Village of
Pleasantville

Village Hall,
2nd Floor 80 Wheeler Avenue,
Pleasantville, New York 10570

PLEASANTVILLE PLANNING COMMISSION MEETING

To: Planning Commission Members:

There will be a meeting of the Pleasantville Planning Commission on Wednesday, July 8, 2026 at 8:00 PM, at Village Hall, 2nd Floor 80 Wheeler Avenue, Pleasantville, New York 10570.

AGENDA

1. MEETING ACCESS

   Join Zoom Webinar

   https://us06web.zoom.us/j/82191987473?pwd=LieTO892TrXiCfySaCBeEnWC7TnuOL.1

2. APPLICATIONS SPECIFIC TO THE ARCHITECTURAL REVIEW BOARD

   2a 220 Tompkins Avenue - Athletes Warehouse
   Request to maintain current window display over entire glass within existing front exterior wall along Tompkins Avenue - *New application*
   Current condition - street view.pdf
   Rendering - landscape planters.pdf
   Prior condition - street view.pdf
   Proposed building view from parking area.pdf
   ARB Petition.pdf
   Proposed building view from parking area - updated.pdf

3. APPLICATIONS SPECIFIC TO PLANNING COMMISSION

   3a 1 & 3 Campus Drive and 8 Carey Court - US Home, LLC d/b/a Lennar
   Final review and adoption of the Planning Commission's report to the Village Board of Trustees regarding 1 & 3 Campus Drive and 8 Carey Court Rezoning Petition submitted by US Home, LLC d/b/a Lennar
   PC Report to VB - draft 6.18.2026.pdf

   3b 35 Pleasantville Road - DS Pleasantville LLC
   Proposed change of use on-site from existing Key Food grocery store to a Private Pre-K use along with three additional retail tenant spaces - *Cont review*
   1. Overview letter to PC 6.24.2026.pdf
   2. Exhibit A - Drop off time graphs.pdf
   3. Exhibit B - Traffic study.pdf
   4. Exhibit C - Exterior signage info.pdf

5. Amended architectural plans dated 6.23.2026.pdf
6. Photometric plan dated 5.27.2026.pdf
7 Playground details.pdf
8. Consultant's memo 7.6.2026.pdf

4. MINUTES OF MEETING

Meeting of June 10, 2026
ARB-0610-2026 - review.pdf
PC-0610-2026 - review.pdf

PLANNING COMMISSION AGENDA ITEM REPORT

Join Zoom Webinar

https://us06web.zoom.us/j/82191987473?pwd=LieTO892TrXiCfySaCBeEnWC7TnuOL.1

PLANNING COMMISSION AGENDA ITEM REPORT

220 Tompkins Avenue - Athletes Warehouse

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ATTACHMENTS:

Current condition - street view.pdf
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VILLAGE OF PLEASANTVILLE * BUILDING DEPARTMENT
80 WHEELER AVENUE * PLEASANTVILLE, NY 10570
PHONE (914) 769-1926 * FAX (914) 769-5519
WWW.PLEASANTVILLE-NY.GOV

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JUN - 3 2026
VILLAGE OF PLEASANTVILLE
BUILDING DEPARTMENT

PETITION TO ARCHITECTURAL REVIEW BOARD

NOTE: ONE (1) COPY OF ALL PERTINENT INFORMATION MUST BE SUBMITTED WITH PETITION A MINIMUM TEN (10) DAYS IN ADVANCE OF SCHEDULED ARB MEETING DATE

* SEE ATTACHED SUBMISSION REQUIREMENTS FOR ADDITIONAL INFORMATION *

SECTION I – PROJECT ADDRESS: 220 TOMPKINS AVE PLEASANTVILLE, NY 10570

SECTION II – CONTACT INFORMATION: (PLEASE PRINT CLEARLY. ALL INFORMATION MUST BE CURRENT)

APPLICANT: NICHOLAS SERIO

ADDRESS: 220 TOMPKINS AVE PLEASANTVILLE, NY 10570

PHONE: 914 497 7283 CELL: EMAIL: [redacted]

TENANT:

ADDRESS:

PHONE: CELL: EMAIL:

SECTION III - TYPE OF APPLICATION [ ] BUILDING REVIEW [X] SIGN REVIEW

SUBMITTED INFORMATION (CHECK ALL THAT APPLY)

[ ] FLOOR PLANS [ ] SITE PLAN [X] EXISTING RENDERING / PHOTOS [ ] SCALED DETAILED ELEVATIONS
[X] PROPOSED RENDERINGS / PHOTOS [ ] MATERIALS [ ] SAMPLES [ ] COLOR SWATCHES [ ] PLANTINGS
[ ] LIGHTING FIXTURES [ ] OTHER PERTINENT INFORMATION

SECTION IV - LANDLORD / BUILDING OWNER'S CONSENT

NOTE: WRITTEN CONSENT REQUIRED; APPLICATION WILL NOT BE ACCEPTED WITHOUT IT, NO EXCEPTIONS

OWNER'S NAME: MICHAEL DIGUGLIELMO

OWNER'S SIGNATURE:

SECTION V - PERMIT FEES: $75 APPLICATION FEE

SECTION VI – CONTACT INFORMATION: (PLEASE PRINT CLEARLY. ALL INFORMATION MUST BE CURRENT)

ARCHITECT/ENG: _____

ADDRESS: _____

PHONE: _____ CELL: _____ EMAIL: _____

DESIGNER: _____

ADDRESS: _____

PHONE: _____ CELL: _____ EMAIL: _____

CONTRACTOR: _____

ADDRESS: _____

PHONE: _____ CELL: _____ EMAIL: _____

ELECTRICIAN: _____

ADDRESS: _____

PHONE: _____ CELL: _____ EMAIL: _____

SECTION VII – APPLICANT CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ THE INSTRUCTIONS & EXAMINED THIS APPLICATION AND KNOW THE SAME TO BE TRUE & CORRECT. ALL PROVISIONS OF LAWS & ORDINANCES COVERING THIS TYPE OF WORK WILL BE COMPLIED WITH WHETHER SPECIFIED HEREIN OR NOT. THE GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING CONSTRUCTION OR LAND USE OR THE PERFORMANCE OF CONSTRUCTION.

SIGNATURE: _____ DATE: 6/3/2026

OFFICE USE ONLY – DO NOT WRITE BELOW THIS LINE

ZONE: M-1 SECTION: 106.6 BLOCK: 5 LOT: 58

ADDITIONAL BOARD / DEPT. APPROVALS REQUIRED:

[ ] ZONING [ ] PLANNING [ ] DPW / ENGINEERING [ ] WCDOH [ ] WETLANDS [ ] FLOOD DEV

BUILDING DEPARTMENT CHECKLIST:

[✓] APP FEE 75.00 [✓] REQUIRED DOCUMENTS [ ] SIX (6) SETS OF DOCS & PERTINENT INFO

[✓] CHECK #: 2061 [ ] CASH

NAME ON CHECK: Athletes Warehouse, LLC

BLDG. INSPECTOR SIGN OFF: RA DATE: 6/2/2026

ARB MEETING RESULTS:

[ ] APPROVED AS SUBMITTED [ ] APPROVED AS NOTED [ ] DENIED

COMMENTS: _____

MEMBERS IN ATTENDENCE:: (CHECK BOX & NOTE INITIALS)

[ ] CHAIRMAN _____ [ ] MEMBER # 1 _____ [ ] MEMBER # 2 _____ [ ] MEMBER # 3 _____ [ ] MEMBER # 4 _____


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PLANNING COMMISSION AGENDA ITEM REPORT

1 & 3 Campus Drive and 8 Carey Court - US Home, LLC d/b/a Lennar

Final review and adoption of the Planning Commission's report to the Village Board of Trustees regarding 1 & 3 Campus Drive and 8 Carey Court Rezoning Petition submitted by US Home, LLC d/b/a Lennar

ATTACHMENTS:
PC Report to VB - draft 6.18.2026.pdf

Planning Commission Findings - PUD Zoning Change - Lennar Proposal

A. The proposal conforms to the Village Comprehensive Plan

The 2017 Master Plan does not have goals or recommendations specific to this site; however, the Planning Commission reviewed the Lennar proposal against the Vision Statement and Goals and Objectives to determine consistency.

Vision Statement

Pleasantville is a Village that strives to:

- Value its civic assets and attractive, walkable neighborhoods and the community-oriented and friendly culture that has grown from them.
- Strengthen its vibrant downtown to help current businesses thrive, attract new investment and visitors and provide economic opportunities for Village residents.
- Protect neighborhood character while creating housing opportunities for people of varied ages and incomes.
- Create an economically and environmentally sustainable community.

Goals and Objectives

Goal 1: Preserve Pleasantville as an attractive, welcoming and family-oriented community.

- Maintain the quality and character of Pleasantville's residential neighborhoods.
- Preserve and enhance the community assets, such as schools, parks and municipal services and facilities that attract families from the region to call Pleasantville "home."
- Promote a diversity of housing choices for current and prospective residents of varied ages and incomes.

Goal 2: Support a thriving business community in Pleasantville.

- Expand the tax base in order to support a high level of services while maintaining the Village's attractiveness for both resident and business development.
- Support the Village business districts, especially the downtown, so that they may serve Village and area residents, provide employment, contribute to the Village's tax revenue, and provide a source of community identity and pride.
- Make Pleasantville an easy place to do business.

Goal 3: Position Pleasantville as a regional destination for arts and culture.

- Build on the success of the Jacob Burns Film Center, promoting additional complementary uses that support an artistic, culture-oriented place.
- Attract visitors to Pleasantville for shopping, culture and leisure.
- Explore opportunities to brand the Village as an attractive place for people involved in creative industries such as the arts, writing and crafts.

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Goal 4: Use urban design strategies to improve the user experience in the business districts.

- Create a more unified and cohesive streetscape for the Downtown, Old Village and Marble Avenue areas.
- Promote an attractive appearance, through harmonious architectural treatment of structures, sign control, landscaping and streetscaping and through the establishment of community gateways and focal points.

Goal 5: Improve traffic circulation while minimizing impacts on the environment and community character.

- Support roadway improvements as needed to enhance vehicle safety and improve traffic circulation.
- Promote viable alternatives to automobile travel by promoting strategies that increase bicycle and mass transit use.
- Improve pedestrian safety and walkability in the Village, particularly in the business districts, around the train station and near bus stops.

Goal 6: Protect and enhance natural resources.

- Protect important natural assets such as water bodies, wetlands, steep slopes and open spaces, in the Village.
- Maintain and improve the quality and functionality of the Saw Mill River by addressing stormwater management issues, reducing sources of water pollution and improving access to and awareness of the river.
- Encourage the use of sustainable development and green infrastructure practices.

The Planning Commission notes that, while there is some mix of unit types (market-rate, smaller-footprint market-rate, and deed-restricted affordable), the proposed housing mix is not adequately diverse, with some 80% of the units priced above $1 million. To meaningfully contribute to the Comprehensive Plan's housing diversity goals, the applicant should provide a detailed breakdown of unit sizes and anticipated price points, and demonstrate how the mix serves residents across a range of income levels. The Commission is concerned that the design of many of the units with second-floor living space does not sufficiently create housing opportunities for older residents who may have difficulty navigating stairs. The Commission would like to see exploration of options that could include making 50% or more of the units affordable and/or smaller-footprint market-rate; *[minority opinion] repurposing the Savin Building as 20-30 two-bedroom apartments for affordable senior housing; or constructing dedicated senior housing from the ground up (at a scale comparable to the Woodcrest Village complex in Mount Kisco behind the Boys & Girls Club).*

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The Planning Commission also feels that the proposed building design, particularly the prominent garages and driveways that face the street, is not in the character of Pleasantville and fails to promote the walkability that the Village strives for. The Commission also suggests that the design is monotonous and overly uniform, which is not reflective of the Village's housing stock and should be better designed for the unique nature of the site. It is recognized that these design issues are appropriately addressed in site plan review.

While the Commission notes that the proposed cluster development largely avoids undeveloped areas of the site, the disturbance in the southern portion of the site needs to be reduced to minimize tree removal and re-grading to the greatest extent possible. The Commission is especially concerned about the location of the large stormwater retention pond on the southern portion of the site and its impact on currently undisturbed areas near an existing stream. The applicant should study alternative configurations, including potential relocation, realignment, or the use of multiple smaller basins, to reduce the environmental impacts. A greater clustering of units would also provide more open space for passive recreational amenities, which could serve both residents of the site and other Village residents, and which would result in minimal site disturbance. *A minority of the Commission would also like to see community recreational amenities such as a clubhouse, pool, gym, tennis, pickleball, and basketball courts.*

The Commission also has concerns about the pedestrian-friendliness of the development, both internally and externally. It is noted that this development is somewhat isolated from the rest of the Village and is likely to be auto dependent. This creates concerns about traffic generation, especially for future residents turning left into the site from northbound Bedford Road just past Manville Road. The traffic impacts at the Bedford/Manville intersection need to be addressed as part of the application. Within the site, the applicant should explore the potential for pedestrian and bicycle trails to the surrounding area and a shuttle bus to downtown during peak commuting hours. This shuttle could potentially serve Foxwood as well. The Commission also does not feel that the proposal, as currently planned, is adequate to reduce cut-through traffic through Foxwood. As part of site plan review, the applicant should provide a more detailed analysis of projected patterns at the Foxwood Drive/Campus Drive intersection to substantiate this claim.

Based on the analysis submitted by Lennar, the Commission believes that the proposal will support a continued high level of municipal services in Pleasantville, through the expansion of the tax base and support for local businesses.

B. The proposal meets the intent and objectives of the PUD District as expressed in §185-24.A:

(1) An increase in choices of housing types (including but not limited to one-family detached, townhouses, garden apartments) and individual ownership (including cooperative and condominium) available to Village residents at various economic levels

As noted, the Commission feels that the current unit mix is not sufficiently diverse, as it offers townhomes of similar scale and price point that are basically single-family residential units that are individually owned, albeit within an HOA model. This does not adequately address the PUD's intent to provide housing across economic levels. The Commission would like to see alternatives including a change to the unit mix and/or dedicated senior housing.

(2) More usable open space and recreation areas

The Commission would like to see publicly accessible recreational areas within the site, such as walking/biking trails and passive amenity areas (e.g. at the existing garden area). These provisions would need to be memorialized in any site plan approval. *Again, a minority of the Commission would like to see more on-site recreational amenities to serve future residents, such as a community pool, gym, clubhouse, or similar facilities.*

(3) Preservation of trees and outstanding natural topographic and geological features and prevention of soil erosion

Again, the Commission notes that the southernmost area of development, which has very large old-growth trees, should be undisturbed as much as possible. In particular, the retention pond in this area should be reconfigured or potentially be replaced with multiple smaller basins, to reduce tree removal. The Commission notes that the application will need to abide revisions to the site plan process that is currently under Village review for adoption, regarding tree replacement.

(4) A shorter network of utilities and streets which would lower housing and public maintenance costs

As part of any site plan approval, the Commission would like to see language in which the applicant commits to not requesting that the Village take ownership of the internal roads. This would show that the intent is that all internal roads will remain private and maintained by the HOA.

(5) A more desirable environment than would be possible through the strict application of other sections of this chapter

The Planning Commission acknowledges that the proposal would be a less intense use from an impervious coverage standpoint than what is currently in place under the C-O

Zoning District, but not necessarily from a traffic perspective. The Commission further acknowledges that a fully developed office campus, including a reuse of the site for medical office, is a less desirable situation than the potential residential use. The Commission also reiterates that it would like to see a dedicated shuttle service to downtown to serve future residents and potentially serve Foxwood as well. This can be explored during the site plan review process.

(6) A development pattern in harmony with the objectives of the Village Comprehensive Plan

See discussion in Part A, above.

C. The proposal meets the general requirements of §185-25.B:

(1) Natural features, such as streams, rock outcrops, topsoil, trees and shrubs, shall be preserved and incorporated in the landscaping of the development

See above discussion regarding tree removal in the southern portion of the site. In addition, as noted, the Commission notes that the application will need to abide revisions to the site plan process that is currently under Village review for adoption, regarding tree replacement.

(2) Where adequate surface drainage is not possible by grading alone, a supplementary drainage system approved by the Village of Pleasantville shall be required

The proposal is being designed to meet current NYSDEC and Village requirements for stormwater management. These designs will be reviewed as part of site plan review.

(3) To improve the quality of the environment and to reduce inconvenience during bad weather, all electrical and telephone equipment shall be installed underground

The proposal is being designed with underground utilities (electric; telephone; cable; etc.).

(4) Lot sizes and dimensions and structure heights and locations thereon may be freely disposed and arranged in conformity with the overall density standards set forth herein. Minimum lot size or frontage and maximum percentage of lot coverage are not specified herein. In reviewing any application for a PUD, the Planning Commission shall be guided by standards set elsewhere in this chapter for comparable uses and by common good planning practice, to the end that the resulting development shall be compatible with the surroundings and to assure the stability of the uses proposed to be developed on the site

The Commission finds that the proposal for a townhome community with clustered homes and HOA-maintained open space and stormwater management areas is generally consistent with best practices for such uses and is compatible with its surroundings. As noted above, the applicant should make further efforts to reduce the

disturbance in the southern portion of the site. Through site plan review, additional changes may be explored to road layouts, buffering, and other elements to further reduce impervious coverage/site disturbance and the impact on adjacent properties.

(5) No structure shall exceed 2 1/2 stories or 30 feet in height, whichever is more restrictive, unless the Planning Commission determines that in light of design, location, topography and/or potential landscaping and screening, a height in excess thereof would not, in the exercise of its reasonable discretion, result in a significant adverse impact, provided that the height of any building shall not exceed 35 feet.

The Commission has concerns that, while the proposed buildings comply with the maximum height provisions, because of the site's topography, the proposed building elevations appear to be four stories tall. Architectural strategies to mitigate the visual impact of this height will need to be considered during site plan review.

(6) The right-of-way and pavement widths and lengths for internal roads serving multifamily dwellings and commercial development shall be determined from sound planning and engineering standards to be adequate and sufficient in size, location and design to accommodate the maximum traffic, parking and loading needs and the access of fire-fighting equipment and police or emergency vehicles. The pavement of said roads shall be not less than 24 feet wide. Dedicated streets shall be subject to all other applicable Village laws and regulations.

The proposed internal roadways are designed consistent with these requirements, in terms of emergency vehicle access and minimum width. Again, the Commission would like to see language in a site plan approval that makes clear the private ownership and maintenance of internal roads. In addition, further refinement on the dead-ends should explore ways to reduce the amount of pavement.

(7) The developer shall provide all necessary water and sewer facilities, storm drainage, highway access, paved service streets, parking and loading facilities and off-street lighting, making reasonable provision for utility service connections with adjoining properties in other ownerships. Such proposed improvements shall be subject to review by the appropriate Village authority.

The proposal is being designed consistent with these criteria. The proposed on-site utility services, stormwater management system, roadways, off-street parking, site lighting, etc. shall be designed in accordance with Village of Pleasantville requirements. Proposed utility improvements shall be designed to accommodate potential future connections for neighboring properties.

(8) None of the other provisions of this chapter dealing with the requirements set forth in Subsection B(2) through (7) hereof shall apply, but may serve as a general guide to the Planning Commission in its review of development plans.

The Applicant has acknowledged this condition.

D. The proposal is conceptually sound in that it meets a community need and it conforms to accepted design principles in the layout of the proposed functional roadway system in its land use configuration, open space and drainage systems and in the scale of the elements, both absolute and as they relate to one another

The Commission finds that the proposal aims to minimize removal of existing trees/natural rock outcrops and is designed to follow the existing roadways and developed areas on-site to the greatest extent practicable. As noted, the applicant should reduce the site disturbance and tree removal in the southern portion of the property, particularly in the area of the proposed stormwater basin. In areas where the existing tree canopy will be affected, additional tree plantings will be required to provide screening and preserve the natural features and character of the site. Specific quantities of earthwork will be provided as the project progresses and the overall design is further refined. Again, the Commission would like to see the tree replacement regulations under Village review apply to this application.

E. There are adequate public facilities, services and utilities available or proposed to be made available in the construction of the development

The Project Site is served by public sewer, water, and utilities. Based on the applicant's initial engineering review, there is capacity within these systems to meet the needs of the proposal. In addition, the applicant's analysis of potential impacts to community services (schools, police, fire, ambulance, DPW, and recreation) found that the proposal would not result in any significant adverse impacts to these services.

