

Planning Board
Village of Tarrytown
Regular Meeting 7 pm
January 22, 2024

PRESENT: Chair Raiselis, Members Aukland, Gaito, Alternate Member Marte,
Counsel Zalantis; Village Engineer Pennella; Village Planner Galvin;
Secretary Meszaros

ABSENT: Member Friedlander, Member Mendez-Boyer

Ms. Raiselis opened the meeting at 7:04 p.m and announced that the public will be given the opportunity to address the Board on agenda items only. Each speaker will be given 3 minutes during the public comment period. The Board welcomes public written comments emailed to lmesaros@tarrytowngov.com or mailed to the Village of Tarrytown, Planning Dept. - 1 Depot Plaza, Tarrytown, NY 10591, and should be received no later than the Friday before the meeting, in order to be distributed to the Board and the applicant in advance of the meeting.

APPROVAL OF MINUTES - August 28, 2023 and December 28, 2023
There was no quorum of the Board to approve these minutes; they will be considered at the next regular meeting.

APPROVAL OF MINUTES - November 27, 2023
Mr. Aukland moved, seconded by Mr. Gaito, with Mr. Marte abstaining, to approve the minutes of the November 27, 2023 meeting, as submitted.

The secretary recorded the vote:
Mr. Aukland: Yes
Mr. Gaito: Yes
Chair Raiselis: Yes
Mr. Marte: Abstain
Motion carried. 3 -1(abstention)

ADJOURNMENTS:
Ms. Raiselis announced the following 3 adjournments:

1. Gotham Design Planning and Development
25 South Washington Street
Site plan approval for the redevelopment of the property to include the razing of the existing two-story single-family home and 1½ story detached garage in order to construct a new three-story primary structure with 3 dwelling units.
2. Catalyze Tarrytown White Plains Road Microgrid, LLC
120 White Plains Road
Site plan approval for the installation of an electrical substation.
3. Nicole Doniger Strom – New Public Hearing (pending a ZBA determination)
68 Leroy Avenue
Site plan approval for the construction of a two-story addition to a single-family residence.

CONTINUATION OF PUBLIC HEARING - Hudson Harbor Station LLC – 29 S. Depot Plaza

George Distefano appeared, representing the applicant, Hudson Harbor Station, LLC. He introduced John Canning, PE, the project Traffic Engineer, with the firm of Kimley Horn, who was asked to explain the methodology used to determine the traffic impacts from the Edge on Hudson Development as it relates to the 29 S Depot Plaza project. Mr. Canning presented traffic analysis data with charts, attached as "Exhibit A-1", to these minutes. Mr. Canning referred to the extensive traffic analysis data conducted back in 2006 for the Edge on Hudson Project, which was part of the FEIS, which he has used in his analysis. He showed a chart indicating the uses proposed in the FEIS, the number of trips generated at morning peak, which were 639, and at evening peak, which were 732 trips. Since that time, the scope of the project changed. The movie theater was eliminated and became retail. This increased the retail component from 109 to 135. The residential units decreased from 1250 units to 1177 units. The office, hotel and soccer field uses remained unchanged. By the summer of 2023, almost 400 units had been built. These units were included in the analysis they provided with this application along with the remaining balance of the retail, the hotel, soccer fields, and the DPW. In order to come up with projected counts for this project, they prorated the past percentage of uses that the project generated with the current uses (see chart), resulting in 572 morning peak trips and 615 evening peak trips. This is about 150 less trips than what was originally contemplated (due to the reduction in the scope of the project and the 400 units which were included), and these figures represent the overall traffic impact. With regard to areas of traffic distribution, he showed the arrival and departure distribution charts from the Edge which were prepared back in 2005. They applied the percentages to the volumes in the table and came up with a table of the existing and projected traffic volumes. They concluded that the existing traffic volumes going past 29 S Depot Plaza are 295 trips eastbound and 399 trips westbound, for a total of 694 trips and the additional Edge traffic will add 172 more trips. They have also taken into account other anticipated increases that may or may not happen, resulting in 506 westbound trips and 445 eastbound trips, or a total of 951 trips.

Mr. Canning noted that more and more people are working from home now and this factor was not accounted for in their numbers since the data they used was pre-pandemic. If they were to account for this, it would most likely decrease the traffic impact. Mr. Gaito confirmed that these numbers assume that people are still commuting full time. Mr. Canning agreed and said that it is still a considerable increase over the existing conditions, from 694 to 951 in the total trips. Mr. Marte asked if this is the worst-case scenario analysis. Mr. Canning said that they try to be conservative. He noted that their project proposes 88 residential units which adds 25 trips and replaces an existing facility. Most of the activity is passing the train station or coming to and from the train station.

Mr. Aukland asked if Mr. Canning has any current data to compare the projections. Mr. Canning advised that he does not have any current traffic counts but he does have many studies similar to an Edge type of development project that demonstrate how effective they can be at reducing traffic.

There were no additional questions from staff.

Mr. Distefano updated the Board on their progress on the Wayfinding Signs that they are proposing to install on their site. He showed the proposed sign locations on site and the language, attached as "Exhibit A-2" in these minutes, which includes existing signage that the village has used on Broadway, provided by the Village Engineer. They will work with the Board of Trustees with regard to the style of signs, language, and points of interest.

Mr. Pennella noted that the location and language will have to be approved by the Board of Trustees which can be a condition of this resolution. Ms. Raiselis would like the applicant to consider placing a sign by their driveway/sidewalk area directing people to the Main Street area. This would be helpful for people coming from the station and the bus area. Mr. Pennella advised that this area is MTA property and would also require MTA approval.

Mr. Aukland would like the village to have a standardized wayfinding map for the village, which is a separate project, and they are not there yet, but he likes the proposed signage.

Counsel Zalantis advised that since the actual locations and language are not determined yet, this could be a condition of site plan approval. Mr. Pennella agreed and suggested that this location be placed on the plans with a note indicating that it is subject to approval by the Board of Trustees and the MTA. Ms. Raiselis is hopeful that the MTA will approve it, but if not, at least the Village made an effort. Mr. Gaito and Mr. Marte were both in agreement.

Mr. Distefano advised that he is working with Dan Pennella on technical aspects that they will incorporate into the site plan, and they are reviewing the draft conditions internally. They are hopeful that the Board will be able to vote on this project next month.

Ms. Raiselis asked Mr. Galvin to briefly give an update on the progress they have been making with the Housing Action Council for the possibility of providing additional affordable units. Mr. Galvin advised that he has followed up with Rose Noonan, Executive Director of the Housing Action Council, in an effort to use some of the funds that are restricted for use by the Village of Tarrytown. Ms. Noonan has advised that she is preparing a proposal that will be presented to the applicant for an additional 9 units at 60% of AMI (which varies based upon household size), for a total of 18 units. For disclosure purposes, Mr. Galvin advised that he has been Chair of the Housing Action Council for the past 5 years. He has

no voting authority for funding projects related to Tarrytown. There is a subcommittee that reviews and votes on these applications, and he does not sit on this subcommittee. Ms. Raiselis hopes that this proposal can be completed by next week and be presented to the applicant for review and discussed with the applicant at the Board's next work session.

Ms. Raiselis asked if anyone in the public wished to comment on this application.

Public Comment Period

Ms. Raiselis acknowledged a public comment received from Dolf Beil, which was discussed at the January 11, 2024 work session regarding a Letter of Credit.

Dolf Beil, property owner in the village, has concerns about assuring the timely completion of this project. He referred to a project near the White Plains train station which has been an abandoned eyesore for 25 years. He would like to find a way to give the Village Engineer and/or the building department the tools to be able to enforce the "good will" of today. He believes that a Letter of Credit vs. a Bond is a better solution. With a letter of credit, the developer is required to pay the village if the work is not finished by the agreed upon timeline. His suggestion is not punitive, it is observational and is based upon the 18 units proposed at Hudson Harbor, which remain unfinished to this day. He noted that these project plans also indicate a pedestrian connection for future development. He would like assurance that this project stands on its own and expects it to be completed within a reasonable period. He would also like assurance that once construction begins, it is either finished, or turned into parkland, but in no event should it be turned into an eyesore. He does not want the village to get stuck again.

