

**JOLT Charge Inc**

66 Wellington Street West,
5300, Td Bank Tower,
Toronto, Ontario, Canada, M5K 1E6

February 10, 2026

**Re: Development Variance Permit Application – 1202 56 St
Proposed JOLT Public EV Charging Station with Integrated Digital Signage**

Dear Amrit,

This letter summarizes the proposed electric vehicle (EV) charging project at 1202 56 Street, including the scope of development and the rationale for the requested sign variances, for inclusion as an appendix to the staff report.

The application proposes two Level 3 DC fast public EV charging stations within the Tsawwassen Urban Centre. One integrated charger and sign unit is proposed along 56 Street, and one charger is proposed along 12 Avenue with a separate freestanding sign ("split unit") due to site visibility constraints.

The chargers provide free daily fast charging and are fully funded, operated, and maintained by JOLT at no cost to the City or the landowner. Ancillary signage supports charger operation, provides real-time user information, and enables the advertising-supported funding model required to deliver free public charging.

The subject site is designated Commercial and zoned C1, and the proposed infrastructure is compatible with surrounding commercial uses and consistent with the intent of the Tsawwassen Special Sign Area.

Requested Variances

1. Section §4.2.3 – Third-Party Advertising

A variance is requested to permit third-party electronic static copy on signage ancillary to the EV charging stations. The signage is secondary to the primary function of the units as public EV charging infrastructure and is integral to the delivery of free charging through an advertising-supported model. Section §4.2 of the Sign Bylaw allows for consideration of third-party signage where a public convenience component is present. All copy is static, non-animated, and subject to operational controls to minimize visual impact.

2. Section §6.4.1 – Maximum Changeable Copy Area

A variance is requested to permit a changeable copy area exceeding 50 percent on **two** freestanding sign.

- The sign along **56 Street** has a changeable copy area of **65%** (sign area – 2.65m² and copy area is 1.53m²).
- The sign along **12 Avenue** has a changeable copy area of **56%** (sign area 0 2.7125m² and copy area is 1.53m²).

The requested variance applies to both signs. The increase is modest and does not materially affect the scale, appearance, or function of the sign. The overall sign size remains small relative to conventional digital signage and incorporates automatic dimming, static copy only, fixed dwell times, and nighttime shut-off.

3. Section §2 (a) Schedule B – Number of Freestanding Signs

A variance is requested to permit one additional freestanding sign along the 56 Street frontage. The site has approximately 145 metres of frontage, where up to three freestanding signs are permitted. The existing sign on site is first-party in nature. The proposed EV charger sign would be the second freestanding sign and is located approximately 25 metres from the existing sign, maintaining appropriate spacing and avoiding visual clutter.

4. Section §6.4.3 – Maximum Area of Electronic Message Board

The requested variance for 100% changeable copy of the Electronic Message Board is warranted because each display face is small at 1.53 m² and must remain legible to drivers from the roadway. Limiting the changeable copy area would reduce text size and clarity, negatively affecting visibility and safety. Allowing full changeable copy enables clear, simple messaging without increasing sign size and supports the screens' additional role as wayfinding tools for EV users seeking charging stations and real-time information.

Conclusion: The requested variances are minor and limited in scope and are necessary to support the delivery of publicly accessible EV charging infrastructure. The proposal is consistent with the intent of the Sign Bylaw, compatible with the surrounding area, and supports the City's sustainability and transportation objectives by enabling free public EV charging without financial impact to the City.