Based on the applicant's preliminary discussions with the Village Superintendent of Public Works/Village Engineer, it is anticipated that sufficient capacity exists within the existing sanitary sewer system and water distribution system to accommodate the proposed project.

Further details on utilities will be developed as part of the site plan review process.

DRAFT

PLANNING COMMISSION AGENDA ITEM REPORT

35 Pleasantville Road - DS Pleasantville LLC

Proposed change of use on-site from existing Key Food grocery store to a Private Pre-K use along with three additional retail tenant spaces - *Cont review*

ATTACHMENTS:

1. Overview letter to PC 6.24.2026.pdf
2. Exhibit A - Drop off time graphs.pdf
3. Exhibit B - Traffic study.pdf
4. Exhibit C - Exterior signage info.pdf
5. Amended architectural plans dated 6.23.2026.pdf
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7 Playground details.pdf
8. Consultant's memo 7.6.2026.pdf

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06.24.2026

BY HAND DELIVERY
Mr. Russ Klein, Chair, and
Members of the Planning Commission
Village of Pleasantville
80 Wheeler Avenue
Pleasantville, NY 10570

Re: Site Plan & Special Permit Application
Premises: 35 Pleasantville Road, Pleasantville, New York 10570
Tax Parcel ID: 106.5-2-45

Dear Chair Klein and Members of the Planning Commission:

On behalf of DS Pleasantville LLC (the "**Applicant**"), owner of real property located at 35 Pleasantville Road in the Village of Pleasantville, New York (the "**Premises**"), we respectfully submit this letter in furtherance of its pending Application for Special Permit and Site Plan approval for the proposed change of use at the Premises to accommodate "a Private Pre-K" together with three (3) additional retail tenants (the "**Project**").

On June 10, 2026, the Applicant introduced the Project to the Planning Commission and discussed the proposed operation of the Private Pre-K by The Goddard School (the "**School**"). Additionally, the Applicant acknowledged receipt of a Memorandum from the Village of Pleasantville's planning consultant, BFJ Planning (the "**BFJ Memorandum**") to which this submission responds, providing further details concerning the operation of the proposed School.

The Goddard School Pre-K Operations

The Goddard School is a national leader in early childhood education delivering childcare services and educational programing for children ranging from infancy (six weeks) to kindergarten (5-6 years).[1] All Goddard Schools are independently owned and operated, and Goddard School owners are known to have strong connections to the communities they serve.[2]

It is estimated there will be approximately twenty-two (22) staff members employed daily at the School, with a maximum capacity of 134 students. This School will be open from 7:00 am to 6:00 pm. Children will be dropped off between 7:00 am and 9:00 am, and the pick-up window will be between 4:00 pm and 6:00 pm. This timing will provide flexibility based on the needs of each family. It is a requirement that parents park their car and walk their child into the School building.

[1] *See* https://www.goddardschool.com/about
[2] *Id.*

A staff member will be stationed at the lobby area to greet children and parents, and the parents are permitted to (and often do) walk their children to their assigned classroom. According to data collected by The Goddard School, and as noted in **Exhibit A**, the drop-off occurrences are naturally staggered over the course of a two-hour timeframe. Total time for parent drop-off averages approximately 10-15 minutes per child.

As you may know, the School requires an outdoor recreation area, the details of which are shown on the attached representative plans entitled "Classic Playground Details," prepared by Craig Cahen, and provided by the Goddard School. The playground equipment to be used at the School is shown as two (2) proposed play structures including an infant to toddler structure and a preschool-aged structure. The infant/toddler play structure has one (1) to two (2) slides while the preschool-aged structure has three (3) to four (4) slides and attached outdoor puzzles. The color scheme generally is a mix of blue, red and grey. The equipment is installed over a pour-in-place rubber base, which is bordered by a synthetic turf and fence. A canopy shade covers both play structures and provides shade over an area of approximately 225 square feet. The canopy shade support structure is a permanent attachment; however, the shade material is removed from the supports as necessary to minimize damage when it is stored for the winter months.

Responses to the BFJ Memorandum, dated June 5, 2026

For convenience in this review, we have provided responses to comments listed in the BFJ Memorandum, with our responses *italicized.*

1. **BFJ Comment: Traffic and Parking**
   The Applicant indicates that the proposed uses will not generate traffic above that of the current use yet has not provided documentation to support this. A comparative traffic generation analysis should be provided. With regard to parking, retail and services uses in the A-1 district require 1 space per 300 square feet, while restaurant uses require 1 space per 100 square feet plus 1 for every 2 employees. The Village does not provide a specific parking requirement for daycare uses, so the required parking would be determined by the Planning Commission. Because the Applicant has not provided square footage information for each proposed use, we are not able to determine a reasonable parking requirement that could be compared with the proposed supply. The Applicant should provide a detailed parking analysis that encompasses all parking areas on the site (including the two accessory areas) and addresses how employee parking would be handled. We believe that there could be opportunities to reduce the surface parking supply and introduce landscaped areas within and along the periphery of the parking lot. This is especially important given that a recreational area is proposed within the lot; without adjacent landscaping, we are concerned about the usability of this space due to lack of shade. The 4 parking spaces directly to the west of this recreation area should specifically be considered for green space, both for shade and to eliminate head-in parking next to a play area.

Applicant Response:

- *The Applicant encloses sample traffic generation models based off of existing Goddard Schools which demonstrate anticipated traffic impact based on the proposed Pre-K use, see* ***Exhibit B.***
- *The Applicant has amended the Site Plan Drawings, entitled "Retail Property, 35 Pleasantville Road, Pleasantville, New York," dated May 26, 2026, amended June 23, 2026, prepared by Rosenbaum Design Group Architecture, to include the square footage in each tenant space.*
- *Employee parking will include the eight (8) spaces located in the rear of the Premises, as well as spaces in the main lot. The parking spaces and drive aisles have been intentionally designed to accommodate the maximum amount of parking on the Premises, and ensure space is provided for storage of snow during winter snowstorm events.*
- *As noted in the comment, the Planning Commission has not yet determined the parking required for this Project. As such, the Applicant has submitted the parking plan "as is" to ensure future compliance.*
- *Additionally, and as discussed above, Goddard School equipment includes a canopy over the playground area and synthetic turf within the playground area, so shade will be provided over the proposed play structures and greenery will be provided within this space.*

2. **BFJ Comment: Lighting and Signage**

The proposal would replace the existing parking lot lighting with 7 pole fixtures, and the Applicant has submitted a photometric plan that appears to show some spillage onto the neighboring property to the east. While this property contains a gas station and is thus not sensitive, the Applicant should address the potential to reduce or eliminate this spillage. All lighting should be fully shielded and aimed only at the areas intended to be lit. The Applicant should also discuss whether the proposed lighting is energy-efficient and/or Dark Sky compliant. The proposal appears to be compliant with Chapter 148 (Signs and Outdoor Display Structures), but this should be confirmed. The Applicant should discuss whether it is possible to change the sign to be externally illuminated rather than internally lit as proposed.

Applicant Response:

- *The proposed lighting is LED and will be shielded so that it only will illuminate areas within the Premises, as demonstrated in the attached Lighting Proposal, prepared by LSI, dated May 18, 2026, and revised May 27, 2026.*

- *These lights are designed to reduce light spillage.*
- *Regarding signage, please note that the Goddard School standard sign, logo and branding details require internal illumination as detailed in* ***Exhibit C.***

3. **BFJ Comment: Operations**
The Applicant should fully describe the proposed daycare operation and how it would function on the site, including hours of operation, number of employees, drop/off and pick/up procedures, etc.

Applicant Response:

- *Please see the section above, entitled The Goddard School Pre-K Operations.*
- *A representative from the School plans to attend the next Planning Commission meeting with the Applicant to answer any further questions.*

4. **BFJ Comment: Miscellaneous Environmental Considerations**
The EAF indicates that the property is within a floodplain and adjacent to a wetland or waterbody; this is related to the proximity of the Sawmill River. Again, this is an existing developed site, but the Applicant should discuss opportunities to improve the stormwater impact (through potential reduced impervious coverage) and any emergency planning considerations during flooding events.

Applicant Response:

- *As noted in the above response to Comment 1, to ensure that there is sufficient parking for the Project and space for storage of snow during winter storm events, the parking lot configuration is submitted with the maximum parking available.*

In support of this Application, as noted above, we enclose one (1) set of the following materials:

Exhibit A: Drop-Off Time Graphs, provided by The Goddard School;
Exhibit B: Example Traffic Generation Study for Goddard School, provided by The Goddard School; and
Exhibit C: 2026 Goddard Exterior Signage Specific Details, provided by The Goddard School.

Additionally, we respectfully enclose one (1) set of each of the following:

- Amended Site Plans, entitled "Retail Property, 35 Pleasantville Road, Pleasantville, New York," dated May 26, 2026, amended June 23, 2026, prepared by Rosenbaum Design Group Architecture;
- Photometric Plan, entitled "Lighting Proposal" prepared by LSI, dated May 18, 2026, and revised May 27, 2026; and

- "Classic Playground Details," prepared by Craig Cahen and provided by the Goddard School.

Upon review of the enclosed, we request that this matter be placed on the Planning Commission's Agenda for consideration at its July 8, 2026, meeting. Additionally, we understand that this supplemental submission completes the Application and respectfully request that the Planning Commission schedule the required Public Hearing for the following meeting.

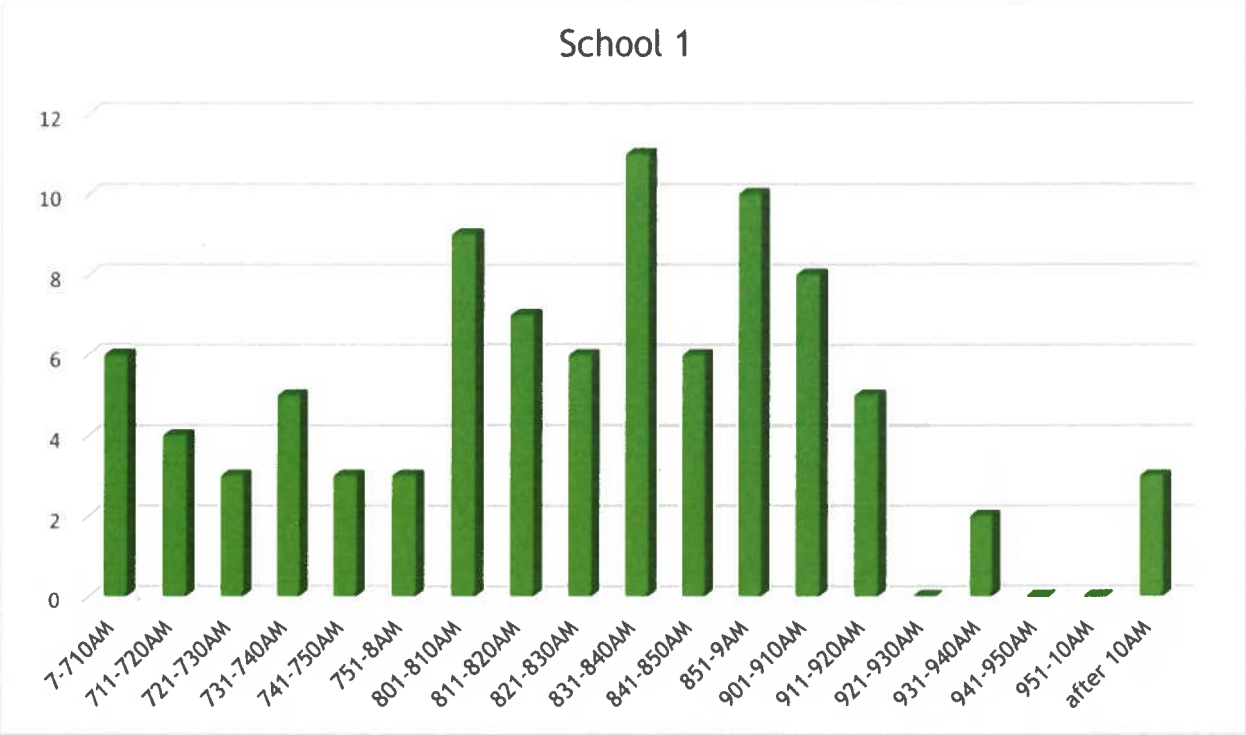
Thank you for your consideration in this matter.

Very truly yours,

William S. Null

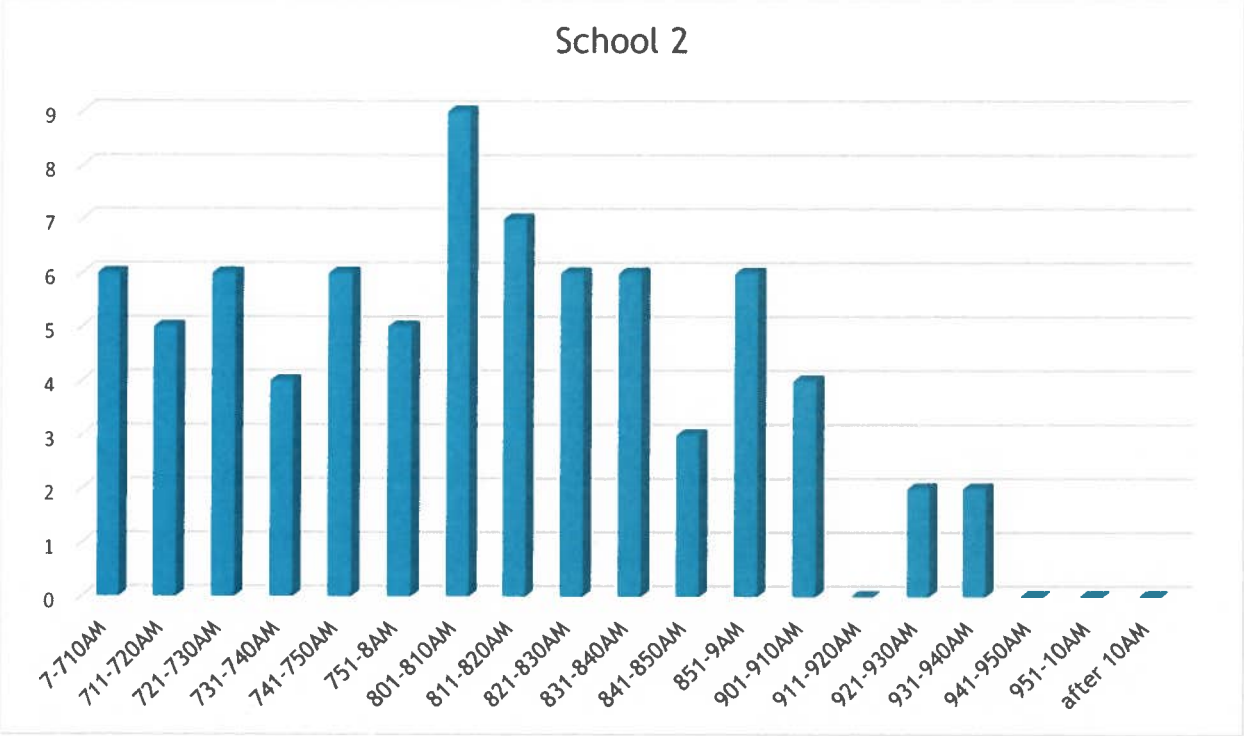
Enclosures

cc: Rosenbaum Design Group Architecture
Client
Hailey Pedicano, Esq.
Jessica Zalin, Esq.



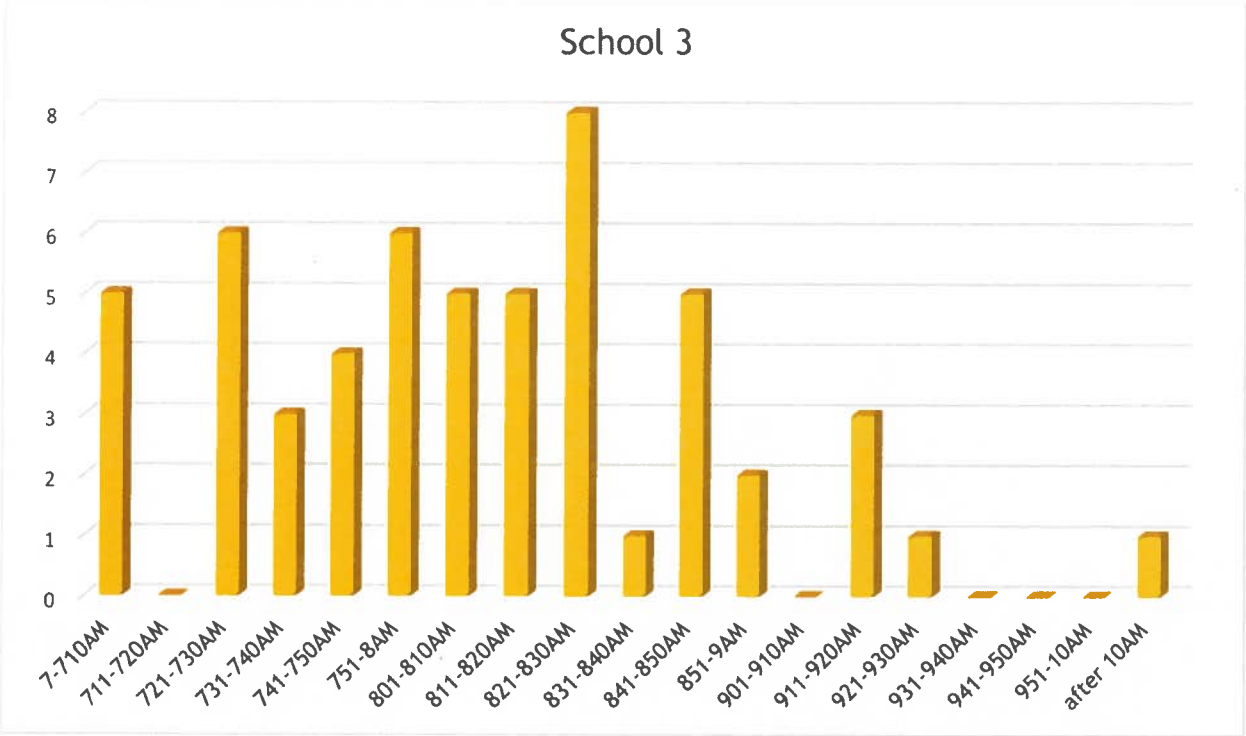
School 1 Information:

Total cars during morning drop off: 91
Total number of children enrolled in school: 153
Number of sets of siblings in school: 31
Number of children abset: 34
Maximum number of staff: 24



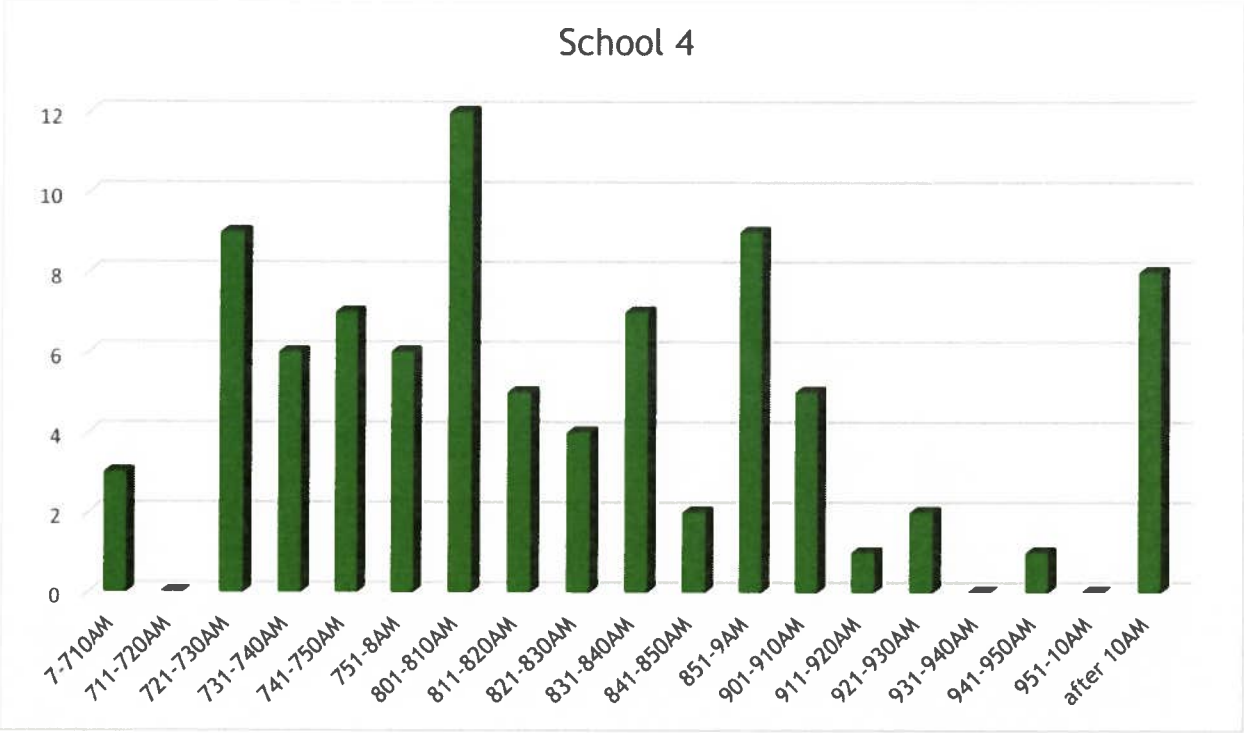
School 2 Information:

Total cars during morning drop off: 77
Total number of children enrolled in school: 138
Number of sets of siblings in school: 31
Number of children abset: 41
Number of parking spaces provided for school: 35
Maximum number of staff: 24



School 3 Information:

Total cars during morning drop off: 55
Total number of children enrolled in school: 107
Number of sets of siblings in school: 21
Number of children abset: 35
Number of parking spaces provided for school: 28
Maximum number of staff: 22



School 4 Information:

Total cars during morning drop off: 87
Total number of children enrolled in school: 127
Number of sets of siblings in school: 18
Number of children abset: 25
Number of parking spaces provided for school: 40
Maximum number of staff: 24

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SUMMARY

OF

TRAFFIC & PARKING CHARACTERISTICS

THE GODDARD SCHOOL®
FOR EARLY CHILDHOOD DEVELOPMENT

PREPARED FOR: GODDARD SYSTEMS, INC.

