED THE PLAN AND THE INFORMATION
HEREON AND AM SATISFIED THAT THE SAME IS CORRECT AND COMPLETE.

FORWARDED BY: [Signature]
DATE: [Date]

AMENDMENTS		
No.	DESCRIPTION	DATE
1	UPDATES TO THE PLAN AND THE INFORMATION HEREON	10/10/2019
2	PROPOSED FENCING WALLS ADDED	10/10/2019
3	CHANGING EXISTING LOT LINES ADJUSTED	11/01/2019
4	CHANGING EXISTING LOT LINES ADJUSTED	11/01/2019
5	CHANGING EXISTING LOT LINES ADJUSTED	11/01/2019
6	CHANGING EXISTING LOT LINES ADJUSTED	11/01/2019



SITE: 3483 KINGSTON ROAD

ALEX MARTON LTD. DRAFTER AND ENGINEER	
1734-1735 (S.D.)	1734-1735 (S.D.)
1734-1735 (S.D.)	1734-1735 (S.D.)
1734-1735 (S.D.)	1734-1735 (S.D.)
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