Paul Stone, who lives at 2 Orchard Drive, in Hudson Harbor, commented that he does not think the project should be approved. He believes it is an abomination that this developer has the nerve to ask this Board to approve another project while he diverts resources to another money-making adventure when there are outstanding issues with the Cooney Building, the Empty Lot, and Road E, in Hudson Harbor. He believes the developer is spitting in the eye of the village and if this Board can't stop this, they should demand a large performance bond or letter of credit, and it not be conditioned upon something else. This developer has decided that he needs more than 18 units on the empty lot, and he feels it is extortion and disgraceful.

Ms. Raiselis asked Mr. Pennella to comment about the discussion that took place at the work session regarding a Letter of Credit.

Mr. Pennella believes that a phased approach to this project will help protect the village property. He would like to condition that no building permit be issued for the structure until the site work has been completed. He is still open to requiring a letter of credit, a bond, or

an escrow, which is the simplest way for the village to receive the money, to protect the village property. Counsel Zalantis advised that a performance bond or letter of credit only protects the public areas of the village and will not solve the issue of the private property not being developed. The village cannot finish work on private property. She also advised that this development is not linked to any other development.

Mr. Marte commented that the applicant will have to secure a construction loan for this project. Counsel Zalantis noted that they still need to review the MTA agreement. Mr. Gaito agrees with Mr. Pennella that a phasing plan would work with this project. Counsel Zalantis said that the leverage of the village is not to issue a building permit for the building until the site work is completed. The village can also request a Letter of Credit or a Bond to ensure that the site work is completed. Mr. Pennella advised that the village does not issue temporary certificates of occupancy. Typically, once the shell is built and common life safety features are in place, certificates of occupancy can be issued for each floor, but all common work must be completed. He will work on language that the Board can review. Ms. Raiselis commented that this is one building and not a development of buildings. She feels confident that with the help of counsel and staff, mechanisms will be put in place to protect the village property. The Board is cognizant of the public's concerns and will continue to address them.

Bonnie Tarkenton, who lives at 45 Hudson View Way, Hudson Harbor, commented that the village has not had the best relationship with this developer and, developers in general, take the easy way out and repeat what they have done before. She does not know how this Board can go into a project with a developer with such a poor history in this village. He still has not completed work at Hudson Harbor. The roads are still terrible. There are no stop signs. The work is shoddy, repairs are not done. The history is being ignored and she doesn't get it. She also does not think that all the work is inspected and the work is not done the way it should be. Ms. Raiselis believes the building department does a thorough job with inspections and that statement is unfair. Mr. Pennella commented that all units are inspected and built to code. When they can't do the inspections, they use outside inspectors to do this, which was the case with 16 and 18 Rivers Edge Drive. Ms. Raiselis commented that this discussion is leading into other topics that are not related to this project and this is not a venue for Hudson Harbor grievances. Other people are waiting for their applications to be heard. Ms. Tarkenton stated, as a concerned citizen of Tarrytown, knowing that the village is doing another project with this developer, she feels the Board should be aware of the developer's history. Counsel Zalantis said this is not a public project, and whatever a developer has done with other properties, is not a legal basis to deny a project. Ms. Raiselis asked Ms. Tarkenton to contain the conversations to the applications before the Board. She means no disrespect but they have to do their job and only discuss applications before them.

Ms. Aukland moved, seconded by Mr. Gaito, to continue the public hearing.

The secretary recorded the vote:

Mr. Aukland: Yes
Mr. Gaito: Yes
Chair Raiselis: Yes
Mr. Marte: Yes
All in Favor. Motion carried. 4-0

Ms. Raiselis commented that we are all one community and it is very difficult to cut off conversations when there are concerns but there are other places to resolve these matters and she appreciates if we could all stick to items that are on the agenda.

CONTINUATION OF PUBLIC HEARING -Benjamin and Julie Green- 25 Rosehill Avenue

David Verespy, RLA, with Rock Spring Design Group, appeared, representing the applicant, Benjamin Green, and David Goessl, PE, the project engineer, both present. Mr. Verespy updated the Board and noted at the last meeting they removed the pool from the project and the Board was comfortable with the scope of the project, the location of the walls, and the substitution of the portable hot tub for the pool. They have been working to update the plans to satisfy Ms. Nolan’s Landscape comments. They have shown the stone wall (pile of rocks) off of the side on the adjacent property and they have removed the grading under the drip line of the existing trees on the north side of the house. After a brief conversation, Ms. Nolan is satisfied with how they will handle this area. They have added a note to use filter fabric and wood chips will be used to protect the root zone in the area to create a cushion layer to help prevent compaction and another note to limit tree removal in the forest management area to be in line with the tree replacement schedule. In addition, another note was added stating that after the five-year forest management plan period, if additional trees are taken out, they will be replaced in accordance the village tree replacement program. They have updated the drainage calculations to reflect the removal of the pool and changes in the impervious coverage, and have updated the Steep Slope Waiver narrative to remove any mention of the swimming pool, along with including an updated project narrative.

Mr. Verespy advised that in the interim, they have received 42 comments from Hahn Engineering, most of which have been previously provided. There were some legitimate concerns that will be updated on the drawings and they will work with the village staff to get the plans updated. From his perspective, there is nothing substantive that would change the scope of the project. Ms. Raiselis advised the applicant that it seems that there are some notes to add to the drawings and that they should work with Dan Pennella to ensure

they are addressed. Mr. Verespy agreed and said they will address the Hahn comments. He believes that they are at the end of this process where a resolution can be prepared.

Mr. Galvin said the final memo from Suzanne Nolan was received and all items have been addressed except for an added note to the plans about decompaction.

Mr. Pennella advised that they will need a fully coordinated set of plans addressing all of the Hahn comments. The structural analysis is what was needed to be addressed and that was the cusp behind the Hahn review. The applicant advised that he will provide a full set with all of the updated information.

Mr. Goessl asked Mr. Marte if he has any questions since he is new to the Board. Mr. Marte advised that he has been assessing this project for the last 4 weeks, and lives nearby. He has no further questions at this time and would like to get the last set of plans submitted.

Mr. Aukland commented that the updated narrative for the Steep Slope waiver does not include a demonstration of extraordinary hardship and he does not see it as a viable application in terms of the code, which requires the Board to protect steep slopes.

Mr. Pennella advised Mr. Gaito that the set of plans approved by this Board will essentially be the building permit set. Once the resolution is approved, the applicant incorporates this resolution into the approved plans and the resolution becomes part of the building permit.

Ms. Raiselis believes that the majority of the Board is comfortable with the project, except for Mr. Aukland, and asked Mr. Galvin to draft a resolution for review by the next work session.

Ms. Raiselis asked if anyone in the public wished to comment on this application. No one appeared.

Mr. Aukland moved, seconded by Mr. Gaito, to continue the public hearing.

The secretary recorded the vote:

Mr. Aukland:	Yes
Mr. Gaito:	Yes
Chair Raiselis:	Yes
Mr. Marte:	Yes

All in Favor. Motion carried. 4-0

CONTINUATION OF PUBLIC HEARING – Gabrielle Salman, R.A - 81 N. Washington St.
Site plan approval for the change of use and legalization of a non-conforming four-unit multi-family dwelling, documented as a two-family dwelling.

Gabrielle Salman, RA, the project architect, appeared before the Board, representing the owner of the property, Mr. Torres, also present. She showed the 3 proposed parking spaces on the revised site plan and noted that with this plan, it will require a larger variance (7 spaces) from the Zoning Board, but the nature of the backyard is much friendlier.

Ms. Raiselis asked Mr. Pennella to comment. Mr. Pennella noted that five spaces were originally proposed on this site which would take up the entire back yard. In an effort to salvage some of the yard space, the applicant was asked to submit this plan. After review, he is concerned that a vehicle will not be able to maneuver in and out of the garage. In addition, the southerly property boundary line encroaches on the neighbor's property and is not shown on the plan. He suggested that the plan be revised to eliminate the parking area in the rear altogether to salvage the back-yard area. Since the current tandem parking works on site, the applicant should submit an alternate plan to reflect the existing tandem parking plan, "As is". Ms. Raiselis agreed that paving the entire yard is not the best solution and it would require additional stormwater improvements. Although a larger variance would be needed, it may be a better solution to have more yard space and less parking. Additional tree plantings could be considered. Mr. Gaito agreed that if the parking "As is", works on site, it could be a better solution. Mr. Torres confirmed that the existing parking "As is", works well on site. Ms. Raiselis believes that going through this exercise may have brought us to a better solution, but it will be up to the Zoning Board to grant the additional parking variance request. Counsel Zalantis advised that this is a coordinated review under SEQRA, and the applicant should go before the Zoning Board as soon as possible to present the plan so they can weigh in on the parking plan and the variance request (s). Moving forward, the applicant will update the plan; Mr. Pennella will determine the proposed variances for discussion at the February 12, 2024 Zoning Board Meeting.