NOVEMBER 13, 2003

TRAFFIC ENGINEERING
PARKING STUDIES
HIGHWAY DESIGN
DOT ACCESS PERMITS
MUNICIPAL CONSULTING

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EXECUTIVE SUMMARY

Goddard Systems, Inc. provides a specialized child-learning environment within a classroom setting known as the Goddard School. As part of the oversight of both the franchise operation as well as development approvals, Goddard Systems, Inc. has requested an evaluation of typical traffic and parking characteristics of existing schools in an effort to establish uniform design standards for a prototype Goddard School of approximately 8,000+/- square feet.

Traffic volume and parking data was collected at three established Goddard Schools located in the suburban New Jersey communities of Howell, Hazlet and Tom's River. Based on this data, the following findings and recommendations are made for the future site planning of new Goddard Schools:

RECOMMENDED TRIP GENERATION RATES PER STUDENT
THE GODDARD SCHOOL

AM Peak Hour		PM Peak Hour		Daily
Enter	Exit	Enter	Exit	
0.47	0.41	0.32	0.37	3.61

Parking Supply

Based on the maximum parking demands observed at the three schools studied and to provide an adequate parking supply while minimizing excessive impervious coverage, the recommended parking for a typical 8,000 S.F. Goddard School is 30 to 35 spaces.

INTRODUCTION

Gary Dean Associates, P.C. (GDA) has been commissioned to evaluate typical traffic and parking characteristics of various Goddard Schools in established locations to specifically identify the unique operational characteristics that distinguish the Goddard School from other child learning centers. This summary of findings has been prepared to identify maximum parking demands and trip generation data of a typical Goddard School.

The parking and traffic rates compiled in this summary have been further compared to those published by the Institute of Transportation Engineers to further assist Goddard Systems, Inc. in seeking various planning and zoning approvals for new locations. This research data has been further compared with in house data collected by GDA for other child care operators, including KinderCare to compare the overall traffic and parking characteristics with the Goddard School.

Through consultation with Goddard System, Inc., three specific sites were identified in New Jersey that represent typical, mature operations in established communities. These sites include Goddard Schools in:

- Hazlet Township, Monmouth County – 560 Holmdel Road
- Howell Township, Monmouth County – 65 Kent Road
- Tom's River (Dover Township), Ocean County – 36 Bey Lea Road

At each of the above-noted locations, the fixed site and operational characteristics were first identified. In particular, the exact building square footage was determined through a review of the approved site plans, and the existing number of total parking spaces was field measured. From an operational perspective, each school operator was consulted to identify the following operational elements:

- Total student enrollment
- Total number of students present on the days surveyed
- Employee count

The purpose of identifying each of these variables, it to provide consistency with the methods outlined by the Institute of Transportation Engineers when conducting local traffic studies. Most often, three time periods are of focus in a traffic study and/or considered by the New Jersey Department of Transportation for highway access permits. These time periods include:

- Morning peak hour
- Evening peak hour
- Total daily traffic

Once the total number of vehicles is determined for various critical time periods, a trip generation ratio and parking standard for an "independent" variable can be determined. Because the building size or student enrollment varies from site to site, the ITE typically presents trip generation rates for independent factors (variables) that often change with each new location. For a school, the trip generation is usually expressed in terms of a traffic ratio, per:

- 1,000 square feet of building area
- Employee
- Student

For this particular study conducted for Goddard Systems, Inc., a further refinement was made of the traffic and parking ratios based on the total student enrollment as well as the actual student attendance on the days surveyed. This information was used to further "calibrate" the observed traffic data based on a "worst-case" assumption of 100% student enrollment (excluding half day students). In determining the various traffic generation and parking characteristics, essentially the fixed site variables represent the denominator in the analytical equation.

Data Collection

Once the independent variables were determined at each site location, on-site traffic counts were made that separated the entry and exiting movements and also provided a "snap shot" of the site parking demand at specific intervals. The traffic data collected at each site in essence represents the numerator of the ratio equation that then can be correlated to a trip generation rate per independent variable based on each site's specific physical and operational characteristics.

Traffic data was collected at each location in 10-minute increments on a continuous basis beginning at 7:00 a.m. and concluding at 6:00 p.m. The collected data provides a single site sample believed to be representative of typical traffic conditions in the area and for the specific school location. Data was collected on typical weekdays excluding Mondays and Fridays and was conducted on days when local schools were in session, outside the influence of religious, state, or government or religious holidays.

The following data was collected at each of the three locations surveyed and Table I below summarizes the school location and date of the traffic and parking counts:

- Entering and exiting traffic movements, tabulated in 10 minute intervals,
- Number of occupied parking spaces also tabulated in 10 minute intervals,
- Duration of each vehicle parked on site,
- The number of children picked up and/or dropped off.

TABLE I
DATA COLLECTION FOR GODDARD SCHOOLS

Site Location	Date of Counts	
	7:00 a.m. – 1:00 p.m.	1:00 p.m. – 6:00 p.m.
Howell	March 26, 2003	March 25, 2003
Hazlet	April 1, 2003	April 3, 2003
Tom's River	April 2, 2003	April 9, 2003

Parking Accumulation Data

Simultaneous with the conduct of the traffic counts, the precise time was noted of each vehicle that entered the site and parked. As the parent or care provider left the building and exited the property, the precise departure time was logged. Based on the time differential between the arrival and departure time, the on-site duration of each parked vehicle was calculated.

Supplemental to that analysis, every 10 minutes when the traffic counts were summed, an observation was made of the exact number of vehicles parked on-site. Thus, the peak parking demand could be determined for each site based on the maximum number of observed vehicles.

Summary of Findings – Traffic

Following the data collection at each location, the number of vehicles entering and exiting the site was tabulated in 10-minute intervals, as was the number of parked vehicles. Included in the Technical Appendix to this report are spreadsheet summaries of each location with the time interval of each observation and vehicle counts.

Prior to determining the actual trip generation and parking rates for each site, the traffic distribution was presented in graphical form to identify the trends in entering and exiting site activity. Tables 1, 2 and 3 in the Technical Appendix depict the total entering and exiting traffic distributed throughout the course of the survey period and Figures 1, 2 and 3 correspond to each of the Tables and graphically illustrate the traffic trends observed over the course of the school day at each location.

As evidenced from the data, the trends are generally consistent with the morning peak traffic distributed over an approximate two-hour period with the highest concentration limited to a 30-minute interval. There is also a mid-day peak concentrated around 12:30 and finally a lesser peak during the afternoon pick-up hours between 5:00 and 6:00 p.m.

One exception was noted at the Hazlet school which shows significantly higher traffic activity during the evening peak hour, that actually exceeds the trends observed during the morning peak. The Howell and Tom's River schools show similar findings with a more consistent pattern of arrivals and departures during the afternoon hours.

Summary of Findings – Parking

Similar to the trends observed for traffic fluctuations, Figures 4, 5 and 6 in the Technical Appendix show the parking trends throughout the day. In general, the parking patterns also match the overall traffic trends at each location in terms of total activity, however there are some unique differences at each site.

Specifically, at the Howell site, during the morning and mid-day peak hours, the parking trends are virtually identical to the traffic trends. A difference however is noted during the afternoon "pick up" hours where the parking activity remained fairly consistent although the traffic activity experienced a slight increase. Presumably this trend is due to various staff members leaving the site, which increases

traffic activity, however creates parking vacancies that are subsequently occupied by parents. Thus the overall parking demands remain consistent even though the traffic activity increases slightly.

At the Tom's River site, the traffic activity and parking trends are virtually identical. Again for the reasons identified for the Howell Township location, during afternoon school dismissal hours, the parking demands actually decreased even though the traffic activity slightly increased. Presumably due to departing staff members, the subsequent vacating of parking spaces was used by arriving parents.

At the Hazlet location, a significantly different trend was noted during the mid-day hours when significantly greater parking demand was created compared to the morning drop off or afternoon pick-up times. As noted from the traffic activity, the mid-day volumes were lower than observed during either morning or afternoon hours. However the parking demand was slightly greater even though traffic activity was less. During these times, parents were waiting longer to pick-up their children, resulting in greater parking occupancy.

In all cases, the maximum parking demand ever observed during any time period was 35 spaces, which occurred at the Howell Township location for an approximate 20-minute duration between 8:20 and 8:40 a.m. At all other times at the Howell site and at the other two school locations, the peak parking demand was less than 35 vehicles at all times. Table II summarizes the traffic generation and peak parking trends observed at each location for the various peak hours along with a tabulation of the total daily traffic.

TABLE II
SUMMARY OF TRIP GENERATION AND PARKING

Site	Enter	Exit	Maximum Parking Demand	Enter	Exit	Maximum Parking Demand	Enter	Exit	Maximum Parking Demand	Enter	Exit
Hazlet	**A.M. (7:40 – 8:40 a.m.)**			**Mid-Day (12:10–1:10 p.m.)**			**P.M. (5:00 – 6:00 p.m.)**			**Daily Traffic**	
	56	46	21	19	27	26	55	68	22	244	253
Tom's River	**A.M. (8:10 – 9:10 a.m.)**			**Mid-Day (12:20–1:20 p.m.)**			**P.M. (4:10 – 5:10 p.m.)**			**Daily Traffic**	
	62	56	32	16	20	23	35	37	17	210	215
Howell.	**A.M. (7:50 – 8:50 a.m.)**			**Mid-Day (12:10–1:10 p.m.)**			**P.M. (5:00 – 6:00 p.m.)**			**Daily Traffic**	
	69	60	35	32	28	30	41	45	19	276	264
Average	**62**	**54**	**29**	**22**	**25**	**26**	**44**	**50**	**19**	**243**	**244**

The data presented in Table II will serve as the basis to determine the trip generation rate for the various independent variables.

Parking Duration

As mentioned, the onsite duration of each parked vehicle was noted at each site location limited to parents or care providers dropping off or picking up children (i.e. employee parking was excluded). The specific times of focus were the morning peak period between 7:00 a.m. and 9:00 a.m., and the afternoon period between 4:00 and 6:00 p.m.

The time each vehicle spent occupying a parking space was noted, with the total number of parked vehicles observed, providing an average rate of parking occupancy. Table III summarizes the parking duration observed at each location, along with an average of all three sites combined.

TABLE III
ON-SITE PARKING DURATION

Site	A.M. Peak (7:00 - 9:00 a.m.)	PM Peak (4:00 – 6:00 p.m.)
Howell	9:18	8:49
Hazlet	9:07	10:05
Tom's River	11:07	9:35
Average	9:45	9:32

As noted, the trends are generally consistent with on-site parking durations ranging between approximately 9 and 11 minutes. Averaged over the course of an hour, each parking space has the ability to "turnover" five to six times in 60 minutes. To determine the average parking duration, the total time for all three sites was summed and divided by the total number of vehicles, rather than simply averaging each of the three sites.

As noted, when considering all of the vehicles observed during both morning and afternoon peak hours, the findings are virtually identical during both the morning and afternoon peak periods. The average trends show on-site duration of between 9 minutes 30 seconds and 9 minutes 45 seconds.

Comparison with ITE Data

Within the context of a typical Traffic Impact analysis prepared for a land development application, traffic generation data as compiled by the Institute of Transportation Engineers (ITE) is most often

used. The ITE has published their efforts in **Trip Generation, 6th Edition** that presents a summary of actual traffic studies completed at existing operation.

However, the ITE does not have data that specifically relates to the unique operations of the Goddard School. Specifically, the ITE has compiled trip generation data for "day-care" centers as well as private elementary schools ranging from kindergarten through Grade 12. As the Goddard School provides a learning environment for children six weeks old to six years old, it is neither a traditional day-care center, nor is it an elementary school. Consequently the application of ITE data is not appropriate for the particular operations associated with a typical Goddard School.

Whenever possible, the ITE recommends that traffic data be obtained at local sites that are similar (if not identical) to a specific development proposal. By studying the traffic and parking characteristics of better-defined examples, a truer forecast of future traffic operations can be modeled.

For this analysis, the data collected at each site was analyzed for the various peak hours and daily operations and reduced to a traffic rate per an independent variable. Consistent with ITE measurements, the traffic rate of each Goddard School site was calculated on the basis of the actual measured traffic to the building size, number of total students enrolled and staffing levels.

Table IV on the following page summarizes the trip generation rates as calculated from the independent variables of each site (Table I) as a ratio of the actual peak hour and daily traffic counts (from Table III). Also shown for comparison are the trip generation rates as customarily derived from the ITE **Trip Generation** manual for "day-care" centers and for private elementary schools.

As shown on Table IV, the use of ITE Trip Generation data based on building size for either a day-care center or a private school does not accurately reflect the patterns evidenced at The Goddard School. Depending on the peak hour studied, the ITE data is lower in the morning peak hour and higher during the evening peak hour. The ITE daily rates are nearly 25% higher than actually measured.

However, for the student enrollment, a closer correlation is seen for both the day-care center and a private school compared to The Goddard School. In all cases however, the Goddard School exhibits lower evening peak hour traffic generation than would be estimated using the ITE rates.

THE GODDARD SCHOOL®
FOR EARLY CHILDHOOD DEVELOPMENT

TABLE IV
TRIP GENERATION RATES
THE GODDARD SCHOOL

Location	Per 1000 SF Building Area					Per Total Student Enrollment					Per Employee				
	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		Daily
	Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit	
Hazlet	7.66	6.29	7.52	9.30	67.95	0.40	0.33	0.40	0.49	3.58	2.44	2.00	2.39	2.96	21.61
Howell	8.98	7.81	5.34	5.86	70.30	0.48	0.41	0.28	0.31	3.72	2.30	2.00	1.37	1.50	18.00
Tom's River	7.88	7.12	4.45	4.70	54.01	0.52	0.47	0.29	0.30	3.54	2.70	2.43	1.40	1.48	18.47
Goddard School Average	8.17	7.07	5.77	6.62	64.09	0.47	0.40	0.32	0.37	3.61	2.48	2.14	1.72	1.98	19.36
ITE Data (Day-Care Center)	7.16	6.35	6.55	7.39	79.26	0.43	0.39	0.40	0.46	4.52	2.82	2.40	2.53	2.86	31.19
ITE Data (Private School	2.23	1.31	1.54	3.96	N/A*	0.55	0.37	0.29	0.35	N/A*	3.40	2.00	1.34	2.29	N/A*

* Note: ITE Data not Available

The trip generation rate per employee is slightly lower for The Goddard School than the ITE rates. It would therefore appear that the best means by which to project future traffic generation potential would be based on the projected student enrollment. Logically, this variable is a better indicator of traffic potential as students are picked-up and dropped-off by the care providers. Thus, the greater the student body size so would be the traffic projections.

RECOMMENDED TRIP GENERATION AND PARKING STANDARDS

Trip Generation Rates

Based on these findings, the following trip generation rates per projected student enrollment should be used to forecast the future traffic potential for a new Goddard School location. These rates should also be used when applying for Highway Access or Occupancy Permits to state or county agencies with review jurisdiction over proposed site driveways.

TABLE V
RECOMMENDED TRIP GENERATION RATES PER STUDENT
THE GODDARD SCHOOL

AM Peak Hour		PM Peak Hour		Daily
Enter	Exit	Enter	Exit	
0.47	0.41	0.32	0.37	3.61

Parking Supply

For parking, although a slight variation exists for each research location, a maximum demand of 35 spaces was observed limited to only one occasion at one site. The peak demand averaged for the three research locations was 31.33 spaces. Therefore, to provide an adequate parking supply, while minimizing excessive impervious coverage, the recommended parking for a typical 8,000 S.F. Goddard School is 30 to 35 spaces.

