Planning Board Meeting

September 21, 2026

Meeting Minutes

In Attendance:

Chairperson:	Zac Pearson	Present
Members:	Chris Batson	Present
	John Thompson	Present
	Douglas Campbell	Present
	Leslie Dotson	Present
Alternate Members:	Jerry Hanen	Present
Village Attorney:	Maria Donavon	Present
Village Engineer:	John Queenan	Present
Recording Secretary	Angel Rodriguez	Present

Chairperson Z. Pearson called the Planning Board meeting to order at 7:30PM.

- Pledge of allegiance
- Approval of minutes for August 17, 2026

Z. Pearson: John has a couple of correction on the August 17 minutes. For 35 North Street there's supposed to be a SHPO letter, not a SEQR letter. He's got the corrections marked up. He'll get those to Angel. But other than that, I had no issues. Anybody else? No. So can I get a motion to accept the minutes as corrected by John?

Motion to approve August17, 2026 minutes?

- Member J. Thompson, motion to approve the minutes for August 17, 2026.
- Motion to accept 2nd by member D. Campbell
- Vote: 6-0

- Board's Business
  - Formal Applications:

    - **35 North Street**

Z. Pearson: Resolution of Conditional Final Approval. You guys saw the email. We have a conditional approval in front of us. We still do not have the SHPO letter from the applicant, which is what was referenced in the meeting minutes, which they need to get us, and I don't believe they're going to be here this evening.

J. Thompson: How long does it take to get that usually?

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J. Queenan: It could be anywhere from 30 days to six months. It all depends. So SHPO came back to the applicant and requested a phase one analysis of the property.

J. Thompson: Which is?

J. Queenan: A study of the property for potential archeological significance. So based on the correspondence from the applicant's engineer, who said that they started the study, but they need to finish it, and then it has to be submitted to SHPO. SHPO reviews it, and then based on their review, they could deem it complete or request more work.

Z. Pearson: So, we need that letter before we can act, and we also need them to waive the 62 days, which they didn't formally do the minutes. We asked for it, and we kind of danced around it. You reached out to them? We're waiting?

J. Queenan: Yes, I reached out to them, telling them to formally state that they're waiving the 62-day requirement. I did not hear back. If they do not do that, this board would be forced to act at the next meeting, which would either be approval or denial. And if you don't have SHPO, it would have to be a denial.

Z. Pearson: So that's where we are at. Nothing tonight.

Mrs. Duffy, 42 Center Street: I don't know what SHPO is?

Z. Pearson: State Historic Preservation Office.

Mrs. Duffy, 42 Center Street: So, nothing is going to happen until you get that report?

Z. Pearson: Correct, and the applicant was asked to do a phase one, which is a review of the property, and they're in the process of doing that.

Mr. Duffy, 42 Center Street: We have to keep coming back here? When?

Z. Pearson: It'll be on the agenda. You can call the Building Department to see if it's on the agenda or not.

J. Thompson: These four people come every meeting, so is next month's meeting the 62-day limit?

J. Queenan: Yes, because it starts from when you close the hearing, which was last month.

J. Thompson: So that would be right, we're 62 days into it, and they did not waive it, so decision time next month?

Z. Pearson: Well maybe. They could wait up till next month.

Mr. Duffy, 42 Center Street: I know last meeting, I think the case was closed.

Z. Pearson: The public hearing was closed.

Mr. Duffy, 42 Center Street: Is there any chance to add anything further to the record, or that was it? Just something historical about the block. We had a piece of property at the top of Center Street that they were looking to put two houses on, and they eventually only put one house because there was some sort of...My understanding is that it was big enough for two houses. This is the dead-end street, but after the planning

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board reviewed it, I think they said the impact to the neighborhood might be changed by putting two houses, so they could only put one house. So I'm just wondering if they could compromise with…

Z. Pearson: Yeah, I, I don't know how far that goes. That was before my time on the board. We have to see what they come back with the phase one. There may be some things that come out of what they're doing now, that will make them change some things. I don't know. We don't know, and that's why we can't add anything.

Mr. Fredrick Thurman, 46 Center Street: I just want to bring up, are you taking into consideration the drip line of those trees, the eight trees that are along that line, the property line.

Z. Pearson: We have to talk when the applicant comes back.

J. Queenan: We don't want to get into another back and forth right now when they're not here to represent themselves. Right ... so unfortunately

Mrs. Duffy, 42 Center Street: Okay. So it's next month again.