There was no one in the audience to comment on this application.

Ms. Raiselis moved, seconded by Mr. Gaito, to continue the public hearing.

The secretary recorded the vote:

Mr. Aukland: Yes
Mr. Gaito: Yes
Chair Raiselis: Yes
Mr. Marte: Yes
All in Favor. Motion carried. 4-0

ADJOURNMENT

Ms. Raiselis moved, seconded by Mr. Gaito, to adjourn the meeting at 8:25 p.m.

All in favor. Motion carried. 4-0

Liz Meszaros, Secretary

Exhibit A-1

Hudson Harbor Station LLC– 29 S Depot Plaza

Edge on Hudson – Traffic Presentation

John Canning, Kimley Horn

LIGHTHOUSE LANDING
VILLAGE OF SLEEPY HOLLOW
WESTCHESTER COUNTY, NEW YORK

FINAL
ENVIRONMENTAL IMPACT STATEMENT

VOLUME 3: APPENDICES

Prepared For Submission To:

MAYOR AND BOARD OF TRUSTEES
VILLAGE OF SLEEPY HOLLOW, NEW YORK

Applicant:

ROSLAND/SLEEPY HOLLOW, LLC
AND
GENERAL MOTORS CORPORATION

Prepared By:

Divney Tung Schwalbe, LLP

October 4, 2005
Revised December 19, 2006

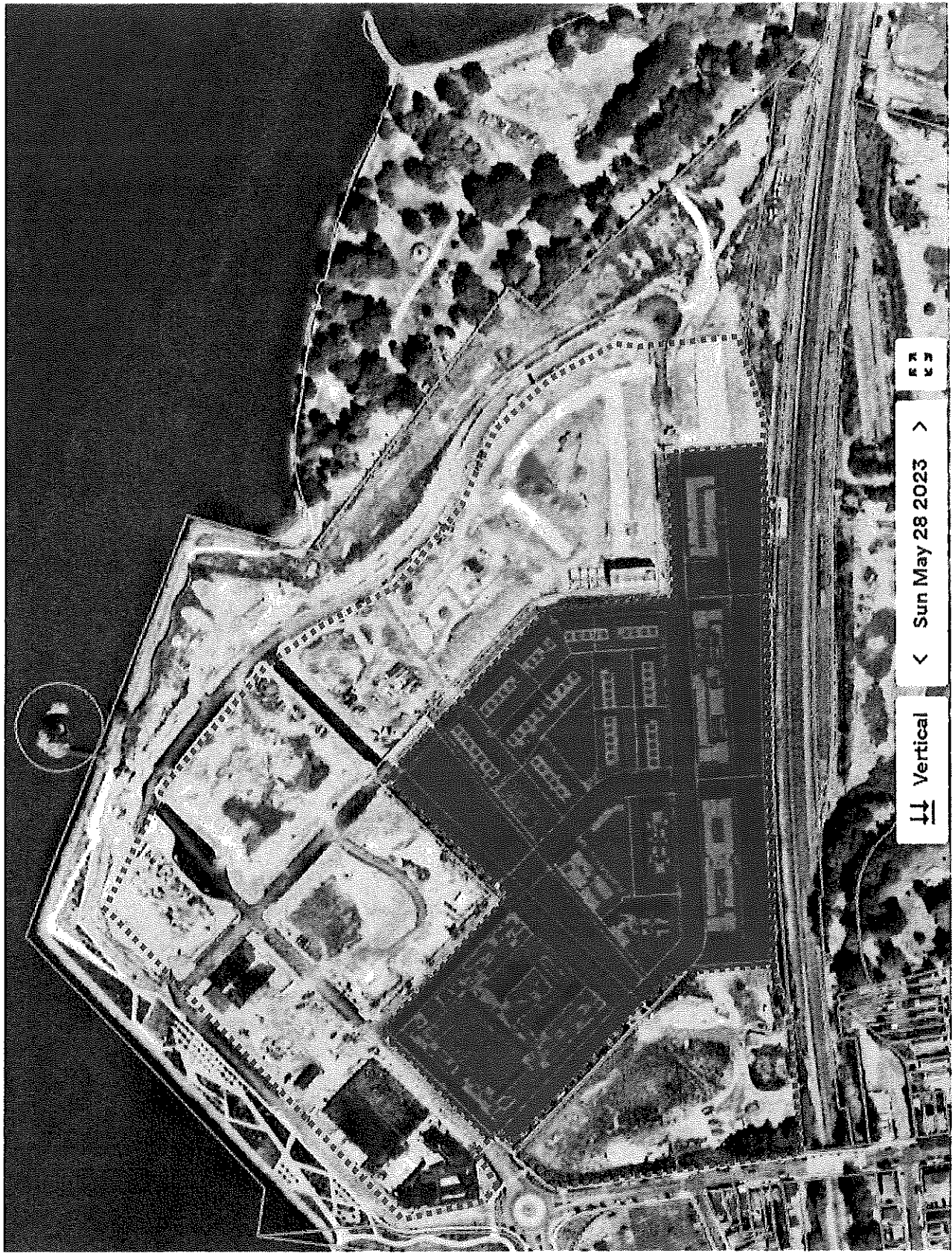
Planning • Engineering • Landscape Architecture • Environmental Approvals • Project Management

FEIS traffic projections for Edge of Hudson

TABLE NO. 6A-3A												
FEIS TRIP GENERATION SUMMARY FOR LIGHTHOUSE LANDING WITHOUT TRAIN STATION ^{en}												
Land Use (Code)	Size	Dependent Variable	Peak AM Hour			Peak PM Hour			Peak Sat. Hour			
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
Specialty Retail Center (814) ¹⁵	109,000	SF	159	125	284	125	159	284	306	306	612	
Gravity Model Reduction (40%-AM,PM & 40%-SAT)			64	50	114	50	64	114	122	122	245	
Specialty Retail Center Primary Trips			95	75	170	75	95	170	184	184	367	
Office Building (710)	35,000	SF	71	10	81	9	43	52	9	7	16	
Apartment (220)	608	Units	60	241	301	229	123	352	134	134	268	
Condominium/Townhouse (230)	600	Units	57	180	237	175	86	261	117	100	217	
Total Residential (220& 230)	1,208	Units	97	421	518	404	209	613	251	234	485	
50% of Gravity Model Reduction			32	25	57	25	32	57	61	61	122	
Total Minus Internal			65	396	461	379	177	556	190	173	363	
Mass Transit Credit (35%-AM,PM)			23	139	161	133	62	195	0	0	0	
Station Res. Trips (5%-AM,PM) + Jitney (12-AM, PM & 2 SAT)			15	32	47	31	21	52	2	2	2	
Non Train Residential Primary Trips			39	238	277	227	106	334	190	173	363	
Senior Housing-Attached (252)	42	Units	2	2	4	3	2	5	6	6	12	
Total Residential (220, 230 & 252) ¹⁶	1,250	Units	41	240	281	230	108	339	196	179	375	
Hotel (310)	140	Rooms	46	33	79	39	41	80	61	61	122	
Movie Theater w/ Matinee (444) ¹⁷	18,000	SF	0	0	0	44	25	69	44	25	69	
TOTAL PRIMARY			254	358	612	397	313	710	493	455	948	
Water Uses/Police Station/Fire Station			10	10	20	10	10	20	10	10	20	
Soccer Complex (488) ¹⁸	2	Fields	1	1	2	29	13	42	28	30	58	
DPW Facility ¹⁹	N/A	N/A	2	3	5	0	0	0	0	0	0	
TOTAL EAST PARCEL			3	4	7	29	13	42	28	30	58	
TOTAL W/ EAST PARCEL & WATER USES/STATIONS			267	372	639	436	336	772	531	495	1,026	

(1) Trip Generation Rates based upon the Institute of Transportation Engineers' publication entitled "Trip Generation", 7th Edition.
(2) Peak PM Hour Rates were utilized for the Peak AM Hour with the Directional Distribution reversed. Peak PM Hour Generator was utilized for the Peak Saturday Hour.
(3) The Peak PM Hour Rates were utilized for the Peak Saturday Hour.
(4) Trip Generation Rates based upon Institute of Transportation Engineers' publication entitled "Trip Generation", 7th Edition. No credit was taken for Lighthouse Landing Residents walking to the park.
(5) Trip Generation Rates based upon counts conducted at the existing DPW Facility.
(6) Trip Generation Rates based upon rates determined by TRC. Not all trips were assumed to be new trips, but rather re-routed trips from the existing Tarrytown, Philipse Manor and Scarborough Stations.
(7) Some of the above residential units may become Senior housing units which would slightly reduce the trip generation depicted above.