TECHNICAL APPENDIX

Goddard Systems, Inc.
The Goddard School
560 Holmdel Road, Hazlet, NJ

Traffic and Parking Research Study

Table 1

TIME	Enter	Exit	Total	Parked Vehicles
7:00-7:10	6	4	10	10
7:10-7:20	5	7	12	9
7:20-7:30	4	4	8	9
7:30-7:40	3	3	6	7
7:40-7:50	13	4	17	18
7:50-8:00	6	11	17	16
8:00-8:10	11	2	13	21
8:10-8:20	10	12	22	21
8:20-8:30	7	8	15	19
8:30-8:40	9	9	18	20
8:40-8:50	5	8	13	17
8:50-9:00	9	4	13	20
9:00-9:10	6	12	18	21
9:10-9:20	7	4	11	17
9:20-9:30	2	6	8	15
9:30-9:40	0	1	1	14
9:40-9:50	0	0	0	14
9:50-10:00	0	0	0	14
10:00-10:10	2	0	2	16
10:10-10:20	0	2	2	14
10:20-10:30	2	1	3	16
10:30-10:40	0	1	1	15
10:40-10:50	0	0	0	15
10:50-11:00	1	0	1	16
11:00-11:10	1	1	2	17
11:10-11:20	2	2	4	17
11:20-11:30	1	1	2	17
11:30-11:40	1	2	3	17
11:40-11:50	1	0	1	16
11:50-12:00p	4	0	4	20
12:00-12:10	1	4	5	20
12:10-12:20	5	1	6	21
12:20-12:30	8	3	11	26
12:30-12:40	1	8	9	26
12:40-12:50	0	4	4	18
12:50-1:00	4	4	8	19
1:00-1:10	1	7	8	17
1:10-1:20	3	1	4	14
1:20-1:30	1	0	1	14
1:30-1:40	0	0	0	14
1:40-1:50	1	0	1	15
1:50-2:00	3	1	4	18
2:00-2:10	0	4	4	17

Data Collected:
April 1, 2003
April 3, 2003

2:10-2:20	0	1	1	14
2:20-2:30	1	0	1	15
2:30-2:40	1	3	4	16
2:40-2:50	1	0	1	14
2:50-3:00	4	2	6	17
3:00-3:10	2	2	4	16
3:10-3:20	2	1	3	18
3:20-3:30	1	1	2	17
3:30-3:40	2	1	3	18
3:40-3:50	3	3	6	20
3:50-4:00	2	2	4	18
4:00-4:10	4	4	8	21
4:10-4:20	5	5	10	20
4:20-4:30	2	4	6	19
4:30-4:40	2	3	5	17
4:40-4:50	4	2	6	19
4:50-5:00	7	5	12	20
5:00-5:10	10	11	21	21
5:10-5:20	10	7	17	22
5:20-5:30	9	11	20	22
5:30-5:40	9	14	23	20
5:40-5:50	8	5	13	19
5:50-6:00	9	20	29	19
	244	253	497	

Data Collected:
April 1, 2003
April 3, 2003

Goddard Systems, Inc.
The Goddard School
65 Kent Road, Howell, NJ

Traffic and Parking Research Study

Table 2

TIME	Enter	Exit	Total	Parked Vehicles
7:00-7:10	5	6	11	11
7:10-7:20	4	4	8	10
7:20-7:30	11	6	17	15
7:30-7:40	11	6	17	15
7:40-7:50	7	5	12	16
7:50-8:00	13	7	20	24
8:00-8:10	3	8	11	26
8:10-8:20	19	6	25	30
8:20-8:30	19	16	35	35
8:30-8:40	5	16	21	35
8:40-8:50	10	7	17	27
8:50-9:00	8	9	17	26
9:00-9:10	10	10	20	25
9:10-9:20	4	8	12	25
9:20-9:30	4	2	6	22
9:30-9:40	2	5	7	21
9:40-9:50	3	4	7	20
9:50-10:00	0	0	0	18
10:00-10:10	0	1	1	17
10:10-10:20	2	0	2	19
10:20-10:30	0	0	0	19
10:30-10:40	0	0	0	19
10:40-10:50	0	0	0	19
10:50-11:00	1	1	2	20
11:00-11:10	1	1	2	20
11:10-11:20	0	1	1	18
11:20-11:30	0	0	0	18
11:30-11:40	0	0	0	18
11:40-11:50	0	0	0	18
11:50-12:00p	1	0	1	19
12:00-12:10	1	1	2	20
12:10-12:20	3	1	4	21
12:20-12:30	8	2	10	27
12:30-12:40	7	10	17	28
12:40-12:50	5	1	6	29
12:50-1:00	6	9	15	30
1:00-1:10	3	5	8	23
1:10-1:20	3	1	4	20
1:20-1:30	1	0	1	21
1:30-1:40	1	3	4	20
1:40-1:50	1	1	2	19
1:50-2:00	2	0	2	21
2:00-2:10	1	3	4	19

Data Collected:
March 25 - 26, 2003

2:10-2:20	0	0	0	19
2:20-2:30	1	2	3	19
2:30-2:40	0	1	1	17
2:40-2:50	1	1	2	17
2:50-3:00	4	1	5	20
3:00-3:10	7	3	10	26
3:10-3:20	1	5	6	22
3:20-3:30	2	5	7	21
3:30-3:40	2	2	4	19
3:40-3:50	3	2	5	20
3:50-4:00	6	1	7	24
4:00-4:10	3	7	10	25
4:10-4:20	7	5	12	22
4:20-4:30	2	7	9	22
4:30-4:40	3	5	8	17
4:40-4:50	5	4	9	17
4:50-5:00	3	2	5	17
5:00-5:10	4	6	10	17
5:10-5:20	5	6	11	17
5:20-5:30	10	9	19	18
5:30-5:40	11	9	20	17
5:40-5:50	6	5	11	18
5:50-6:00	5	10	15	19
	276	264	540	

Data Collected:
March 25 - 26, 2003

Goddard Systems, Inc.
The Goddard School
36 Bey Lea Road, Toms River

Traffic and Parking Research Study

Table 3

Time	Enter	Exit	Total	Parked Vehicles
7:00-7:10	3	0	3	9
7:10-7:20	4	4	8	9
7:20-7:30	6	5	11	13
7:30-7:40	2	3	5	9
7:40-7:50	7	4	11	15
7:50-8:00	6	6	12	16
8:00-8:10	7	2	9	17
8:10-8:20	9	8	17	18
8:20-8:30	9	5	14	22
8:30-8:40	8	7	15	28
8:40-8:50	20	11	31	32
8:50-9:00	10	15	25	31
9:00-9:10	6	10	16	26
9:10-9:20	0	6	6	20
9:20-9:30	0	0	0	15
9:30-9:40	0	0	0	15
9:40-9:50	2	0	2	17
9:50-10:00	0	2	2	16
10:00-10:10	0	1	1	14
10:10-10:20	2	1	3	16
10:20-10:30	0	1	1	16
10:30-10:40	0	0	0	16
10:40-10:50	2	0	2	16
10:50-11:00	0	0	0	16
11:00-11:10	2	0	2	18
11:10-11:20	2	2	4	19
11:20-11:30	0	1	1	18
11:30-11:40	0	0	0	17
11:40-11:50	1	0	1	18
11:50-12:00p	0	3	3	17
12:00-12:10	3	0	3	18
12:10-12:20	2	3	5	19
12:20-12:30	1	2	3	17
12:30-12:40	0	1	1	15
12:40-12:50	3	1	4	18
12:50-1:00	7	6	13	23
1:00-1:10	4	5	9	21
1:10-1:20	1	5	6	19
1:20-1:30	0	1	1	15
1:30-1:40	1	0	1	16
1:40-1:50	1	0	1	17
1:50-2:00	0	0	0	17

Data Collected:
April 2, 2003
April 9, 2003

2:00-2:10	0	0	0	17
2:10-2:20	1	1	2	18
2:20-2:30	0	0	0	17
2:30-2:40	0	0	0	17
2:40-2:50	0	0	0	17
2:50-3:00	3	3	6	19
3:00-3:10	3	4	7	18
3:10-3:20	3	2	5	18
3:20-3:30	3	4	7	18
3:30-3:40	3	2	5	17
3:40-3:50	1	3	4	18
3:50-4:00	3	4	7	16
4:00-4:10	7	7	14	15
4:10-4:20	4	8	12	17
4:20-4:30	8	5	13	15
4:30-4:40	5	7	12	12
4:40-4:50	6	5	11	16
4:50-5:00	6	7	13	16
5:00-5:10	6	5	11	12
5:10-5:20	3	5	8	11
5:20-5:30	8	4	12	16
5:30-5:40	3	8	11	15
5:40-5:50	2	9	11	14
5:50-6:00	1	1	2	12
Totals	210	215	425	

Data Collected:
April 2, 2003
April 9, 2003

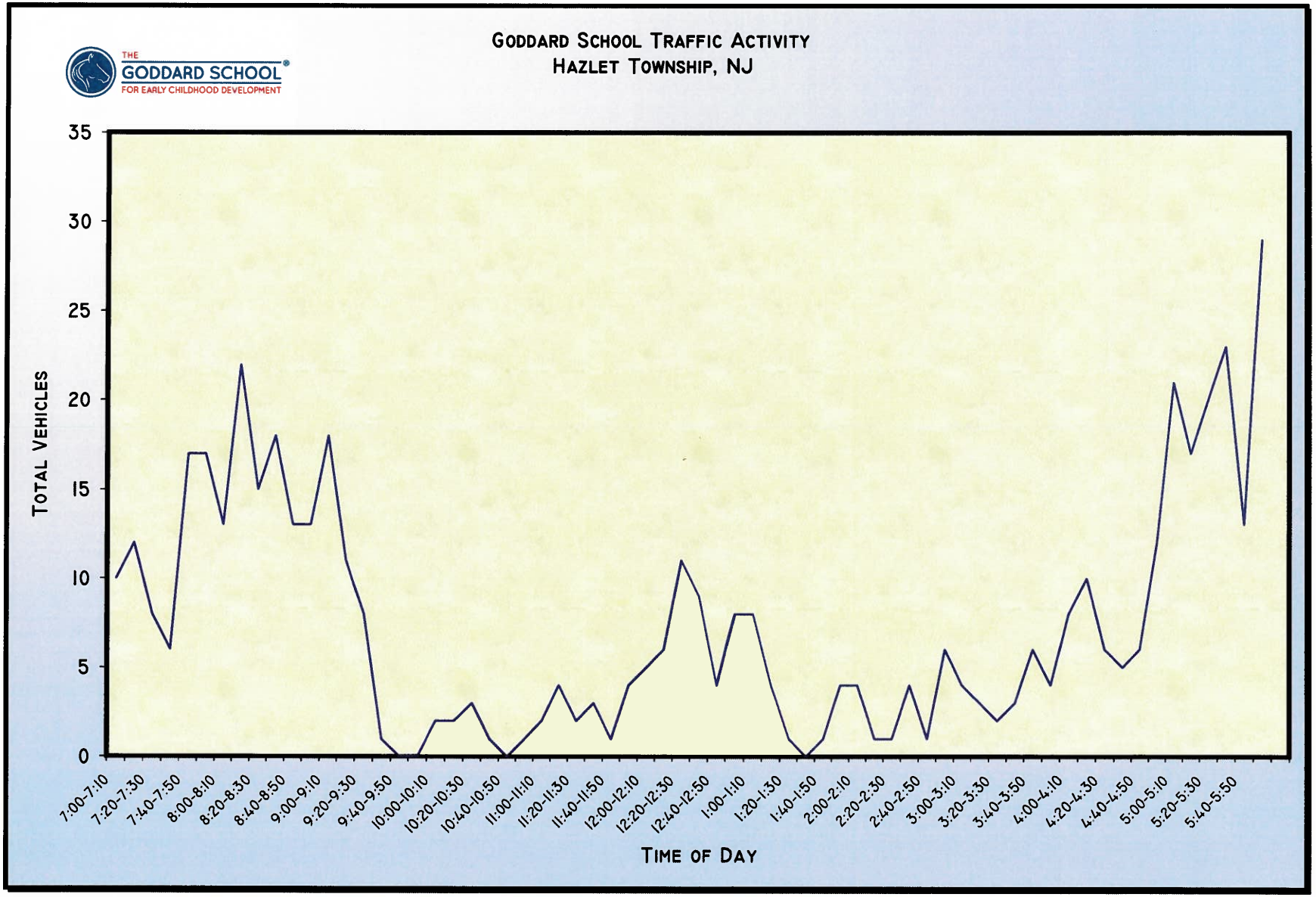

THE GODDARD SCHOOL
FOR EARLY CHILDHOOD DEVELOPMENT
GODDARD SCHOOL TRAFFIC ACTIVITY
HAZLET TOWNSHIP, NJ
TOTAL VEHICLES
0
5
10
15
20
25
30
35
7:00-7:10
7:20-7:30
7:40-7:50
8:00-8:10
8:20-8:30
8:40-8:50
9:00-9:10
9:20-9:30
9:40-9:50
10:00-10:10
10:20-10:30
10:40-10:50
11:00-11:10
11:20-11:30
11:40-11:50
12:00-12:10
12:20-12:30
12:40-12:50
1:00-1:10
1:20-1:30
1:40-1:50
2:00-2:10
2:20-2:30
2:40-2:50
3:00-3:10
3:20-3:30
3:40-3:50
4:00-4:10
4:20-4:30
4:40-4:50
5:00-5:10
5:20-5:30
5:40-5:50
TIME OF DAY

FIGURE 1

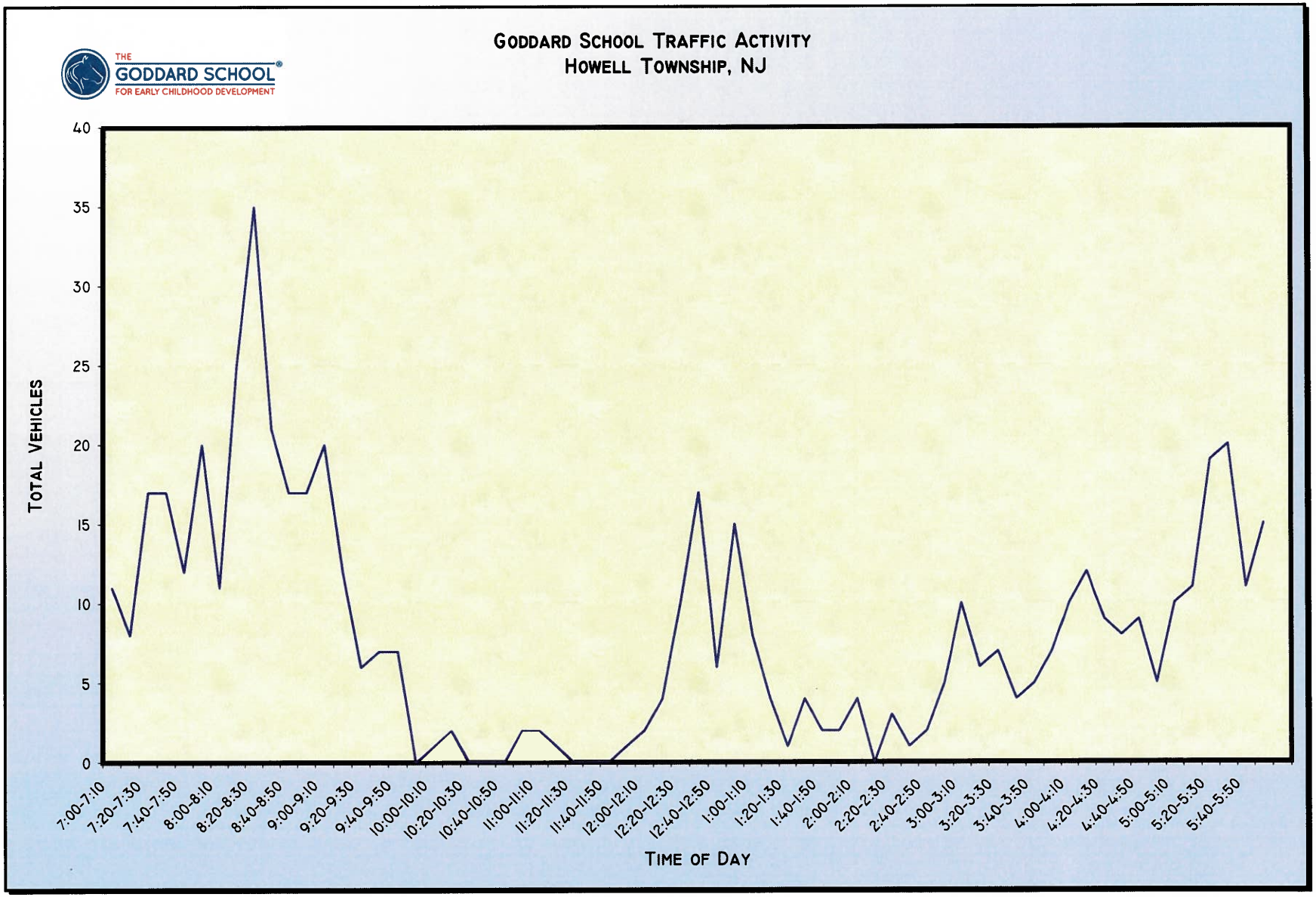

THE GODDARD SCHOOL
FOR EARLY CHILDHOOD DEVELOPMENT
GODDARD SCHOOL TRAFFIC ACTIVITY
HOWELL TOWNSHIP, NJ
TOTAL VEHICLES
0
5
10
15
20
25
30
35
40
7:00-7:10
7:20-7:30
7:40-7:50
8:00-8:10
8:20-8:30
8:40-8:50
9:00-9:10
9:20-9:30
9:40-9:50
10:00-10:10
10:20-10:30
10:40-10:50
11:00-11:10
11:20-11:30
11:40-11:50
12:00-12:10
12:20-12:30
12:40-12:50
1:00-1:10
1:20-1:30
1:40-1:50
2:00-2:10
2:20-2:30
2:40-2:50
3:00-3:10
3:20-3:30
3:40-3:50
4:00-4:10
4:20-4:30
4:40-4:50
5:00-5:10
5:20-5:30
5:40-5:50
TIME OF DAY

FIGURE 2

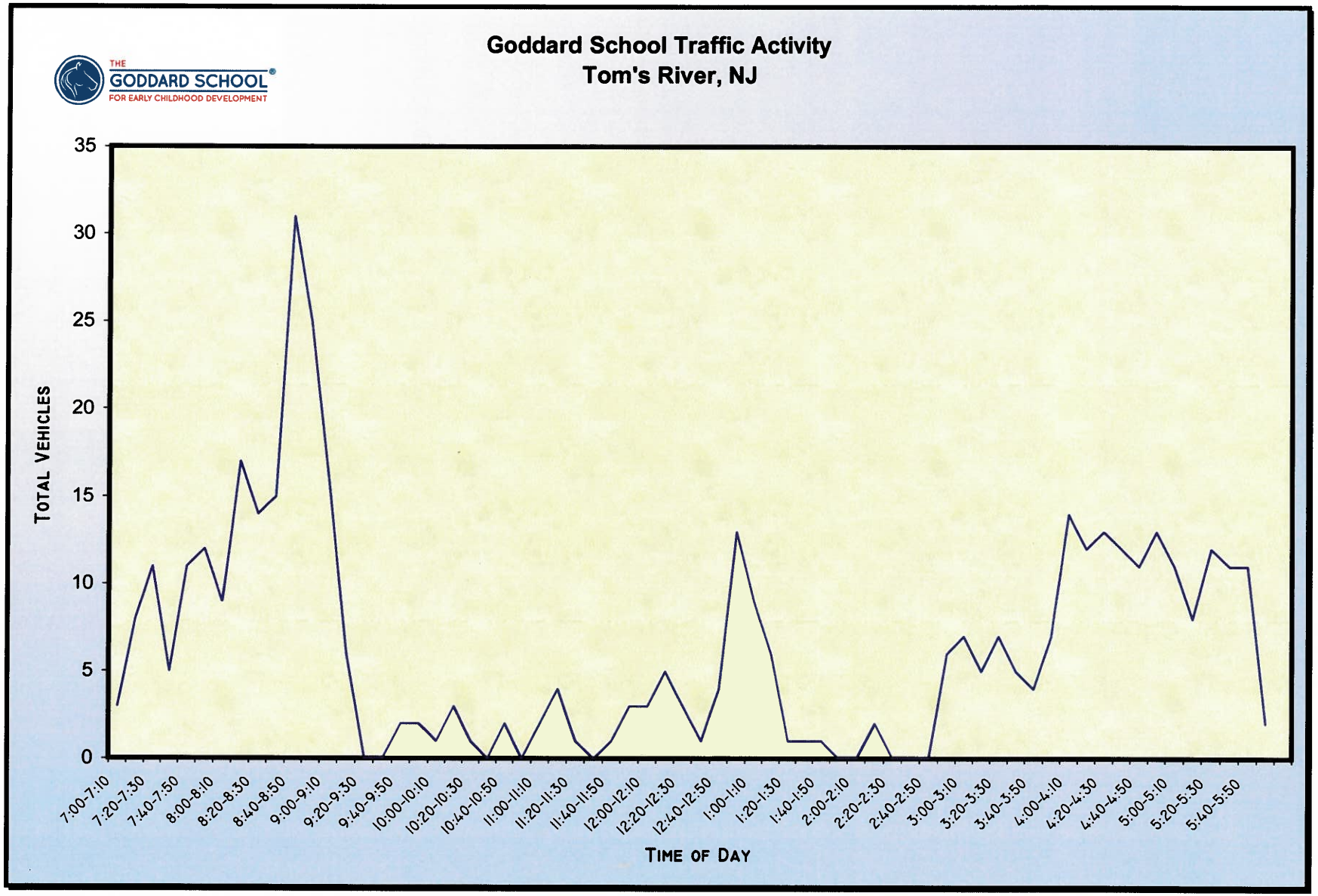

THE GODDARD SCHOOL
FOR EARLY CHILDHOOD DEVELOPMENT
Goddard School Traffic Activity
Tom's River, NJ
Total Vehicles
0
5
10
15
20
25
30
35
7:00-7:10
7:20-7:30
7:40-7:50
8:00-8:10
8:20-8:30
8:40-8:50
9:00-9:10
9:20-9:30
9:40-9:50
10:00-10:10
10:20-10:30
10:40-10:50
11:00-11:10
11:20-11:30
11:40-11:50
12:00-12:10
12:20-12:30
12:40-12:50
1:00-1:10
1:20-1:30
1:40-1:50
2:00-2:10
2:20-2:30
2:40-2:50
3:00-3:10
3:20-3:30
3:40-3:50
4:00-4:10
4:20-4:30
4:40-4:50
5:00-5:10
5:20-5:30
5:40-5:50
Time of Day