Z. Pearson: Yea, you can call the building department to confirm that they are on the agenda.

- **81 East Main Street**

Z. Pearson: next on the agenda is 81 East Main site plans

Nick Coveney, Trident CBRE/Apex Energy Tech**:** We're the general contractor for the EV charging project. Apex Energy Tech is permitting for the project, so I'm here on their behalf. I'm more than happy to start wherever you guys would like me to go.

Z. Pearson: if you just want to walk us through the plans, that'd be helpful.

Nick Coveney, Trident CBRE/Apex Energy Tech**:** Yeah, absolutely. We've requested an 800-amp, 480 volt, three-phase service from Central Hudson. Central Hudson's approved the service, so far, the location, the transformer, the existing utility pole to come from the existing service.

J. Thompson: NYSEG, right? Not Central Hudson.

Nick Coveney, Trident CBRE/Apex Energy Tech**:** NYSEG, not Central Hudson. Yes sir, I apologize. Again, installing an 800-amp. service. We're installing a power cabinet with, a 480 Kilowatt power cabinet with two dispenser units. So as far as hardware, there'll be three pieces of hardware. The power cabinet is what converts the power to the dispensers. The dispenser's output to the cars. There are four total ports, so there's two units, but in total, four EV charging stalls. Outside of that, we've proposed some screening, against the neighbor's side for the transformer equipment. More than happy to include additional if anyone needs, we understand that you want to keep it a certain aesthetic. Outside of that, there really isn't too much more. We're not adding any large signage, marketing materials, or anything like that. It's just the EV station at that location, and it is a public charging station, so it will be open for full public access 24/7, 365.

Z. Pearson: Did you get a copy of the engineer comments?

Nick Coveney, Trident CBRE/Apex Energy Tech**:** I don't believe so.

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J. Queenan: I'll go ahead and comment at this time. Real quick. My biggest comment currently is that the site plan says approximate, it's not a survey. Okay. And so, you're so close to the property line, you're only like five foot off the property line with the, with the transformer and the conduits. You submitted a survey. I just needed this survey to get correlated to your design.

Nick Coveney, Trident CBRE/Apex Energy Tech: Understood

J. Queenan: Rather than everything be approximate, cause if it's two or three feet off on approximate, it could be over the line. Makes sense?

Nick Coveney, Trident CBRE/Apex Energy Tech: I can get that.

J. Queenan: Second one was the, the site plan that you have, again, the one on file at the village says 44 parking spaces are available. Yours is identifying 35.

Nick Coveney, Trident CBRE/Apex Energy Tech: Yeah, I think we identified 37, and then we were removing two to bring it down to 35, which I believe is the site minimum for something of that structure. I guess I'll have to get my engineering team just double-check

J. Queenan: Yeah, because I don't know how we went from 44 to 37, now down to 35. Just double-check that. Are you providing any lighting?

Nick Coveney, Trident CBRE/Apex Energy Tech**:** We don't have lighting in this plan. I know there's a lot of discussion around either, one side of the fence being safety, and then the other side being having light pollution. These chargers do emit light off an LED screen, just a standard touch LED screen, and then they do have some small LED lighting at the top to indicate green is available if you were driving by, or red that it's in use or faulted or something like that. There is no actual illumination for the site, streetlamps or anything like that. I think we were considering that most of the parking lot, already with the existing signage, to be maintained well enough so that it wasn't a safety hazard. So, no lighting along with what I've seen.

J. Queenan: The last one is, I noticed you did provide the screening on the neighbor's property line. I'm not sure if the board wants some screening in the front to kind of block the transformer.

J. Thompson: I was just... Could you talk to me? Show me here. Is this the lot?

Nick Coveney, Trident CBRE/Apex Energy Tech**:** you see ES? So, there's five right there. They will be inkberry shamrock shrubs. The screening is- It's on this side right here (showing board member on the map). So, between both parcels our customer, and then the neighboring parcel. So, five of those shrubs to cover the transformer, and H frame electric pedestal. Currently nothing is proposed around the EV charging stations from that backside or the roadside.

J. Thompson: And that's all the way in the back of the parking lot.

Nick Coveney, Trident CBRE/Apex Energy Tech**:** It is. It touches…

J. Thompson: Do we need to look at it?

Z. Pearson: I think the screening that, he should be fine. You'll screen off the transformer.

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Nick Coveney, Trident CBRE/Apex Energy Tech: Yeah.