What had been built by the Summer of 2023



Proposed in FEIS	
Originally proposed	Size
Retail	109
Office	35
Residential	1250
Hotel	140
Movie Theater	18
Police	unknown
Soccer/DPW	2 fields

Total Trips 639 AM and 772 PM

Currently Approved	
	Size
Retail	135
Office	35
Residential	1177
Hotel	140
Movie Theater	0
Police	unknown
Soccer/DPW	2 fields

Total Trips 662 AM and 723 PM

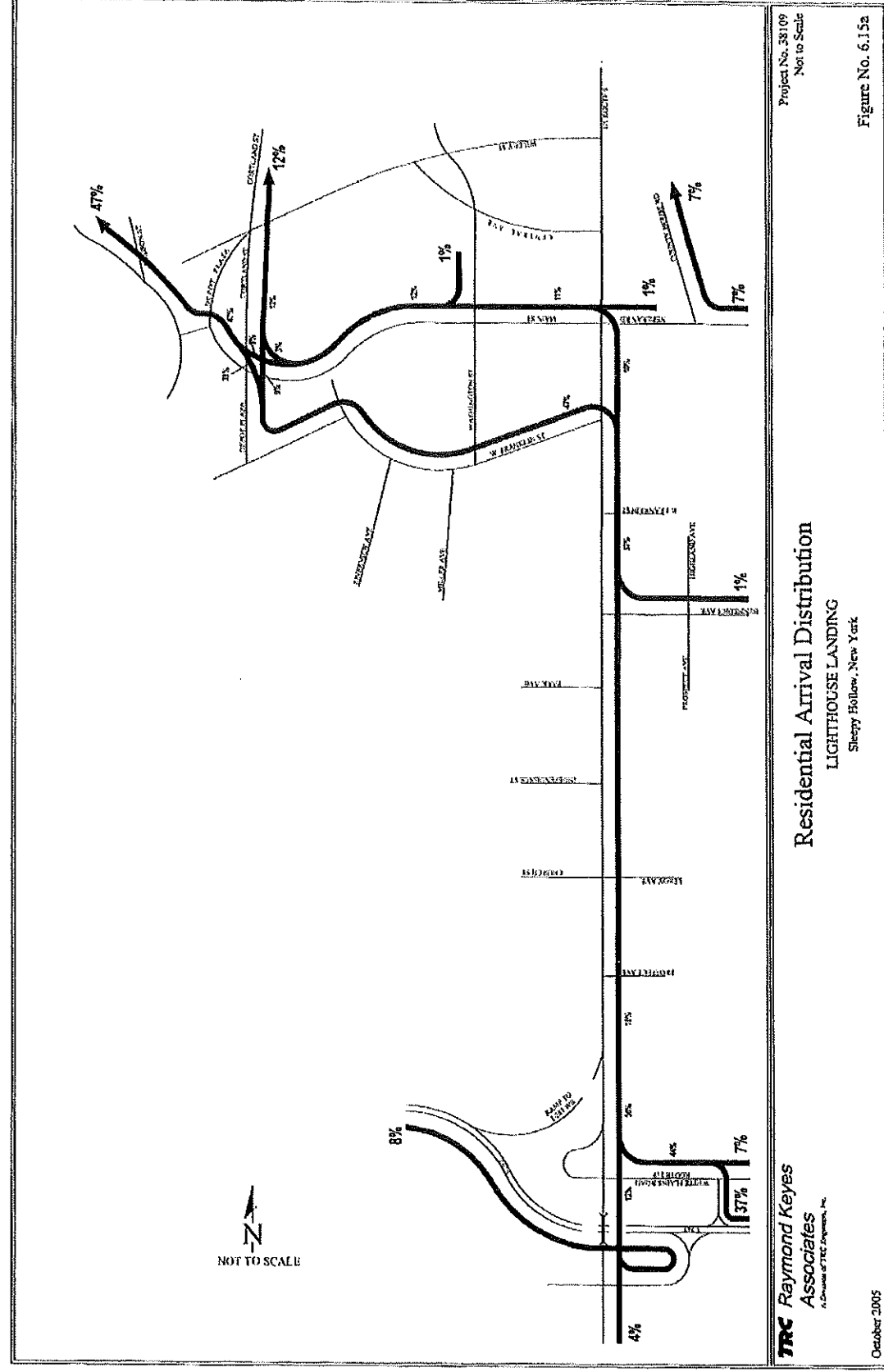
Built by the Summer of 2023	
	Size
Retail	0
Office	0
Residential	399
Hotel	0
Movie Theater	0
Police	unknown
Soccer/DPW	2 fields