FIGURE 3

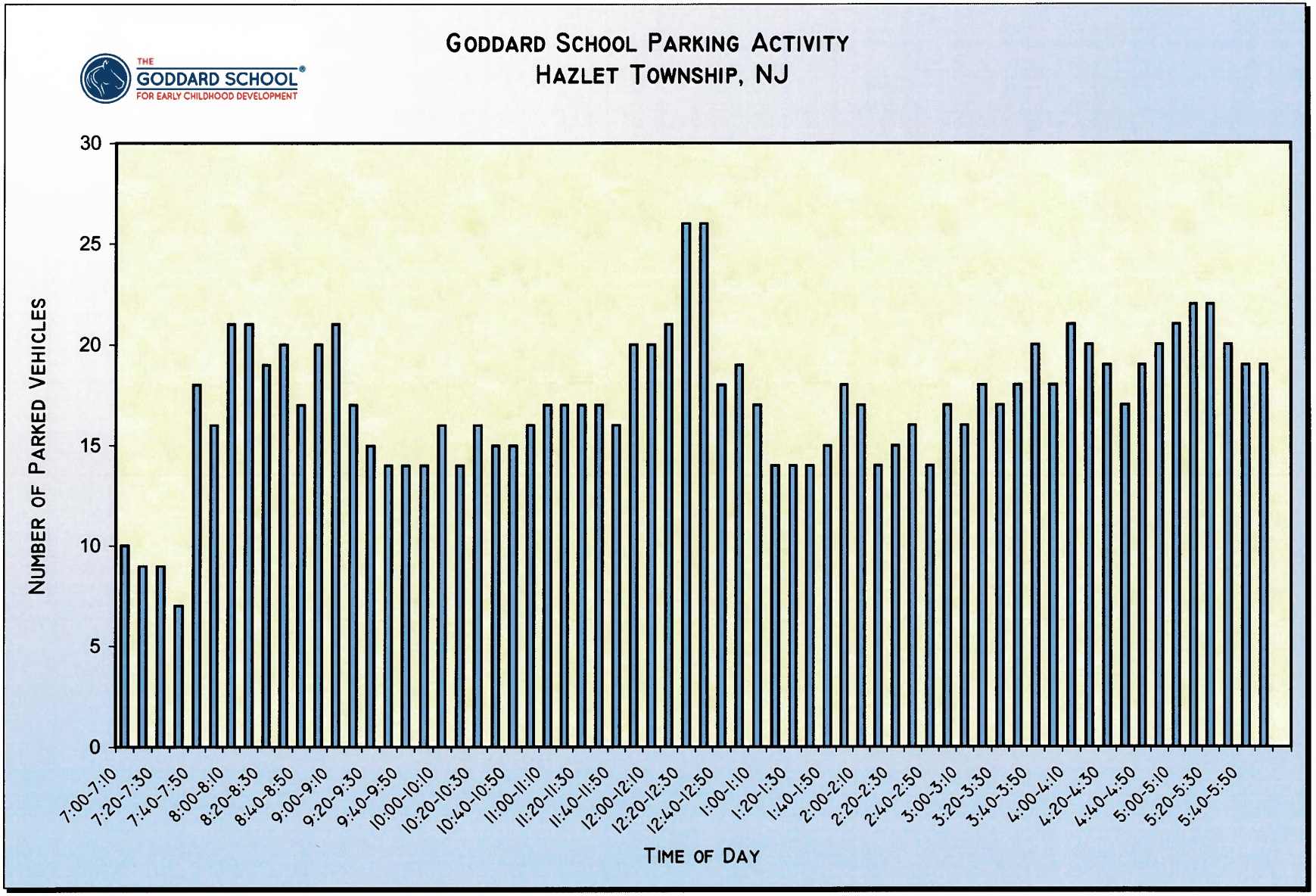

THE GODDARD SCHOOL
FOR EARLY CHILDHOOD DEVELOPMENT
GODDARD SCHOOL PARKING ACTIVITY
HAZLET TOWNSHIP, NJ
NUMBER OF PARKED VEHICLES
0
5
10
15
20
25
30
7:00-7:10
7:20-7:30
7:40-7:50
8:00-8:10
8:20-8:30
8:40-8:50
9:00-9:10
9:20-9:30
9:40-9:50
10:00-10:10
10:20-10:30
10:40-10:50
11:00-11:10
11:20-11:30
11:40-11:50
12:00-12:10
12:20-12:30
12:40-12:50
1:00-1:10
1:20-1:30
1:40-1:50
2:00-2:10
2:20-2:30
2:40-2:50
3:00-3:10
3:20-3:30
3:40-3:50
4:00-4:10
4:20-4:30
4:40-4:50
5:00-5:10
5:20-5:30
5:40-5:50
TIME OF DAY

FIGURE 4

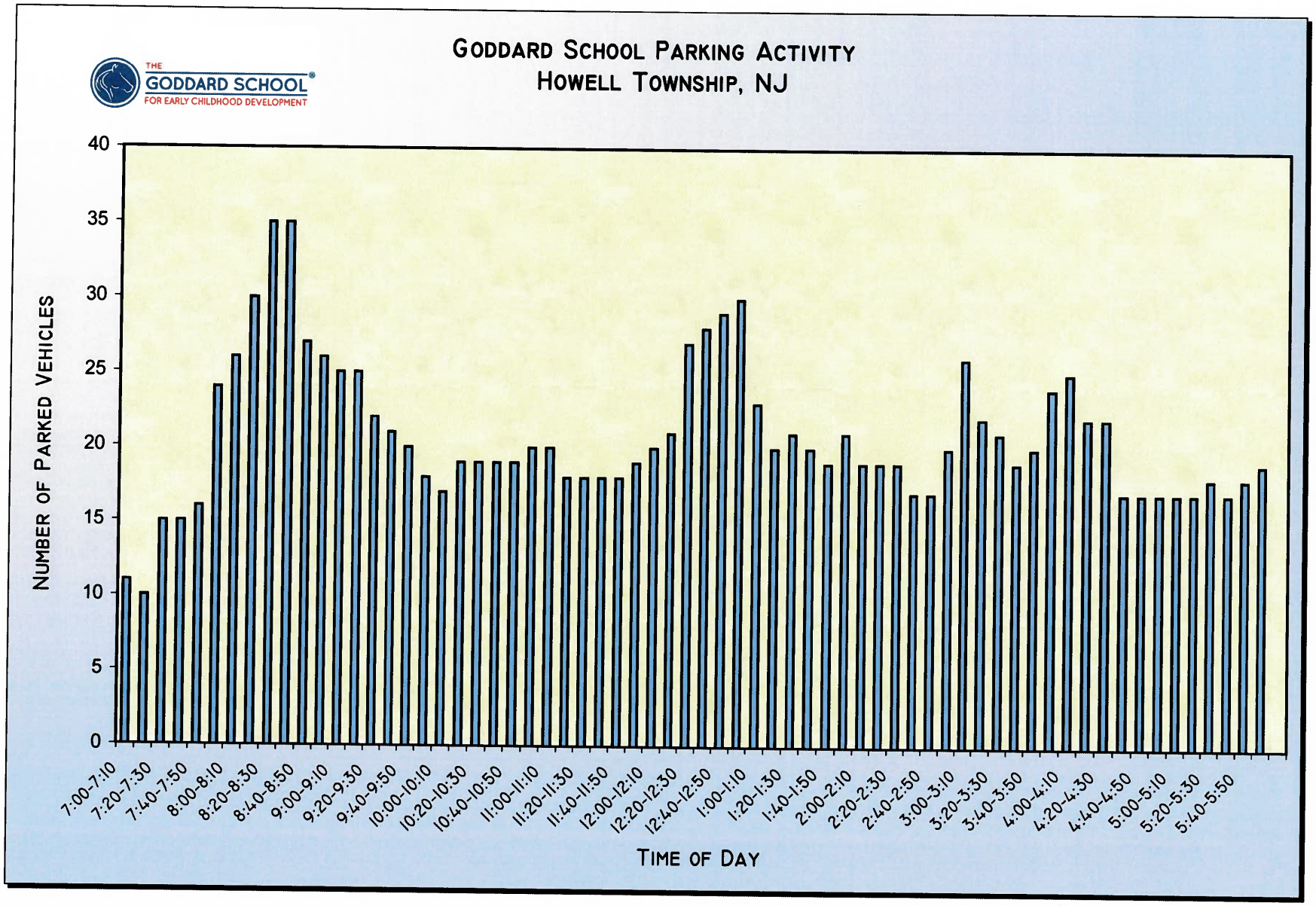

THE GODDARD SCHOOL FOR EARLY CHILDHOOD DEVELOPMENT
GODDARD SCHOOL PARKING ACTIVITY
HOWELL TOWNSHIP, NJ
NUMBER OF PARKED VEHICLES
0
5
10
15
20
25
30
35
40
7:00-7:10
7:20-7:30
7:40-7:50
8:00-8:10
8:20-8:30
8:40-8:50
9:00-9:10
9:20-9:30
9:40-9:50
10:00-10:10
10:20-10:30
10:40-10:50
11:00-11:10
11:20-11:30
11:40-11:50
12:00-12:10
12:20-12:30
12:40-12:50
1:00-1:10
1:20-1:30
1:40-1:50
2:00-2:10
2:20-2:30
2:40-2:50
3:00-3:10
3:20-3:30
3:40-3:50
4:00-4:10
4:20-4:30
4:40-4:50
5:00-5:10
5:20-5:30
5:40-5:50
TIME OF DAY

FIGURE 5

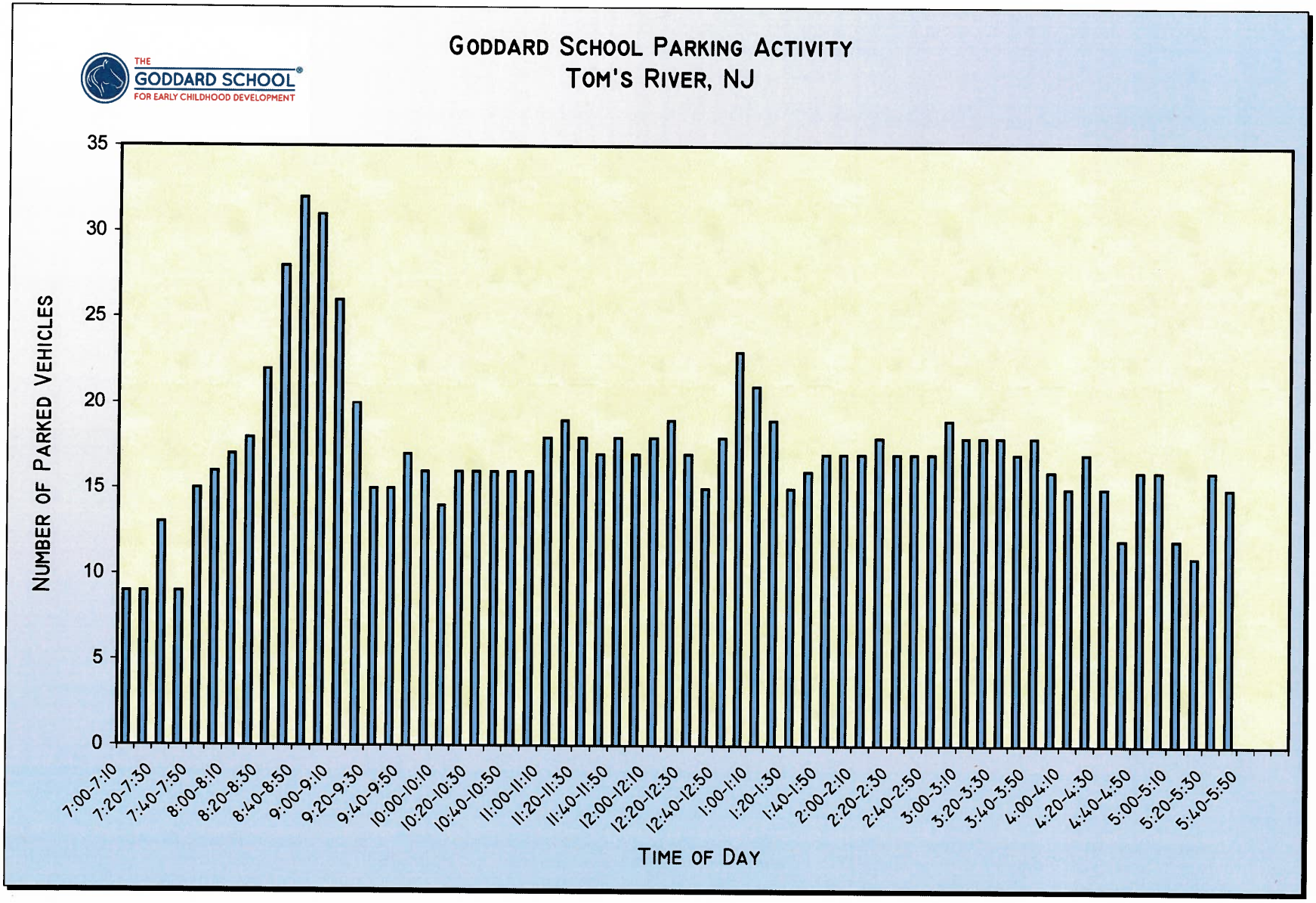
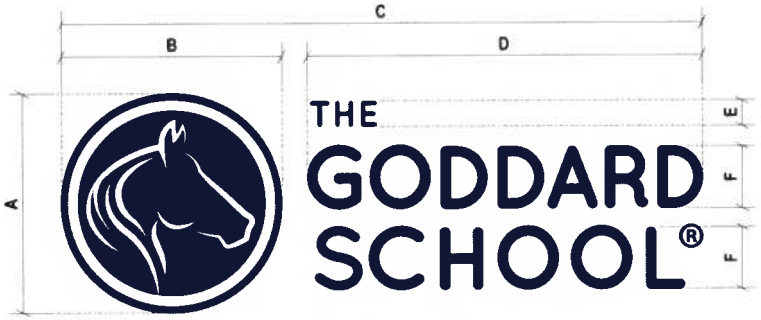

THE GODDARD SCHOOL FOR EARLY CHILDHOOD DEVELOPMENT
GODDARD SCHOOL PARKING ACTIVITY
TOM'S RIVER, NJ
NUMBER OF PARKED VEHICLES
0
5
10
15
20
25
30
35
7:00-7:10
7:20-7:30
7:40-7:50
8:00-8:10
8:20-8:30
8:40-8:50
9:00-9:10
9:20-9:30
9:40-9:50
10:00-10:10
10:20-10:30
10:40-10:50
11:00-11:10
11:20-11:30
11:40-11:50
12:00-12:10
12:20-12:30
12:40-12:50
1:00-1:10
1:20-1:30
1:40-1:50
2:00-2:10
2:20-2:30
2:40-2:50
3:00-3:10
3:20-3:30
3:40-3:50
4:00-4:10
4:20-4:30
4:40-4:50
5:00-5:10
5:20-5:30
5:40-5:50
TIME OF DAY

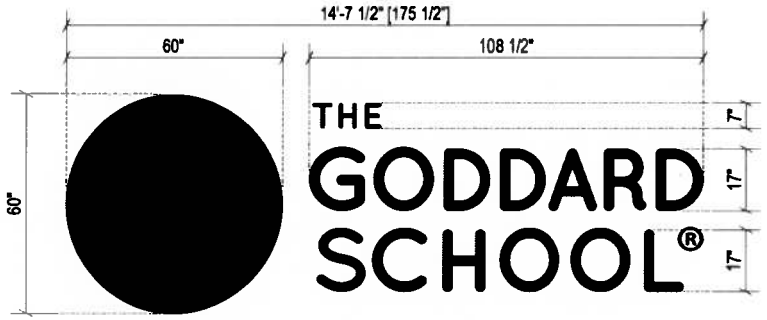
FIGURE 6



A	B	C	C [ft]	D	E	F	TOTAL SQ FT
60"	60"	175 1/2"	14'-7 1/2"	108 1/2"	7"	17"	73.13
64"	64"	187 1/4"	15'-7 1/4"	115 3/4"	7 1/2"	18"	83.22
68"	68"	199"	16'-7"	123"	8"	19 1/4"	93.97
72"	72"	210 3/4"	17'-6 3/4"	130 1/4"	8 1/4"	20 1/2"	105.38

	60" Goddard School [Condensed]
	Individual Channel Letters
	Internally Illuminated LED
	73.13
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"





Sign Layout Detail

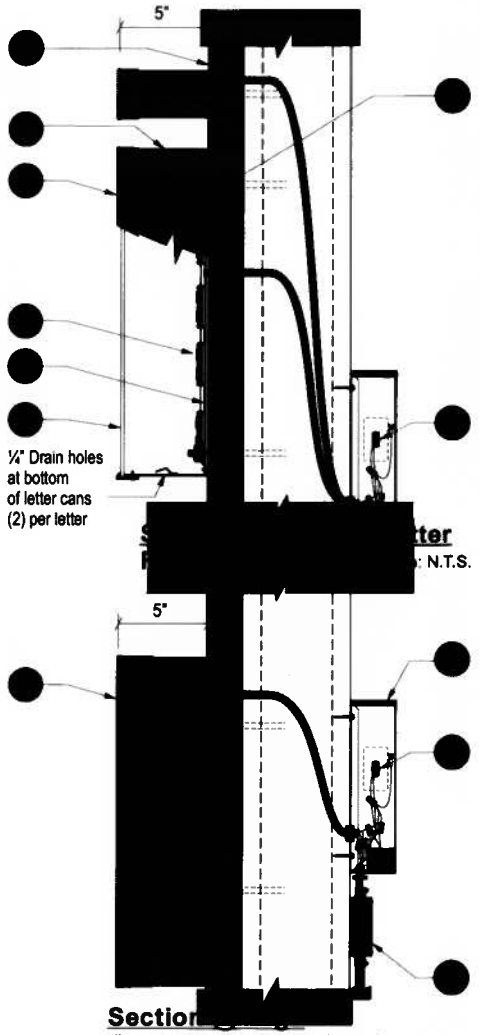
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

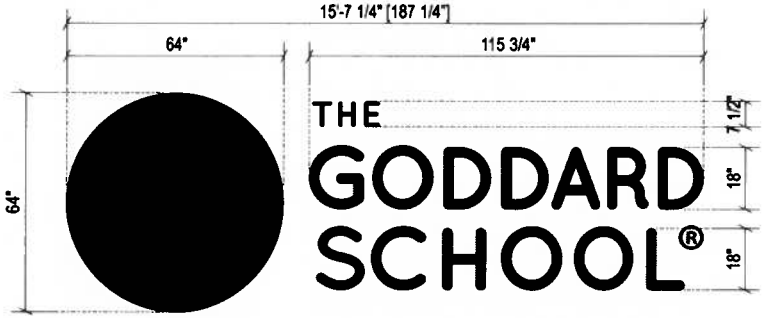
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
   *For multiple signs, a disconnect is permitted but not required for each section

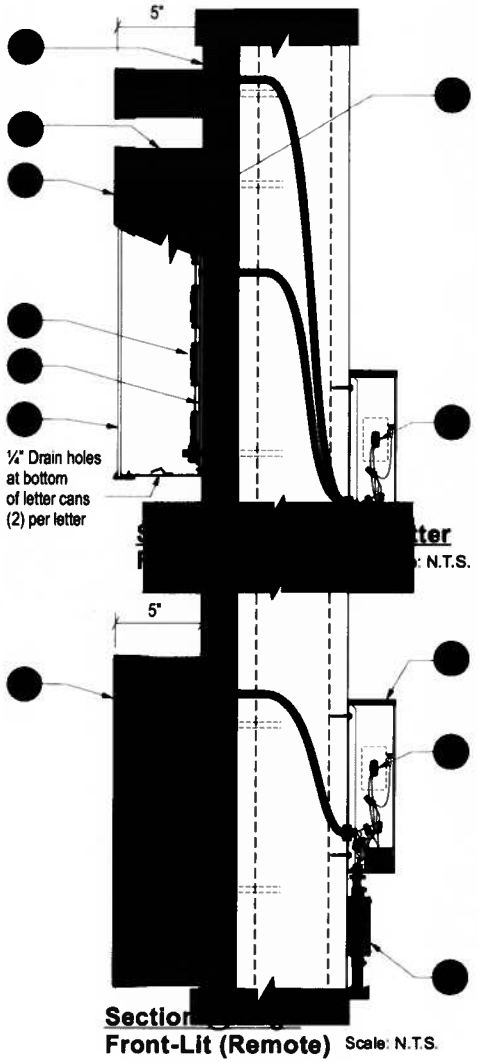


Section ... Front-Lit (Remote) Scale: N.T.S.