Z. Pearson: As long as you screen the transformer.

J. Thompson: I just wanted to know the exact location so I could...

Z. Pearson: Well, if he's going to update the plan anyway, you could show the screening on the plan. If you're going to update the site plan, just update the screening.

Nick Coveney, Trident CBRE/Apex Energy Tech**:** we'll have another page dedicated to bringing it even closer to just that exact area, so then everything can be easily visible.

J. Queenan: Procedurally wise, this is a Type 2 action under SEQR, so there is no action necessary. It is in line with the 239 reviews to planning due to its proximity to State Highway 52, and public hearing for this application is discretionary to your decision.

Z. Pearson: Well, can I get a motion to send this to county planning? Cause that starts the clock, right? 30 days. So, we got one.

Motion to send applicants to county planning

- Member L. Dotson, motion to send applicant to county planning
- Motion to accept 2nd by member D. Campbell
- Vote: 6-0

Z. Pearson: As far as a public hearing,

D. Campbell: I mean I don't think we need one.

J. Thompson: Not for charging stations, I agree. I think we're good. We need a motion to waive it.

Z. Pearson: can I get a motion to waive the public hearing?

Motion to waiver a public hearing:

- Member J. Thompson, motion waive a public hearing
- Motion to accept 2nd by member D. Campbell
- Vote: 6-0

Z. Pearson: So, you've got some homework. you have to address the comments and other than that…you have a 30-day clock that starts at the county.

J. Queenan: We got to wait 30 days for the county, respond back to these comments, resubmit, and the board will get you on for next month.

Nick Coveney, Trident CBRE/Apex Energy Tech**:** Okay, perfect. Great

Jerry Hanan: I do have a quick question. Why this spot? It's like, I mean, it's a business, right? You want to drive revenue. How'd you come to know about that?

Nick Coveney, Trident CBRE/Apex Energy Tech**:** So actually...Our company will help market these, list them all in public, like Google, so people can find them. You can find them anywhere.

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J. Thompson: How'd you choose this site?

Nick Coveney, Trident CBRE/Apex Energy Tech**:** Honestly, we've looked at a lot of areas, and this site in particular, we have a good relationship with the site owner themselves. But on top of that, seeing that there really isn't much DC charging in this area. You get a lot of level twos here and there, but the dwell time is really difficult. For a location like this, I think there's a liquor store right there, and there's some other things, it's a little bit quicker. So, you can't really...It's hard to charge on an L2 where you get eight hours. You need something that might be 20 minutes or even 10 minutes to just get you home or something like that. So, it was just trying to bring in a faster charger into an area off a larger main road.

J. Thompson: And I think the only one we have is the village one.

Nick Coveney, Trident CBRE/Apex Energy Tech**:** Trying to help people just on their way, get rid of range anxiety, you know, if they just need to pull in quick.

J. Thompson: I think a lot of people go up that road...that's a major thoroughfare. Okay. Great. Thank you so much.

- **8 Oak Street**

Z. Pearson: next on the agenda is 8 Oak St

Lulash Pepaj: Last time my brother was here, and I think you mentioned to him that you would like to see proposals to lower the curb on Rt 52, correct?

Z. Pearson: We asked, the site plans weren't updated between the two meetings. We asked what was going on, because I don't think that the two-way access behind the building's going to work. We asked what was going on, and we got a survey back, which isn't really a survey, it's a site plan. So, you can walk us through the survey, I guess.

J. Queenan: So, the map that was submitted does note that there's a proposed one-way entrance from Rt. 52 into the property, which would be a drop section. I believe the applicant has spoken with DOT

Lulash Pepaj: Correct. We had a meeting on site.

J. Queenan: Okay, what did they say?

Lulash Pepaj: They said they have no problem, but they will not give me a signal. They thought I wanted a right-hand signal. I said, "I don't want that," because one engineer did a survey and said that there is no need to do a right-hand signal on Oak Street. No signal for it. Then I called them back and I said, "It's a misunderstanding. All I'm asking for is a lower curb onto my parking lot to make a right turn." Then that resolved all the problem because, first of all, with the confusion, they thought I'm asking to do a right turn out onto Rt. 52 I said, "I don't want that. All I want is to lower curb, the actual curb, going into my parking lot.

Z. Pearson: Can you show that on a site plan so that we can see it?

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J. Queenan: Okay, it's here, but it's not. I can see it because I know what he is doing (looking at the map/survey). If you follow the dots, that would be it right here, and it says, new drop curb sidewalk across opening. Install drop curb with one inch reveal, because they want a reveal to keep the drainage in.