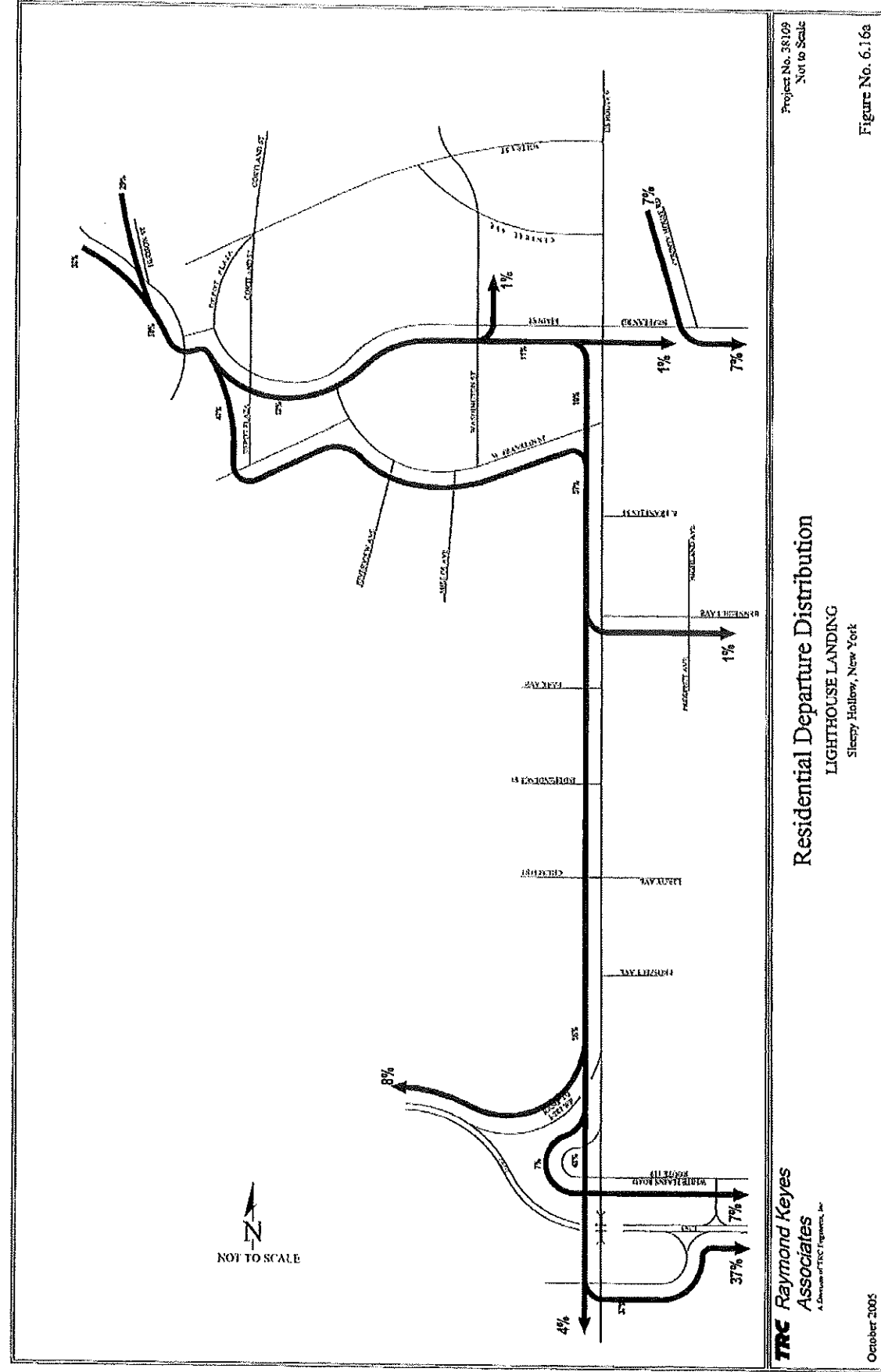
Total Trips 90 AM and 108 PM

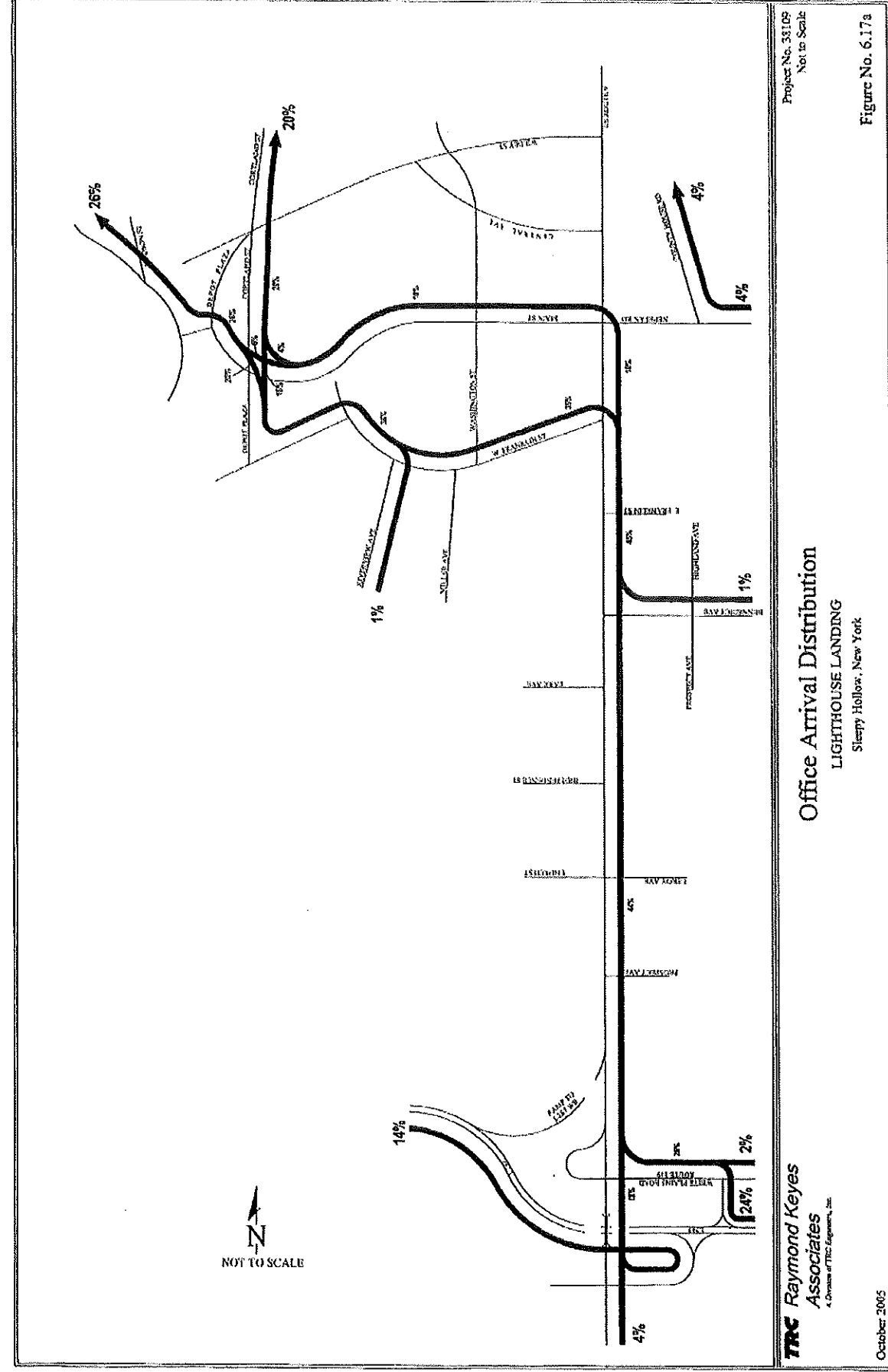
Still to be Built	
	Size
Retail	135
Office	35
Residential	778
Hotel	140
Movie Theater	0
Police	unknown
Soccer/DPW	2 fields