	64" Goddard School [Condensed]
	Individual Channel Letters
	Internally Illuminated LED
	83.22
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"





Section **Front-Lit (Remote)** Scale: N.T.S.

Sign Layout Detail

Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

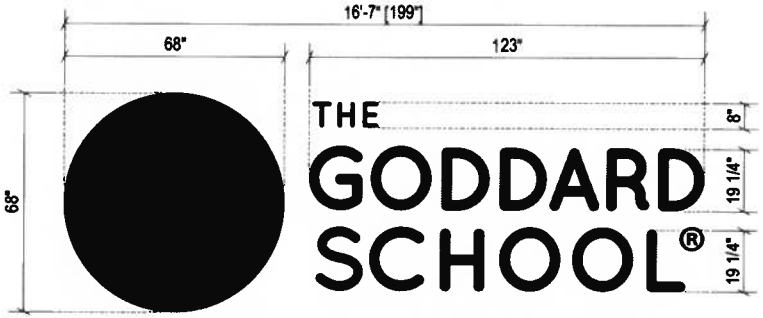
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

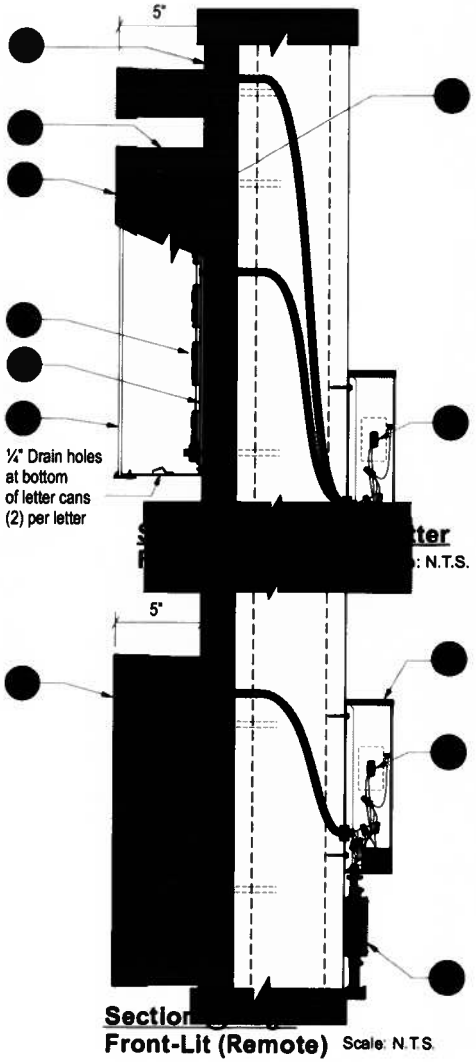
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

	68" Goddard School [Condensed]
	Individual Channel Letters
	Internally Illuminated LED
	93.97
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"





Section **Front-Lit (Remote)** Scale: N.T.S.

Sign Layout Detail

Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

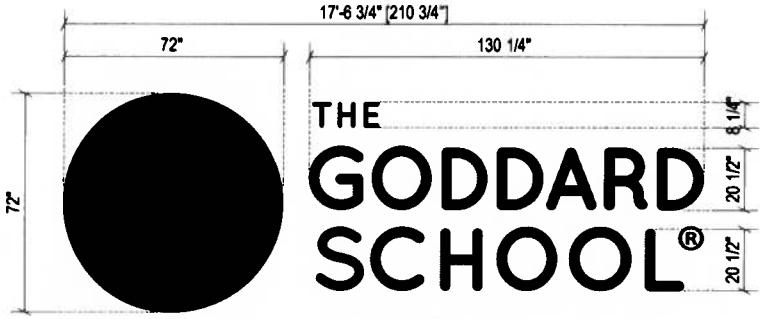
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

	72" Goddard School [Condensed]
	Individual Channel Letters
	Internally Illuminated LED
	105.38
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

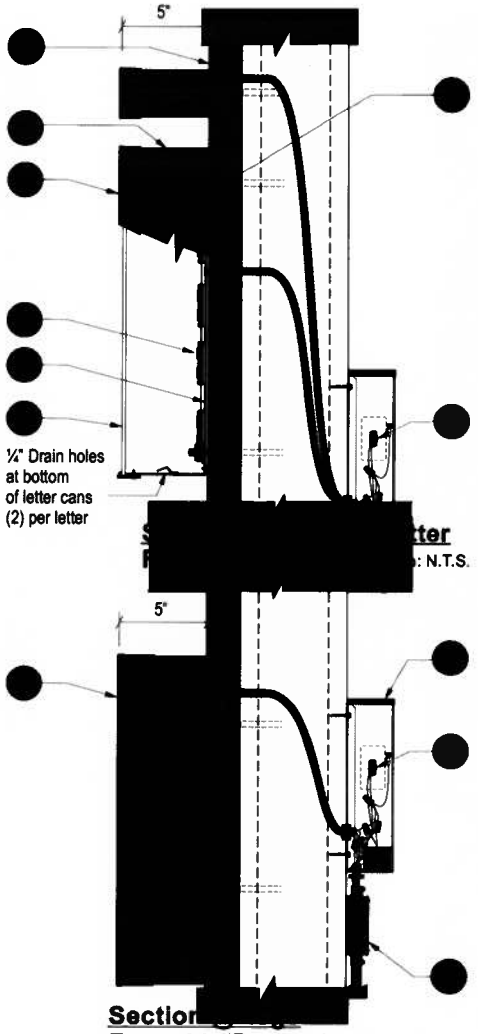
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Sign Layout Detail

Scale: N.T.S.

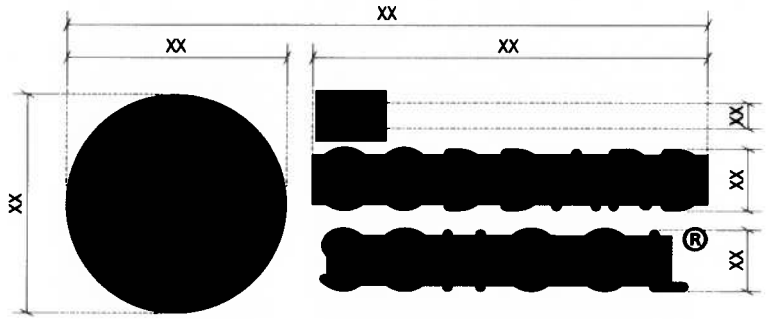
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



Section ... Front-Lit (Remote) Scale: N.T.S.

	XX" Goddard School [Condensed]
	Individual Channel Letters on Raceway
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

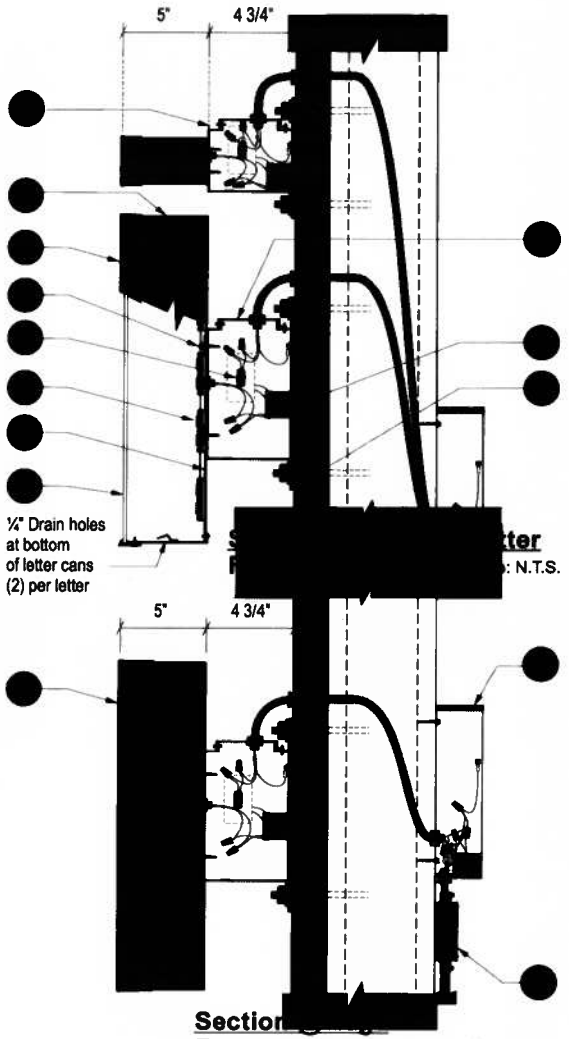
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Sign Layout Detail

Scale: N.T.S.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.080" Aluminum raceway (5 1/4" x 4 3/4") painted to match the facade
11. 12" x 2" x 0.1875" Aluminum mounting tabs welded to raceway - Maximum 6" from each end and every 48" o.c.
12. #12 x 1" TEC screws with 11/4" fender washers
13. Mounting hardware to suit



Front-Lit (Remote) Scale: N.T.S.

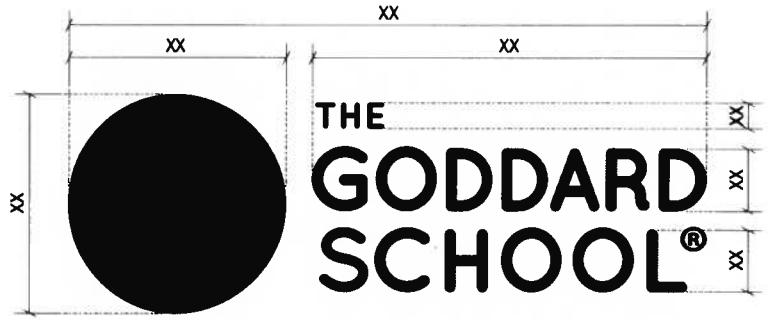
THE GODDARD SCHOOL®

Condensed Logo [Primary]
[Raceway]

AnchorSign

	XX" Goddard School [Condensed]
	Individual Channel Letters
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

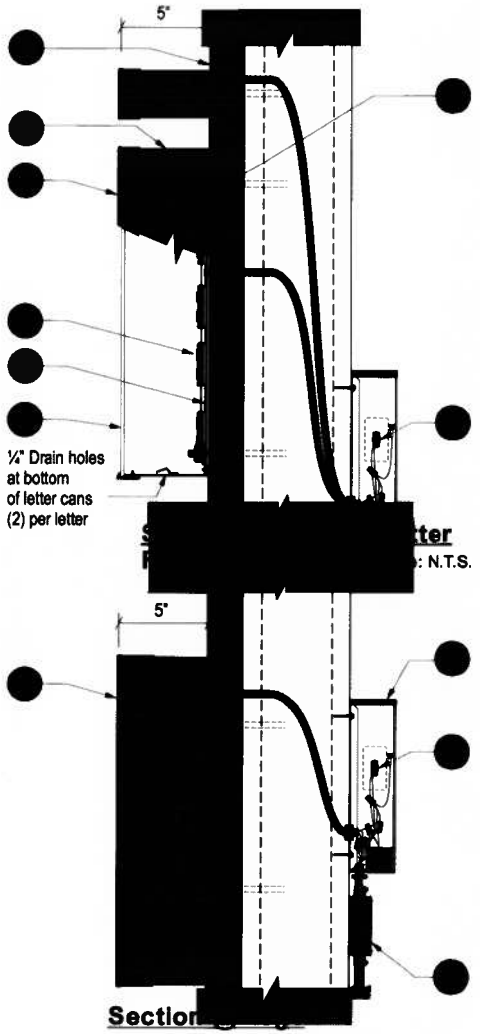
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

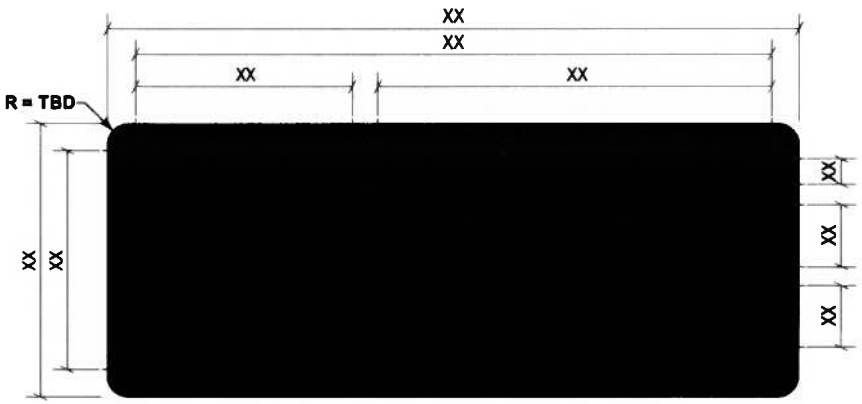
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



Front-Lit (Remote) Scale: N.T.S.

XX" Goddard School [Condensed]
Channel Letters on Shoebox
Internally Illuminated LED
XX
Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

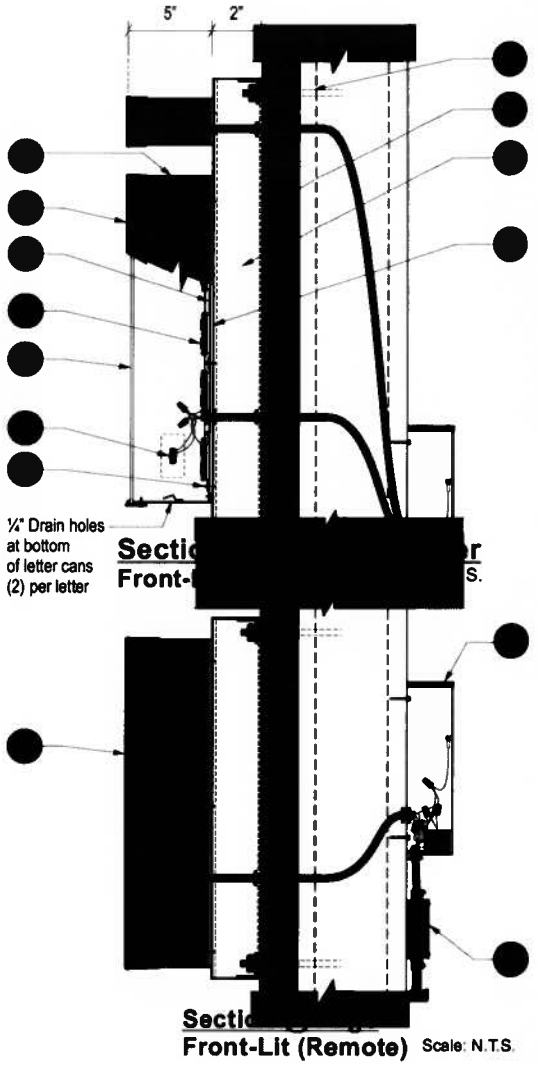
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.125" Aluminum shoebox painted TBD (all jumps contained within shoebox)
11. 3" x 0.125" metal wrapped & welded around routed 0.125" metal face
12. #12 x 1" TEC screws with 1 1/4" fender washers
13. Mounting hardware: TBD



Front-Lit (Remote) Scale: N.T.S.

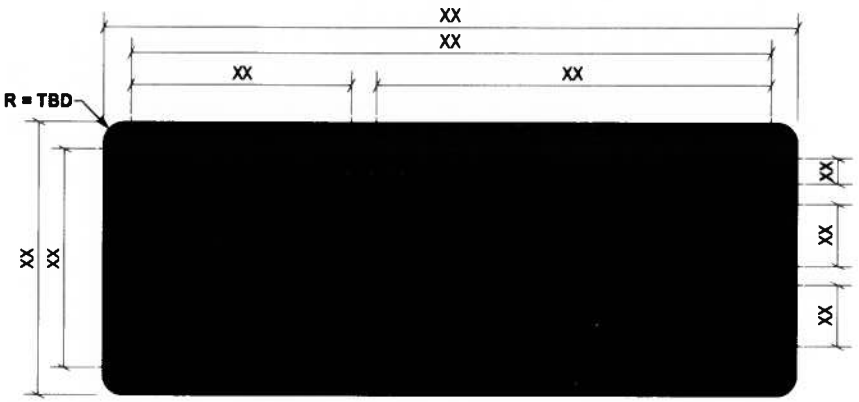
THE GODDARD SCHOOL®

Condensed Logo [Primary]
[Shoebox]

AnchorSign

	XX" Goddard School [Condensed]
	Channel Letters on Shoebox
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

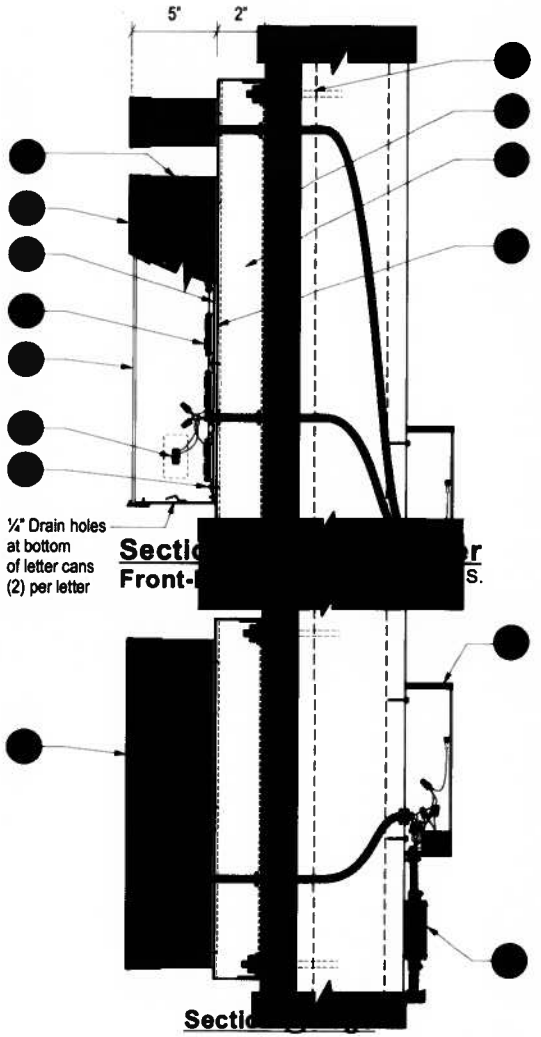
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.125" Aluminum shoebox painted to match PMS 295 C Blueberry Pie (all jumps contained within shoebox)
11. 3" x 0.125" metal wrapped & welded around routed 0.125" metal face
12. #12 x 1" TEC screws with 1 1/4" fender washers
13. Mounting hardware: TBD

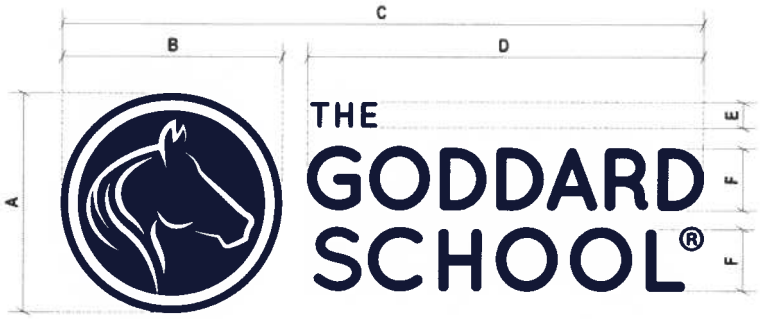


Front-Lit (Remote) Scale: N.T.S.