Lulash Pepaj: Correct, you can't go flush. They want at least one inch reveal, so the water drains

J. Queenan: And then a 12-foot-wide one-way driveway access in. Do not enter from one-way side

J. Thompson: So, you're taking up the sidewalk too and re-laying it?

Lulash Pepaj: Sidewalk has to be lowered.

Z. Pearson: He has to take the sidewalk on Rt. 52 side. He's going to drop it. He's going to be able to pull in. It's going to be an arc in, right. So, if you're coming down Rt. 52 west, then you're going to... you can only be able to make a right turn in, and then you're only going to be able to come out the back.

J. Queenan: As good as it can get. Right.

L. Dotson: Considering the alternatives. Right.

J. Queenan: Yeah. It's the only way it works. It's the only way it works, regardless of whether there's just a commercial store there.

J. Thompson: And coming out on Oak Street, can they make a left or a right?

Z. Pearson: Well, that's something that we can restrict. A left turn would be difficult. We have to come to a logical decision. I'm, what I'm guessing is if somebody comes in off 52 and there's no parking, right? They want to make a left back onto Oak Street, because they can't make a left back into the site. So more than likely they're going to go down and they're going to go up onto whatever the next street is. They're going to come back down Bank and they're going to make the loop, and they're going to keep doing that till they get a space.

Lulash Pepaj: And just for the record- That street, it's been there for 100 years. Going to the parking lot. It's been used commercially…the whole building. By me switching it to residential, I'm lowering the traffic. True, 100%. I had an engineer do the actual traffic pattern. There's also been a survey stating that there has been no... zero accidents for 100 years.

J. Queenan: I just don't see a lot of people making a left out. I mean, they could, but you can always restrict it.

Z. Pearson: Yeah. I don't think it's... I mean, you'd have to prove that... They'd have to...the burdens are on them to prove that it is safe. Have your traffic engineer tell us, prove that a lefthand turn is safe.

Lulash Pepaj: To make you feel better - I mean ... I can put a sign, but I cannot force people that will…

Z. Pearson: No, no, no. No, no, no. You can't force people. No, no, no, no. You're not the police.

J. Queenan: If somebody makes a left-hand turn- It's part of the plan. The planning board could implement a no left turn there. You'd put the sign up, but after that it's up to the police to enforce.

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Lulash Pepaj: You can't control if they will go left or right…but me putting up a sign, I have no issue. I have no problem saying a right turn or full stop then a right-hand turn. Also, coming into the parking lot will be a right-hand entry only.

J. Queenan: Well, you'll have one way only, and then you're... on the back side you'll have do not enter.

Lulash Pepaj: Correct.

Z. Pearson: We're going to have to see. Eventually you have to put all that on, that's all going to be detailed on site plan, all the signage

Lulash Pepaj: That will be all. Even if I don't want to do it, DOT has to approve it. It has nothing to do with you guys. Zero. It's completely out of your hands. Just for the record.

Z. Pearson: So, you know, we have some say.

Lulash Pepaj: You know that very well. You can push me 10, 15,000 times. If DOT doesn't like the way I send it …you can call them 1,000 times to make decision. It means nothing to them.

Z. Pearson: I know.

Lulash Pepaj: So, I'm just making that clear.

Z. Pearson: But we could have you put the sign in, ... on your property. We could have you move it 10 feet in.

Lulash Pepaj: Correct.

J. Queenan: Well, this is all predicated on DOT approving the entrance. Right. If they never do, then you're back here.

Lulash Pepaj: Correct.

D. Campbell: Right. I have a question. What... I mean, I know we talked about coming in off Rt. 52 or sweep into the parking lot. What's going to prevent somebody coming up from the high bridge, through the stoplight, and once again hitting the parking lot?

Z. Pearson: Oh, it'll be angled the other way. I mean, it'll be a pretty severe angle. DOT makes you do a pretty severe angle. I'm going to guess that the angle they make those guys sweep in on, if you were to try to make a left-hand turn in on it, you would be doing a K-turn.

J. Queenan: If someone's going to do it, they're going to do it, and they'll just have to roll over a six-inch curb. They'll probably do that once and never want to do it again.

J. Thompson: And how many apartments do we have here now?

J. Queenan: So right now- Well- ... there's four one-bedroom apartments. And that requires a variance.

J. Thompson: Okay. So, have you been before the zoning yet on it?

Z. Pearson: No

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Lulash Pepaj: If we go two months back, you know what you guys said?