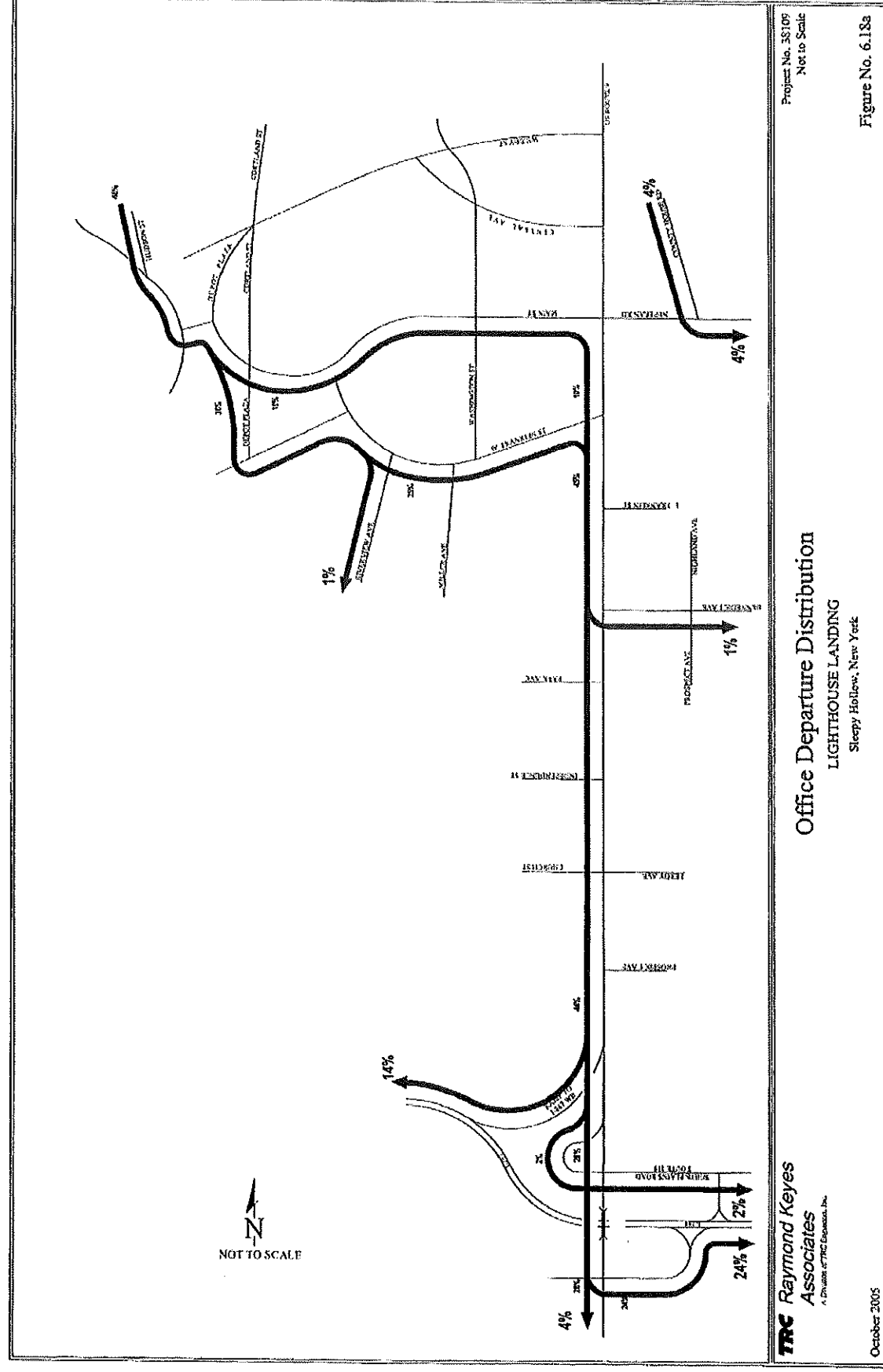
Total Trips 572 AM and 615 PM

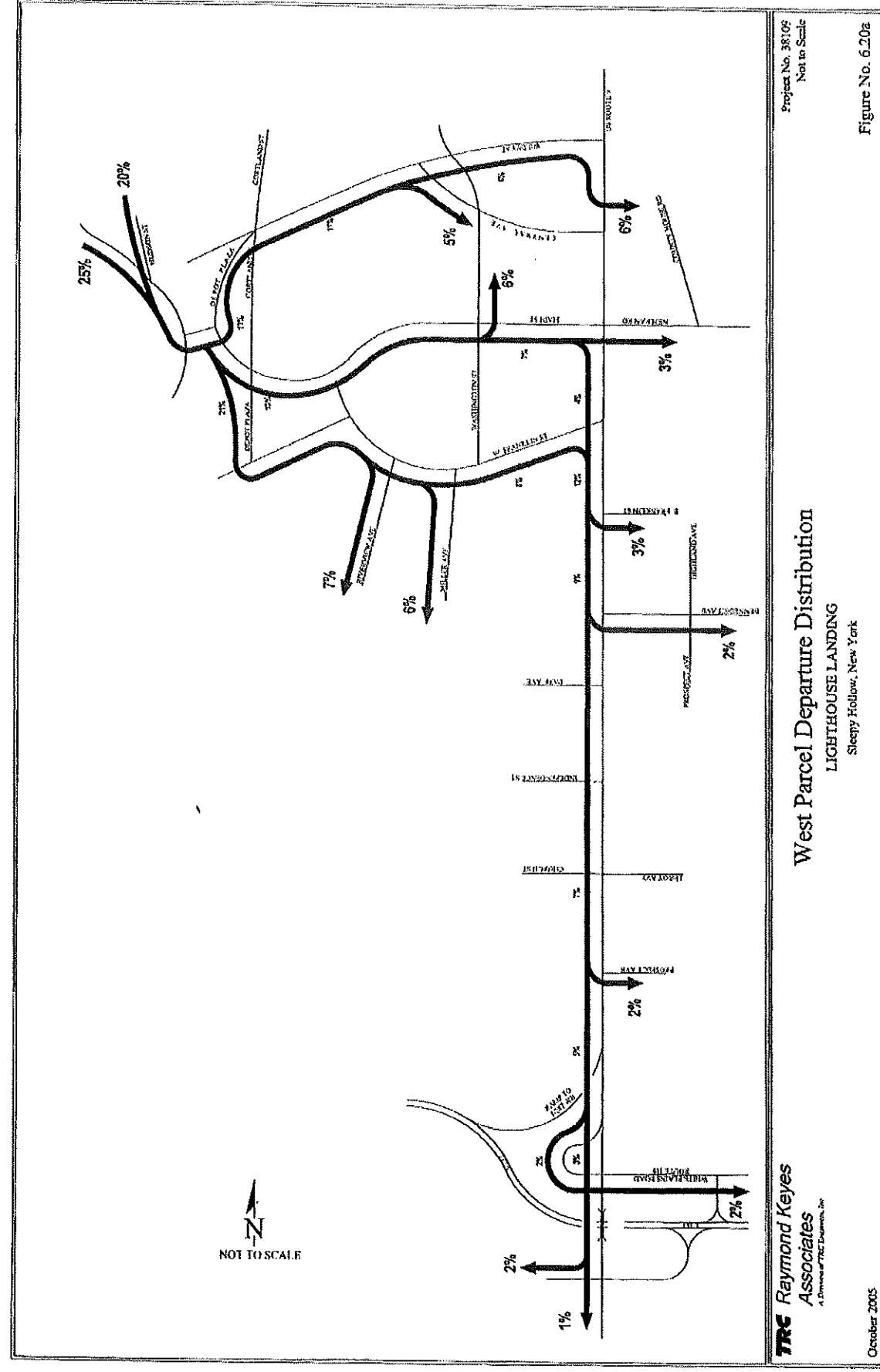
Still to be Built At Edge		AM		PM	
Size		In	Out	In	Out
Retail	135	118	93	93	118
Office	35	71	10	9	43
Residential	778	26	149	143	67
Hotel	140	46	33	39	41
Movie Theater	0	0	0	0	0
Police	unknown	10	10	10	10
Soccer/DPW	2 fields	3	4	29	13
Total		273	299	323	292
			572		615