THE GODDARD SCHOOL®

Condensed Logo [Alternate]
[Shoebox]

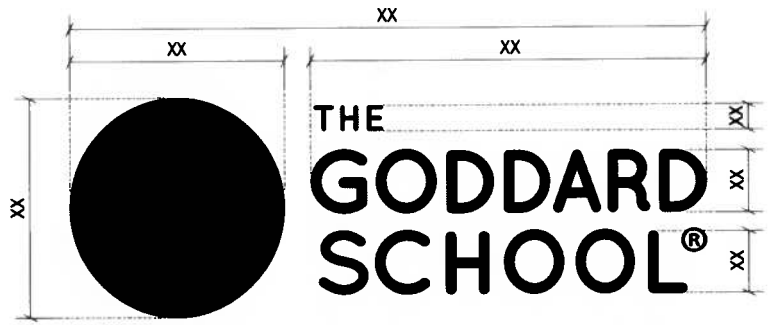
AnchorSign



A	B	C	C [ft]	D	E	F	TOTAL SQ FT
24"	24"	70"	5'-10"	43 1/4"	2 3/4"	6 3/4"	11.67
28"	28"	81 3/4"	6'-9"	50 1/2"	3 1/4"	8"	15.90
32"	32"	93 1/2"	7'-9 1/2"	57 3/4"	3 3/4"	9"	20.78
48"	48"	140"	11'-8"	86 1/2"	5 1/2"	13 1/2"	46.67

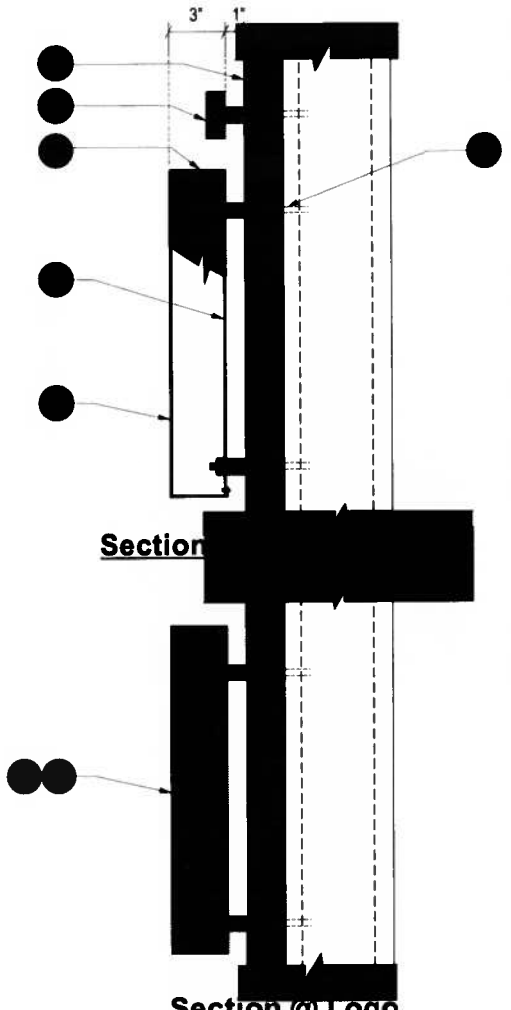
	XX" Goddard School [Condensed]
	Individual Channel Letters
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail
Scale: N.T.S.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. 0.080" aluminum backs
4. .125" Aluminum faces painted
   - White
5. First surface applied vinyl
   - To match PMS 295 C Blueberry Pie
6. Mounting hardware to suit w/ 1" spacers
7. 1" PVC w/ 1" standoffs, painted
   - To match PMS 295 C Blueberry Pie

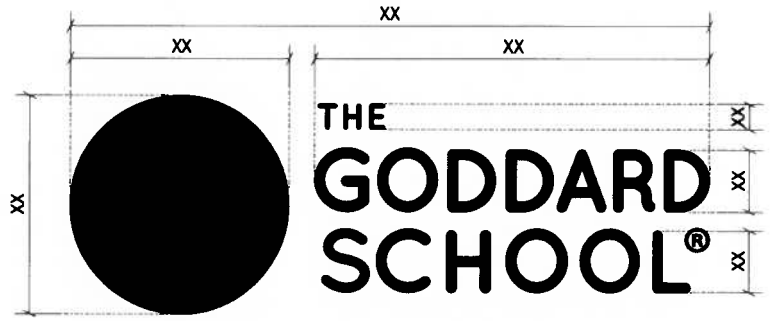


Section

Section @ Logo
Scale: N.T.S.

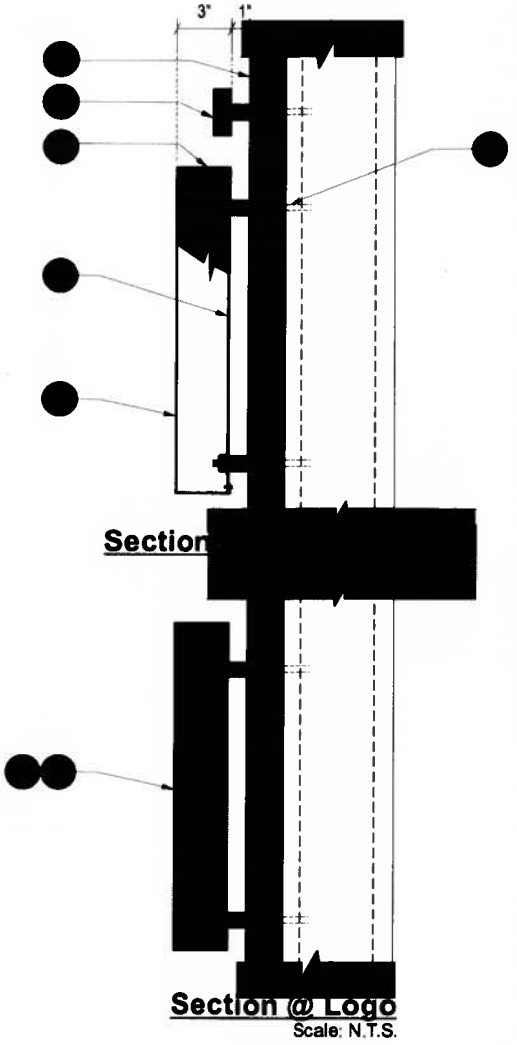
	XX" Goddard School [Condensed]
	Individual Channel Letters
	Internally illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail
Scale: N.T.S.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. 0.080" aluminum backs
4. .125" Aluminum faces painted
   - White
5. First surface applied vinyl
   - To match PMS 295 C Blueberry Pie
6. Mounting hardware to suit w/ 1" spacers
7. 1" PVC w/ 1" standoffs, painted
   - To match PMS 295 C Blueberry Pie



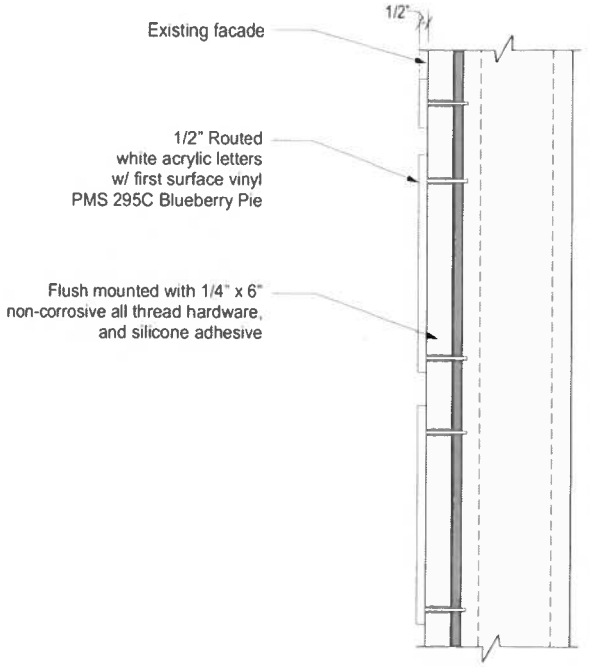
Section

Section @ Logo
Scale: N.T.S.

SIGN A	XX" Goddard School (Condensed)
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	XX
To Grade:	Top of Sign to Grade = Bottom of Sign to Grade =

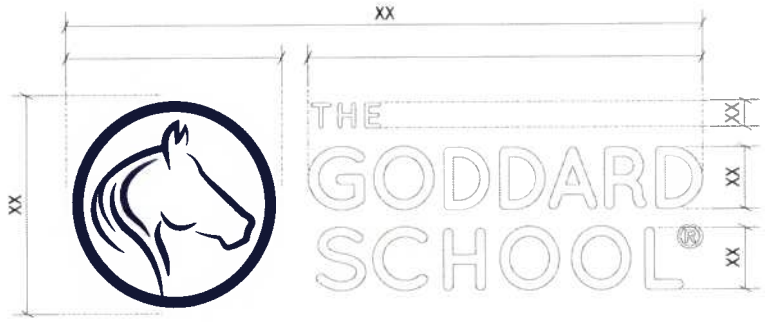


Sign Layout Detail
Scale: N.T.S.

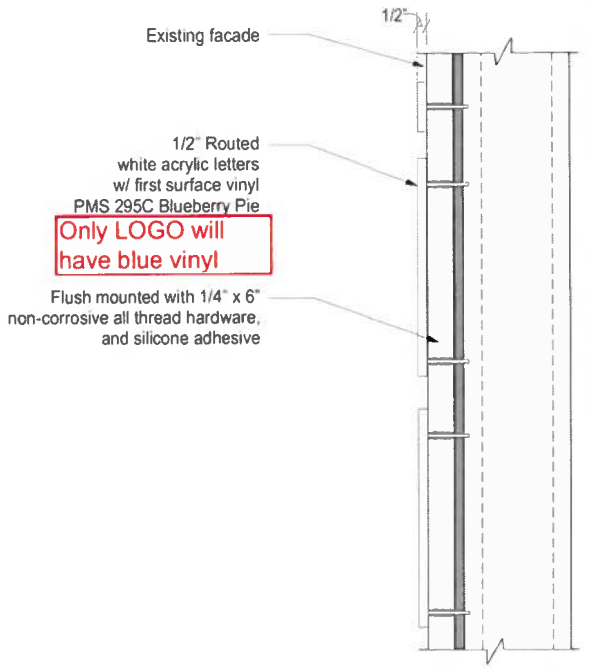


Section @ Routed Acrylic Letters
Scale: N.T.S.

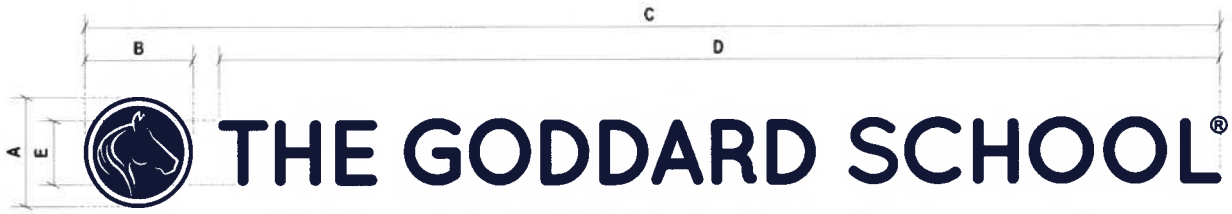
SIGN A	XX" Goddard School [Condensed]
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	XX
To Grade:	Top of Sign to Grade = Bottom of Sign to Grade =



Sign Layout Detail
Scale: N.T.S.



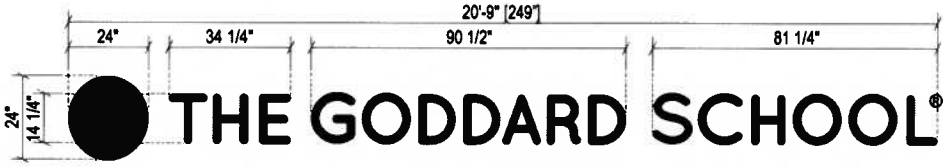
Section @ Routed Acrylic Letters
Scale: N.T.S.



A	B	C	C [ft]	D	E	TOTAL SQ FT
24"	24"	249"	20'-9"	219"	14 1/4"	41.50
28"	28"	290 1/2"	24'-2 1/2"	255 1/2"	16 1/2"	56.49
32"	32"	332"	27'-8"	292"	18 3/4"	93.38
48"	48"	498"	41'-6"	438"	28 1/4"	166.00

[redacted]	24" Goddard School [Single Line]
	Individual Channel Letters
	Internally Illuminated LED
	41.50
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

Sign Layout Detail

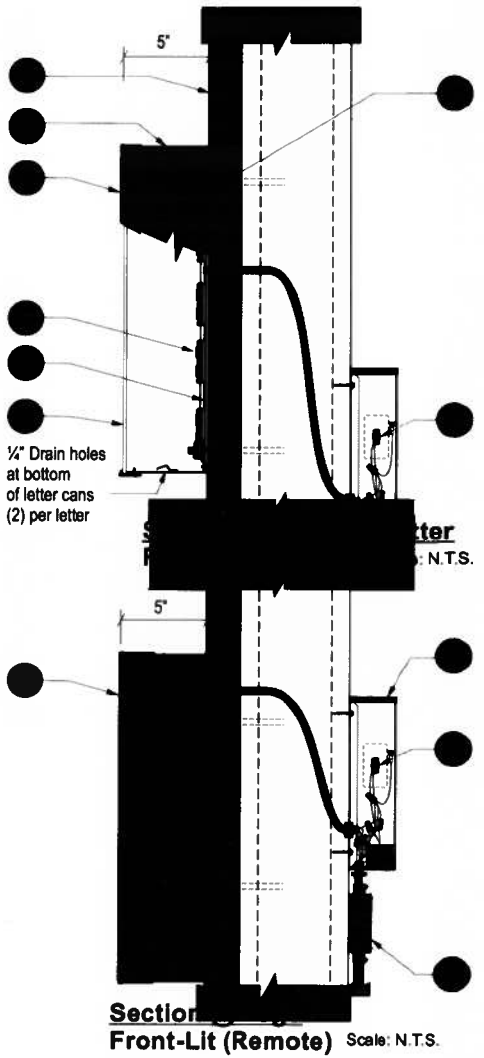
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

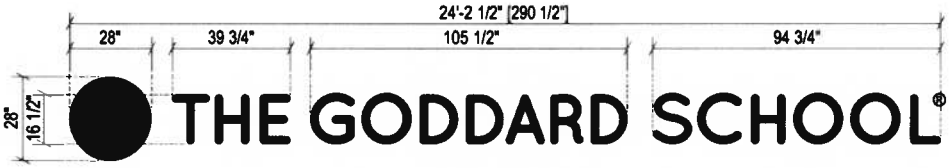
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
   *For multiple signs, a disconnect is permitted but not required for each section



Section **Front-Lit (Remote)** Scale: N.T.S.

	28" Goddard School [Single Line]
	Individual Channel Letters
	Internally Illuminated LED
	56.49
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

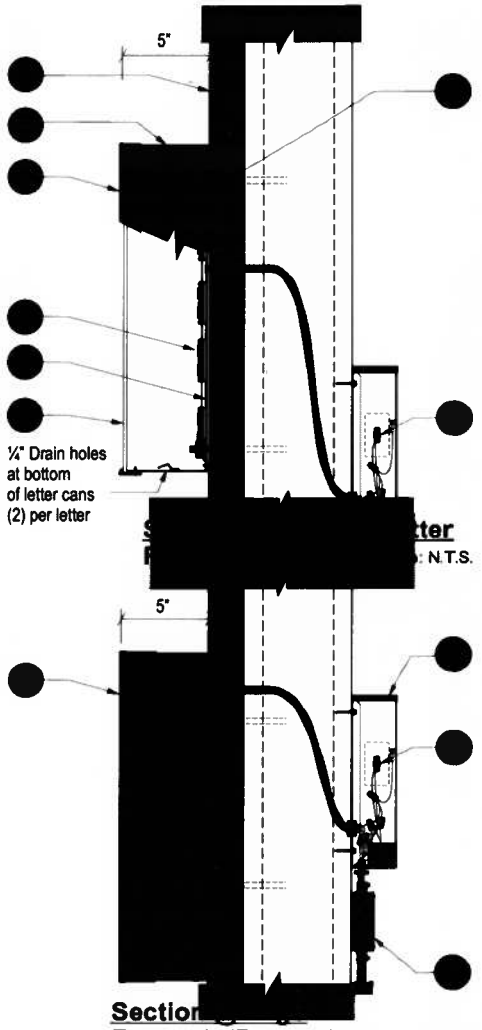
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

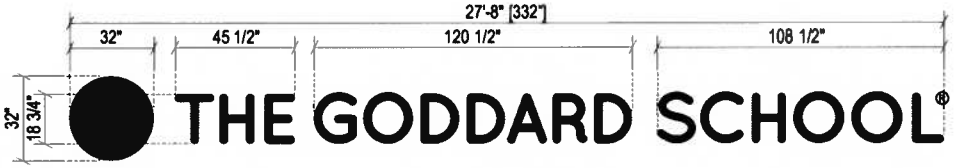
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
   *For multiple signs, a disconnect is permitted but not required for each section



Section ... ter
Front-Lit (Remote) Scale: N.T.S.

	32" Goddard School [Single Line]
	Individual Channel Letters
	Internally Illuminated LED
	93.38
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

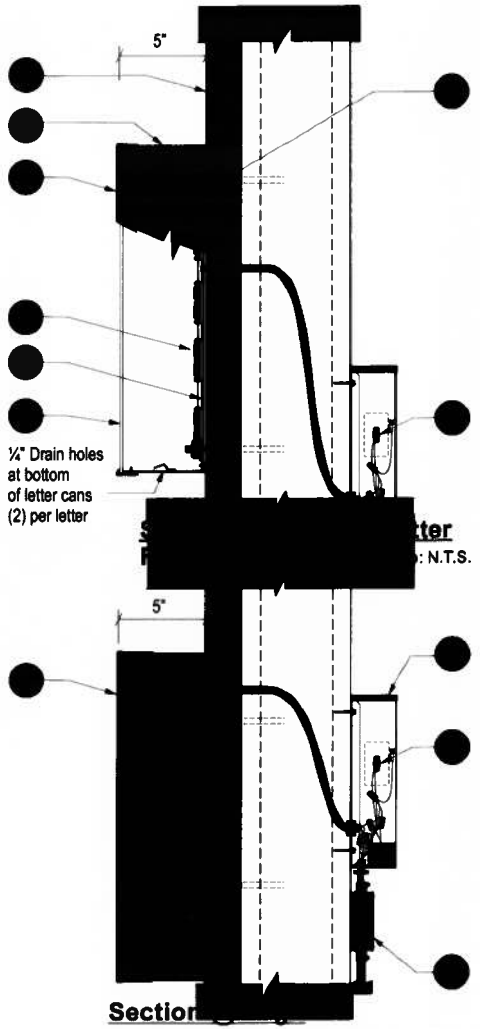
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

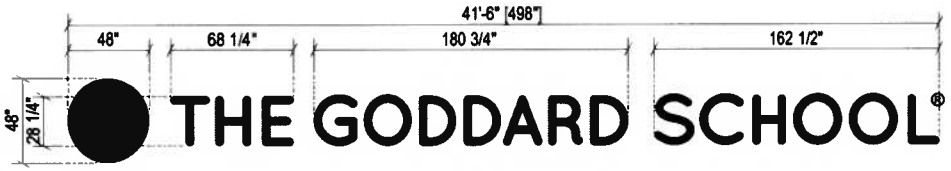
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



Section ... Front-Lit (Remote) Scale: N.T.S.