Z. Pearson: We said get the site plan revised. We said to get the site plan fixed and then we'll send it to zoning.

Lulash Pepaj: Is it clear now how I want to do it?

J. Queenan: Zoning on the map now. It doesn't appear that any other area variances would be required. It's commercial on the first floor, which is permitted. That's great. And the code says that a dwelling unit is permitted above a commercial use in the zone. That's up to the ZBA. It says a single, he wants multiple, that's why he would have to go to ZBA for the other three. He did the parking calculations also, proving that he needs 11 parking spaces. That would be the commercial, and then the four apartments would total 11 based on the code. He does have 11, including one ADA space.

Z. Pearson: Where does Howard park?

Lulash Pepaj: Who?

Z. Pearson: Howard Weeden

Lulash Pepaj: Howard…there's a 10-foot alleyway there, if I'm not mistaken.

Z. Pearson: But you own it, don't you?

Lulash Pepaj: I own the front of it, and I own the alleyway too. I have no idea if the use of the alley belongs to everybody or it doesn't. If it's mine, obviously it's going to be mine. But if it's written somewhere that everybody can use it, then obviously it's going to be used.

Z. Pearson: I just have a question. He parks his trucks there now, right? Doesn't Howard park his truck there?

Lulash Pepaj: Correct. He parks on his property, because if you look at his property, where his property ends, he's got another 30 feet right behind his building. Not in front of it. My parking lot, it hugs his building and his shed.

Z. Pearson: And then it opens up behind the shed.

Lulash Pepaj: Correct. Then where the shed is now, he's got a little bit of parking.

J. Thompson: Does he park there now?

Lulash Pepaj: He doesn't, but because- ... nobody cared. So, it's a little bit tricky.

J. Thompson: And then the next guy, he doesn't have any... It's all grass.

Lulash Pepaj: Correct. He's got a little bit of blacktop, Howard, correct.

J. Thompson: Yeah, but the neighbor where the, the extension was taken down by the village

Lulash Pepaj: No, no, it's all grass ... it's all grass.

J. Thompson: And he's can't get out the other way anyway.

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Lulash Pepaj: Correct. No, that's blocked off. That's blocked off the other way. That's a different story altogether.

J. Queenan: I did the math. He can fit the 11 spaces, and what I would assume is his ADA, I would put the ADA hatch here, and that would keep access open. That's how I would do it. I mean,

Lulash Pepaj: I don't wanna be the one to close it.

J. Queenan: I'm assuming you're going to put your ADA hatch- Right ... up there, and then no one can park there anyway.

Lulash Pepaj: Correct

Z. Pearson: If everybody's parked here, how does Howard get his truck? So, would he just sneak through there and drive in the back?

J. Queenan: Yep.

Z. Pearson: Okay. Got it. I'm just saying- So I got- ... I don't want it to be a problem for you in the future. Let's say you get all the approvals, Howard's got his two trucks parked there, and then all of a sudden, where do your two people park?

Lulash Pepaj: Well, I'm here for myself. If Howard's going to have a problem, he has to come in front of you guys. I can't take care of other people's problems.

J. Queenan: Part of the plan, he's got, he's removing pavement here, and over here. We would just have to make sure as part of this approval that there's an easement. That still gives Weeden the right to access, so he's not cut off. That could be part of the final. Procedurally, I don't want you to initiate the SEQR process because then the zoning board of appeals cannot act unless you act.

Z. Pearson: Right.

J. Queenan: So, if we just refer the plan to the ZBA, then the ZBA is free to take on the matter, not have SEQR burden them, and then that doesn't place this board in a position of having to do SEQR without getting the answer from the ZBA. So, we'll do nothing on SEQR at this point.

Z. Pearson: Might as well refer it to county planning at this point.

J. Queenan: No, you can't, because you'd have to initiate it. it would just be the referral to the zoning board to address the multiple apartments over the commercial.

Lulash Pepaj: This is not just a referral. We're talking entirely.

Z. Pearson: Yeah, it's referral. A referral. We've reviewed it. You have a site plan here; it's going in the right direction. The compass is pointed in the right direction.

J. Queenan: Well, that's up to the board if you want to refer it with recommendations or if you just want to simply refer it without.

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Z. Pearson: We've asked questions, you've answered the questions. They have to weigh in on the bigger part of this. You've answered the questions we have.