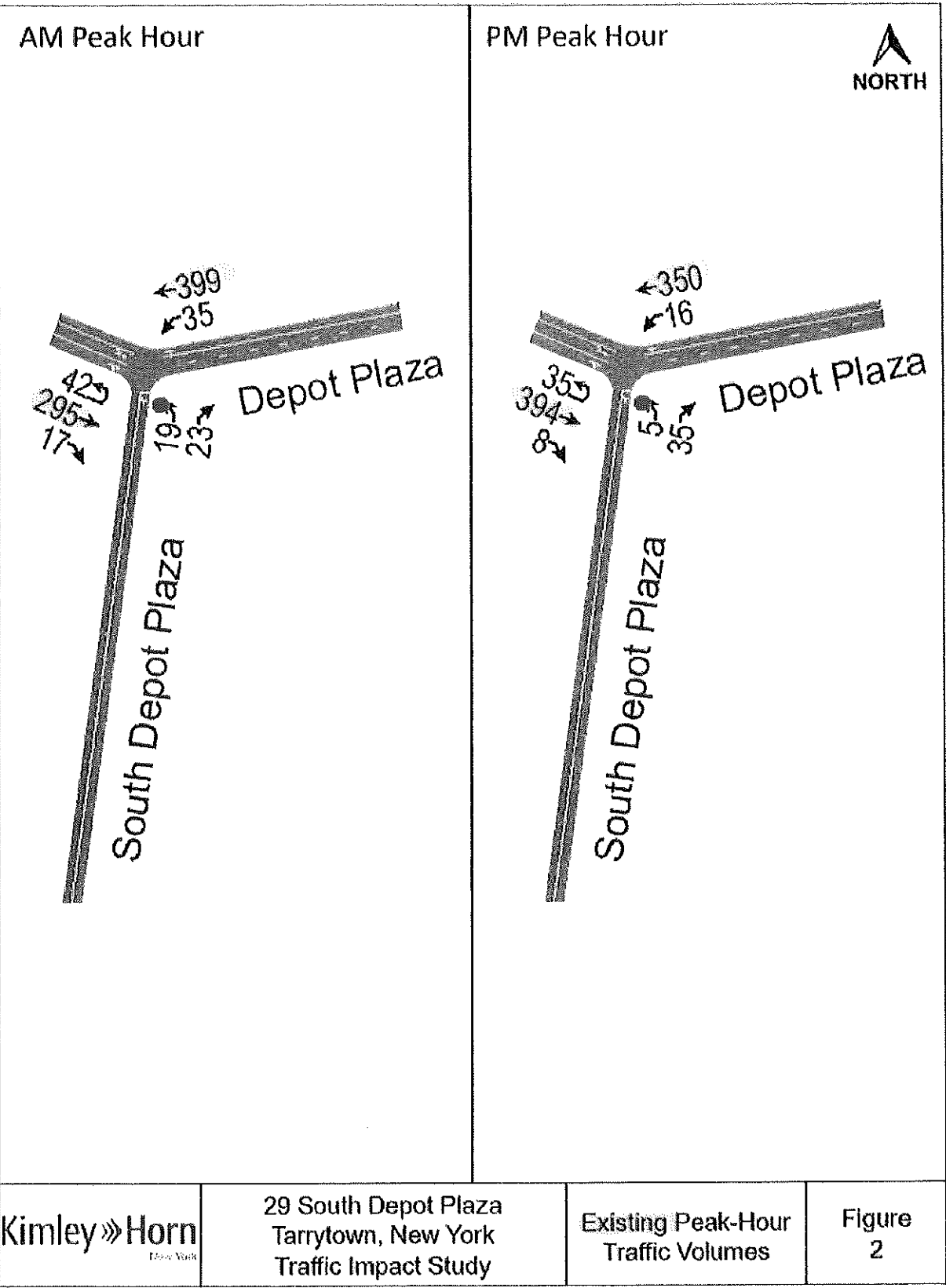








Peak-hour Traffic on Depot Plaza Past S Depot Plaza¹



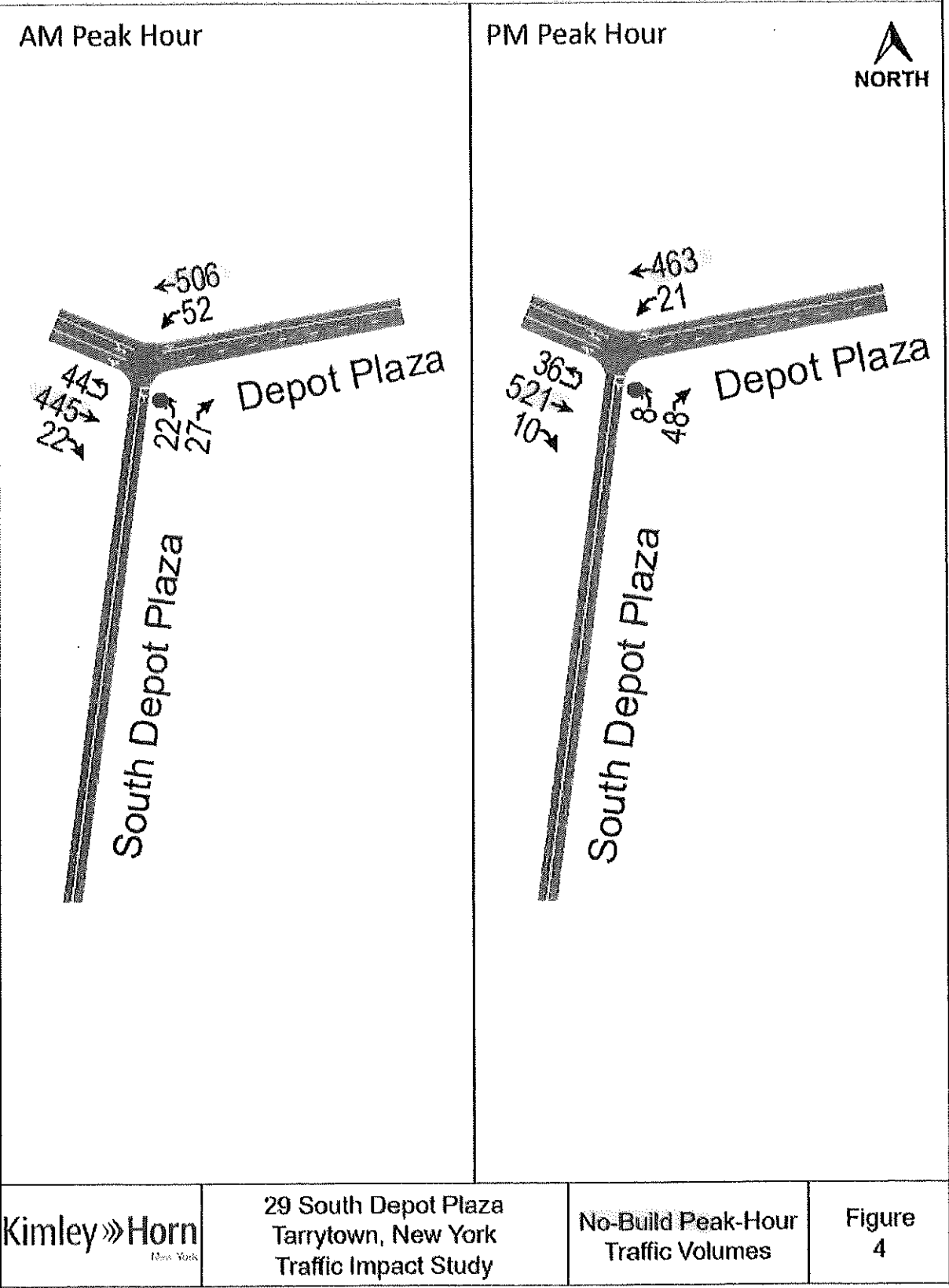


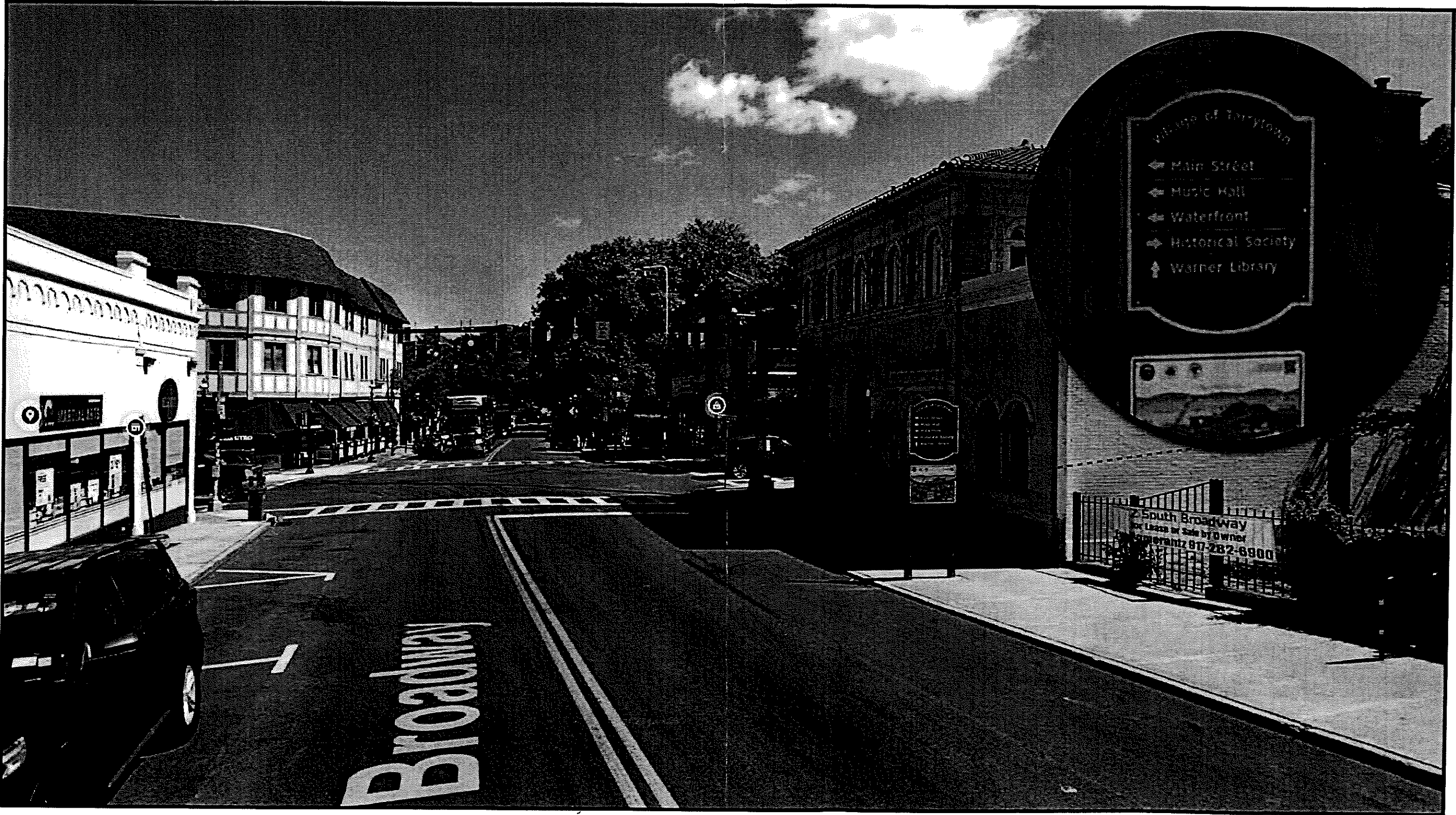
Exhibit A-2

Hudson Harbor Station LLC– 29 S Depot Plaza TOD

Wayfinding Presentation - George Distefano

TARRYTOWN STANDARD WAYFINDING SIGNAGE

INTERSECTION OF BROADWAY (ROUTE 9) & MAIN ST.