J. Queenan: The variance makes a difference because if he, if he only ends up with one or two apartments, it reduces the parking and…

Z. Pearson: Things go the other way…

J. Queenan: It makes a difference. He needs to get that referral first.

Z. Pearson: So, could I get a motion to make a recommendation to the zoning for this application?

J. Thompson: Not a recommendation, a referral.

Z. Pearson: A referral. Correct.

Motion to refer applicant to ZBA:

- Member D. Campbell, motion to refer applicant to ZBA
- Motion to accept 2nd by member C. Batson
- Vote: 6-0

Z. Pearson: Can I get a motion to close the Planning Board Meeting
Motion to close the Planning Board Meeting

- Member D. Campbell, motion to close the Planning Board Meeting
- Motion to accept 2nd by member C. Batson
- Vote: 6-0

- Architectural Review Board
  - Sign Submission
    - **<u>90 Scofield</u>**

Z. Pearson: Can I get a motion to open the Architectural Review Board
Motion to open the Architectural Review Board

- Member C. Batson, motion to open the Architectural Review Board
- Motion to accept 2nd by member J. Thompson.
- Vote: 6-0

Z. Pearson: Okay, so the only comment I had was you're calling for the one sign on the upper entrance to be illuminated internally. It's not allowed.

Charlotte Guernsey: It's not allowed?

Z. Pearson: Not permitted. Should be down light. The other signs we saw were downlight, right? You had an overhead light on the street sign. You had an overhead light on the lower entrance sign, but the internal light goes against code.

Charlotte Guernsey: So, we can do something like the one on the left (pointing to the picture submitted to the board), this one is one of the options I submitted.

J. Thompson: What's DRV stand for?

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Charlotte Guernsey: So DRV, that's my husband's law firm, Dennis Arbucciano.

J. Thompson: Your photo, the one on my left. That's lit from the inside?

Charlotte Guernsey: Yeah.

L. Dotson: They can't do that. It's lit behind the letters it looks like.

Charlotte Guernsey: There are different ways we can do it.

L. Dotson: I like the way it looks. I do. I'm just wondering if there is a way to do it where it's lit behind the letters and, not that the letters are lit.

Charlotte Guernsey: We had a version like that, but my staff said it looks like Law & Order.

Z. Pearson: Is there a way to light it so that the actual letter protruded from the wall a little bit ... but there's light behind it.

J. Thompson: But that is how many feet off the road? I mean, it's not even obtrusive to...I'm reaching. I know I'm reaching.

J. Queenan: The code prohibits internally illuminated signs.

C. Batson: What we're discussing here is the section here that says sign shall only be externally illuminated?

Z. Pearson: Yeah, the bigger sign on the upper. If you look at the first sheet, the upper entrance, that was the one that says internally illuminated. The other ones were all external.

J. Queenan: In-interior illuminated signs and/or moving or animated signs are prohibited.

J. Thompson: Unfortunately, our codes are written that way.

Z. Pearson: I have no issue other than us making sure it meets the code for the upper sign. So as long as the upper sign is... I guess my proposal, if I could get a motion, would be to accept it as is, except for the upper entrance sign is not internally illuminated. And that the Building Department just checks to make sure that the size is all correct. We took a look at the code quickly. Typically, it doesn't get to us before building looks at it. Some of the signs are large, but I think you have large walls there. If they're (Building Department) going to issue you guys the permit, I'm more than okay with that. So, with those two conditions, basically the Building Department checks the sign size, and that that upper sign is externally illuminated.

C. Batson: There's also some language in the code about this, piece being placed appropriately, X amount of feet from everything. Is that's being mentioned?

J. Queenan: Correct. That would be, I think, the Building Department would have to check that for setbacks, et cetera.

Z. Pearson: I'm assuming before it came to us, it was checked, but can we get that motion.

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C. Batson: I'll make a motion to accept this contingent on the Building Department looking at what we agreed and, lighting being external on the upper left-hand sign

- Member C. Batson, motion to accept contingent on Building Department, and light being external.
- Motion to accept 2nd by member J. Hanen
- Vote: 6-0

Charlotte Guernsey: So, when you say external, it can be backlite, like a monitor?

Z. Pearson: Yes**.**

D. Campbell: Can I just ask a question? Where it says tenant there, you plan on renting out space there?

Charlotte Guernsey: Yeah, just a few small professional offices.

D. Campbell: Okay, thank you.

- Adjournment

Z. Pearson: Can I get a motion to close the meeting

- Motion to accept 1st by J. Hanen
- Motion to accept 2nd by member C. Batson
- Vote: 6-0

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