TARRYTOWN STANDARD WAYFINDING SIGNAGE

36"W

42"H

Village of Tarrytown

← Warner Library

Village of Tarrytown

← Main Street

← Music Hall

← Waterfront

→ Historical Society

→ Warner Library

Village of Tarrytown

↑ Lyndhurst

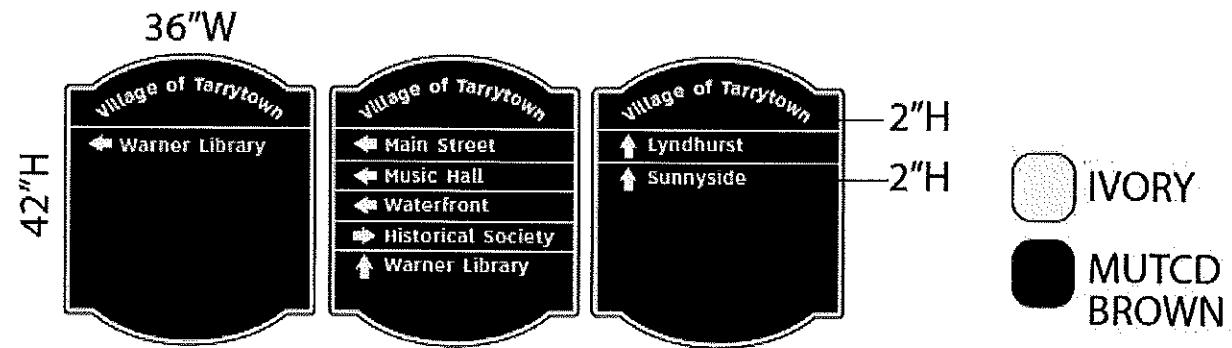
↑ Sunnyside

2"H

2"H

IVORY

MUTCD BROWN



PROPOSED WAYFINDING SIGNAGE ON SITE

Sign 1 South Side
(approach from building & train)

- ↑ Main Street
- ↑ Downtown
- ↑ Village Hall
- ← Train Station
- ← Waterfront via Train Overpass

Sign 2 West Side
(approach from building & train)

- ← Main Street
- ← Downtown
- ← Village Hall
- ↑ Franklin Courts & Towers

Sign 1 North Side
(approach from Downtown)

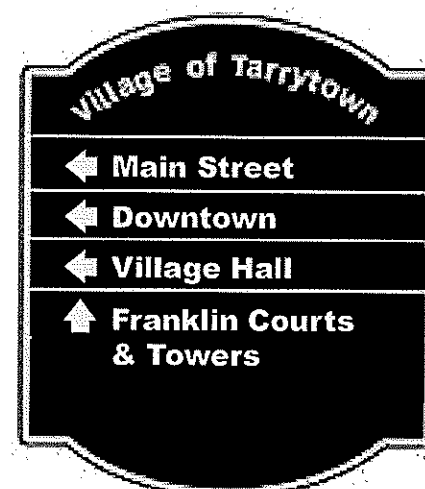
- ➡ Train Station
- ➡ Waterfront via Train Overpass
- ← Franklin Courts & Towers
- ← Mobility Hub

Sign 2 East Side
(approach from Franklin Courts)

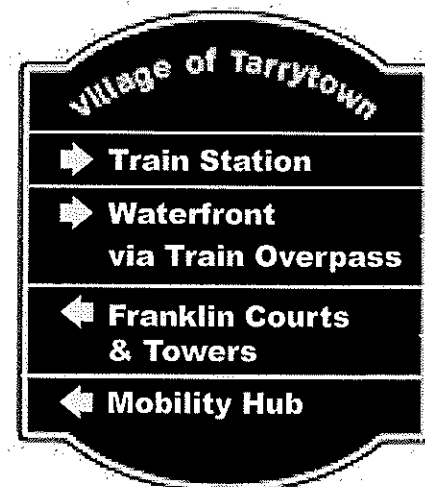
- ➡ Main Street
- ➡ Downtown
- ➡ Village Hall
- ↑ Train Station
- ↑ Waterfront via Train Overpass



Sign 1 South Side
(approach from building & train)



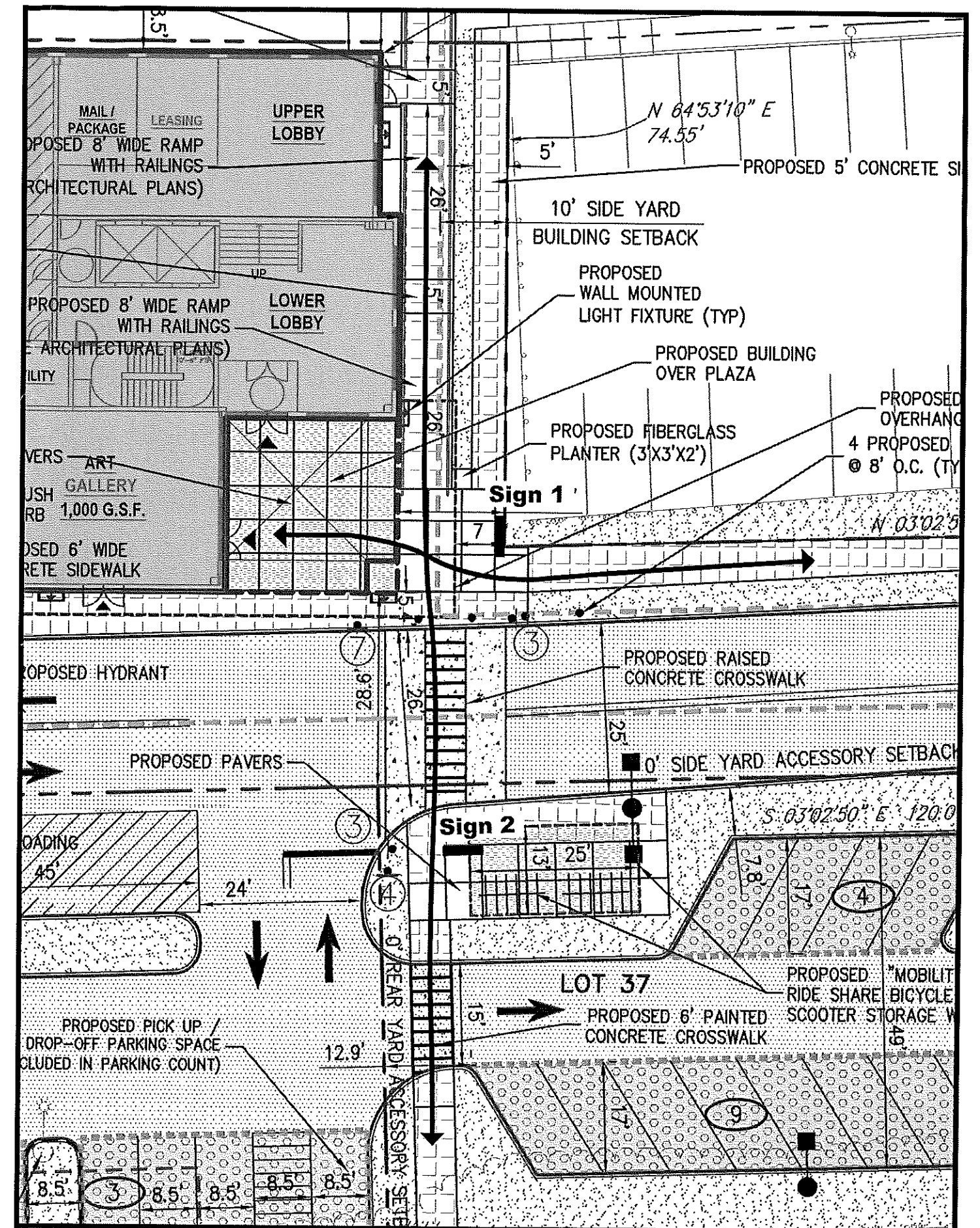
Sign 2 West Side
(approach from building & train)



Sign 1 North Side
(approach from Downtown)



Sign 2 East Side
(approach from Franklin Courts)



2X TWO-SIDED SIGNS AT CENTER OF SITE