[redacted]	48" Goddard School [Single Line]
	Individual Channel Letters
	Internally Illuminated LED
	166.00
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

Sign Layout Detail

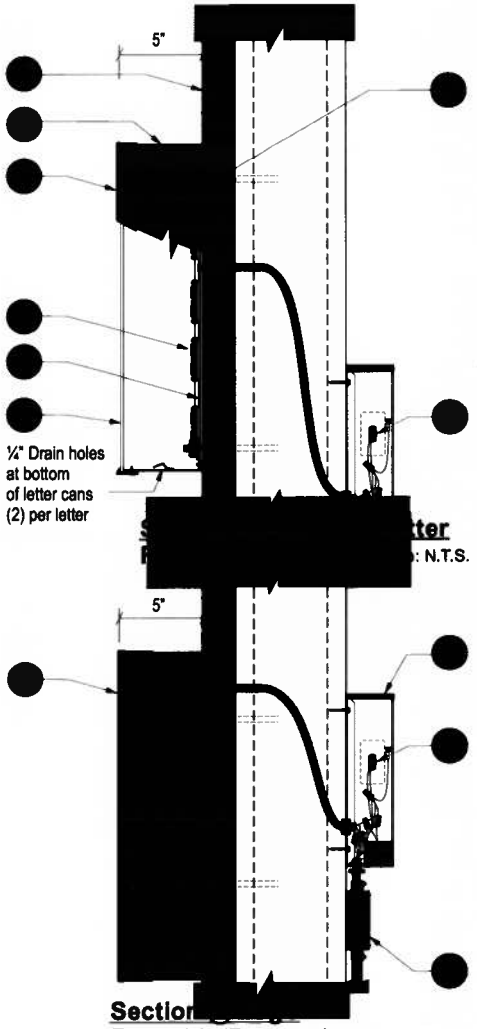
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

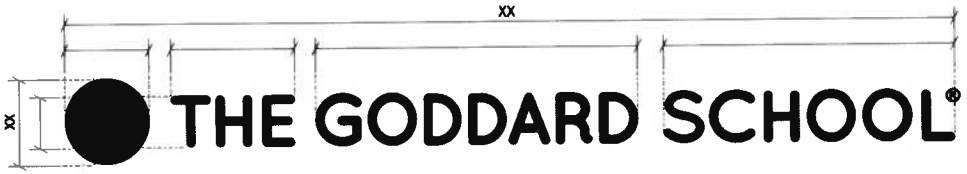
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
   *For multiple signs, a disconnect is permitted but not required for each section

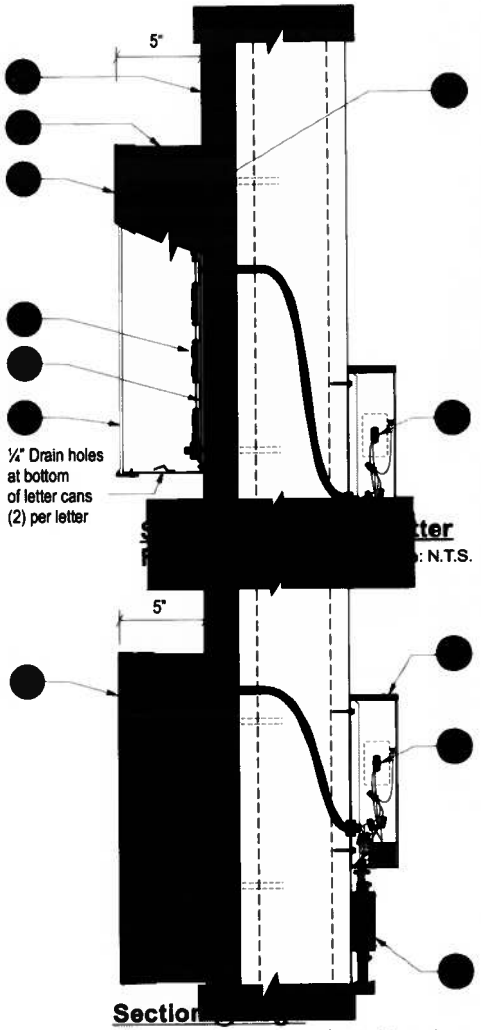


Section [redacted]
Front-Lit (Remote) Scale: N.T.S.

XX" Goddard School [Single Line]
Individual Channel Letters
Internally Illuminated LED
XX
Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"





Sectio ter
: N.T.S.

Front-Lit (Remote) Scale: N.T.S.

Sign Layout Detail

Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

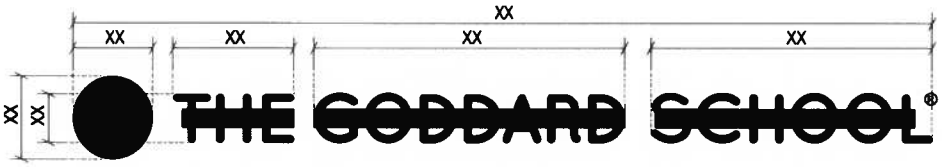
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
   *For multiple signs, a disconnect is permitted but not required for each section

XX" Goddard School [Single Line]
Individual Channel Letters on Raceway
Internally Illuminated LED
XX
Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

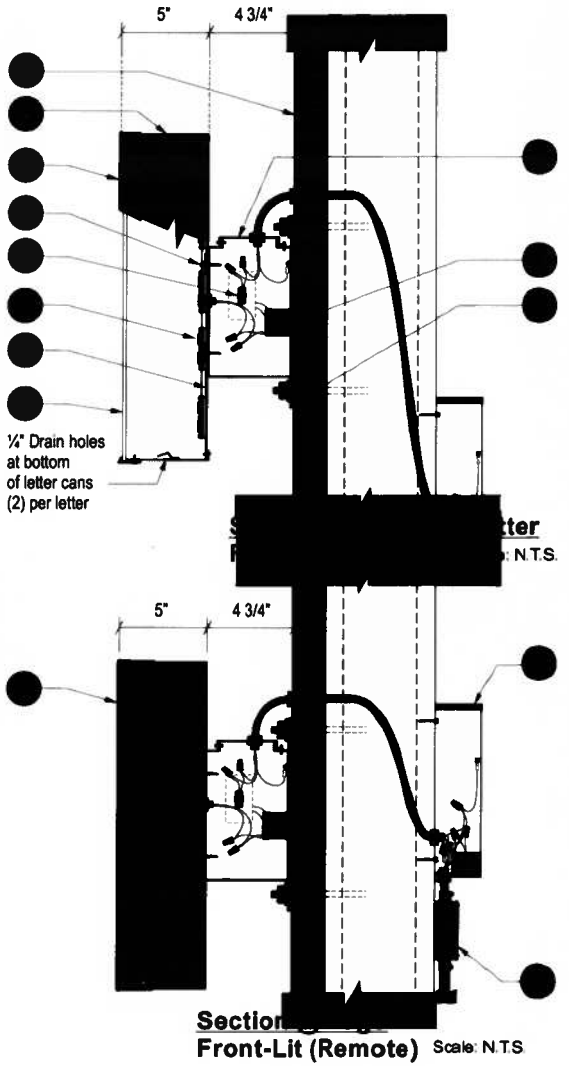
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

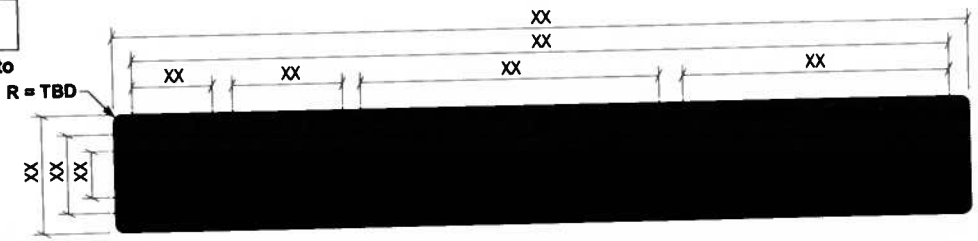
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.080" Aluminum raceway (5 1/4" x 4 3/4") painted to match the facade
11. 12" x 2" x 0.1875" Aluminum mounting tabs welded to raceway - Maximum 6" from each end and every 48" o.c.
12. #12 x 1" TEC screws with 11/4" fender washers
13. Mounting hardware to suit



Front-Lit (Remote) Scale: N.T.S.

XX" Goddard School [Single Line]
Channel Letters on Shoebox Backer
Internally Illuminated LED
XX
Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

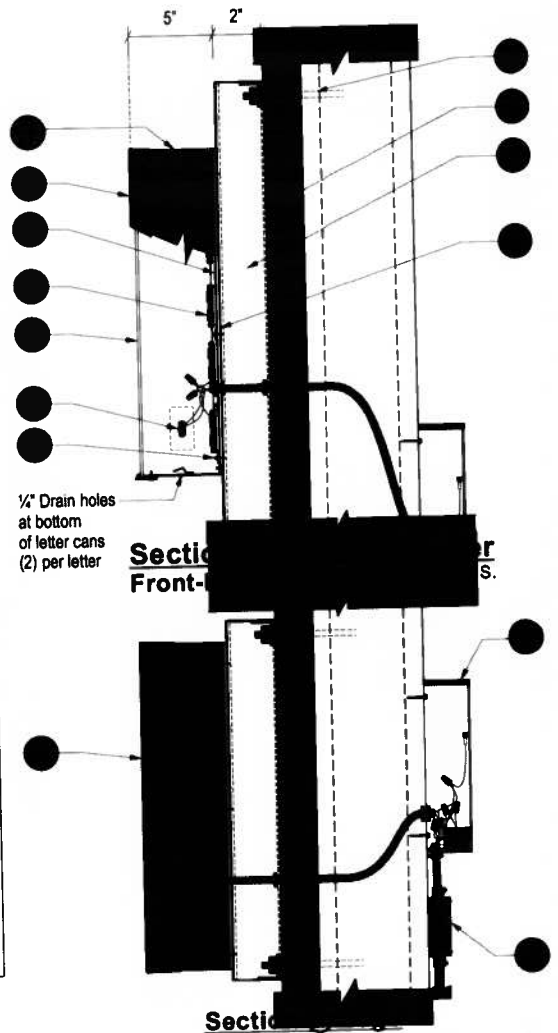
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.125" Aluminum shoebox painted TBD (all jumps contained within shoebox)
11. 3" x 0.125" metal wrapped & welded around routed 0.125" metal face
12. #12 x 1" TEC screws with 1 1/4" fender washers
13. Mounting hardware: TBD

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
   *For multiple signs, a disconnect is permitted but not required for each section



Sectio… Front-… …S.

Sectio… Front-Lit (Remote) Scale: N.T.S.

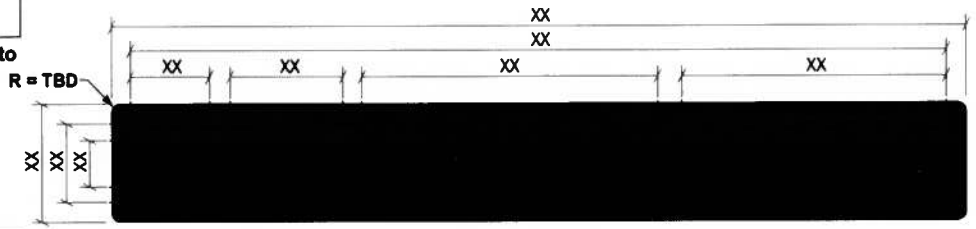
THE GODDARD SCHOOL®

Single Line Logo [Secondary]
[Shoebox]

AnchorSign

	XX" Goddard School [Single Line]
	Channel Letters on Shoebox Backer
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

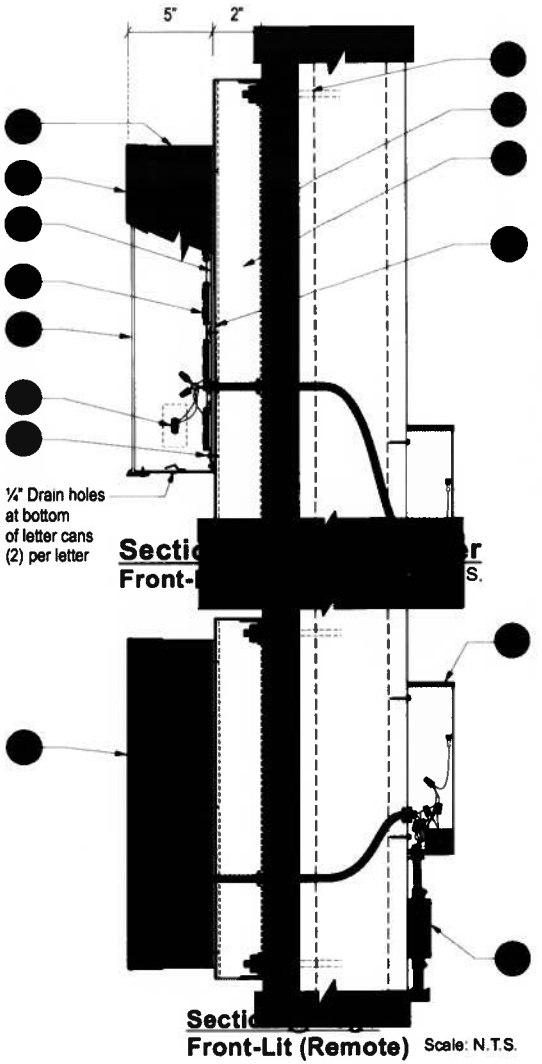
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.125" Aluminum shoebox painted to match PMS 295 C Blueberry Pie (all jumps contained within shoebox)
11. 3" x 0.125" metal wrapped & welded around routed 0.125" metal face
12. #12 x 1" TEC screws with 1 1/4" fender washers
13. Mounting hardware: TBD



Front-Lit (Remote) Scale: N.T.S.

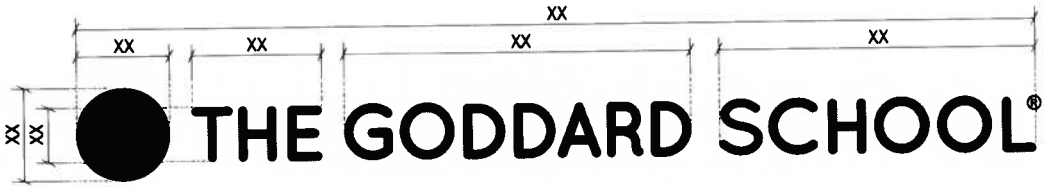
THE GODDARD SCHOOL®

Single Line Logo [Secondary]
[Shoebox]

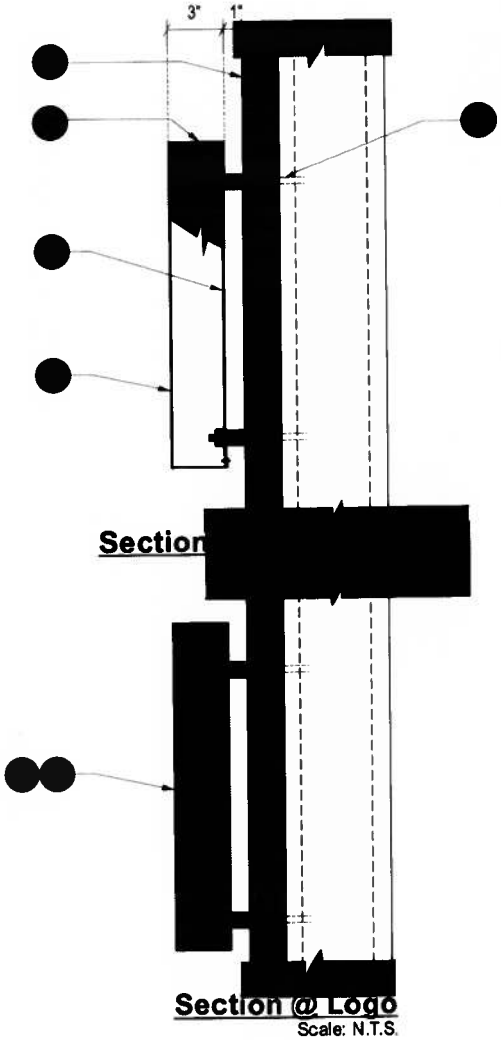
AnchorSign

	XX" Goddard School [Single Line]
	Individual Channel Letters
	Non-Illuminated
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. 0.080" aluminum backs
4. .125" Aluminum faces painted
   - To match PMS 295 C Blueberry Pie
5. First surface applied vinyl
   - 7725-10 White
6. Mounting hardware to suit w/ 1" spacers



Section

Section @ Logo
Scale: N.T.S.

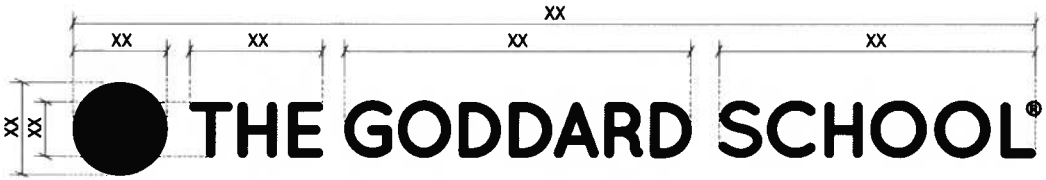
THE GODDARD SCHOOL®

Single Line Logo [Secondary]
[Non-Illuminated]

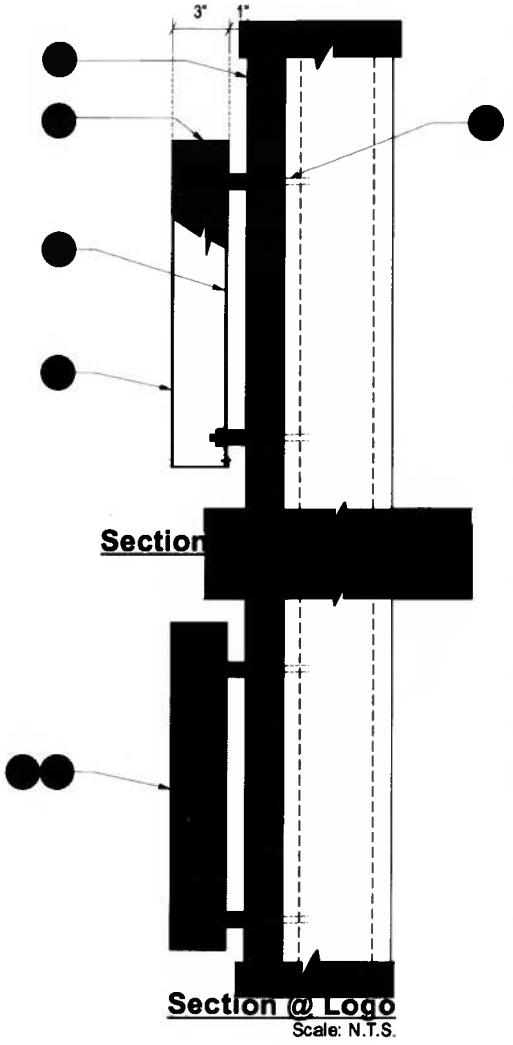
AnchorSign

	XX" Goddard School [Single Line]
	Individual Channel Letters
	Non-Illuminated
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. 0.080" aluminum backs
4. .125" Aluminum faces painted
   - To match PMS 295 C Blueberry Pie
5. First surface applied vinyl
   - 7725-10 White
6. Mounting hardware to suit w/ 1" spacers



Section

Section @ Logo
Scale: N.T.S.

THE GODDARD SCHOOL®

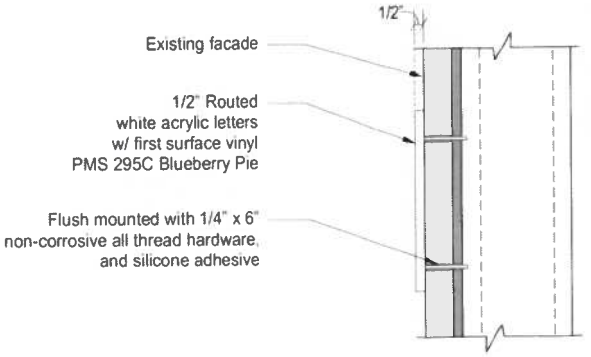
Single Line Logo [Secondary]
[Non-Illuminated]

AnchorSign

SIGN A	XX" Goddard School [Single Line]
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	XX
To Grade:	Top of Sign to Grade = Bottom of Sign to Grade =



Sign Layout Detail
Scale: N.T.S.

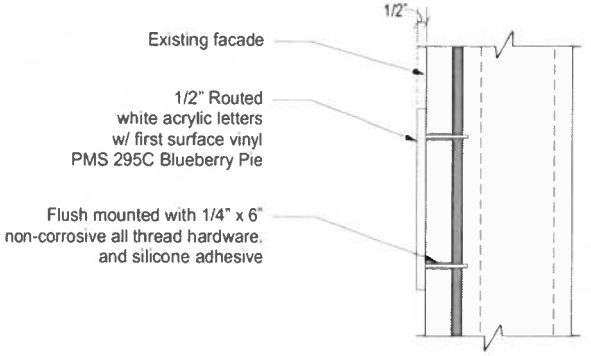


Section @ Routed Acrylic Letters
Scale: N.T.S.

SIGN A	XX" Goddard School [Single Line]
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	XX
To Grade:	Top of Sign to Grade = Bottom of Sign to Grade =



Sign Layout Detail
Scale: N.T.S.



Section @ Routed Acrylic Letters
Scale: N.T.S.

SIGN A	Building Identifier
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	6.93

74"

6"

ANNEX ENTRANCE

3.08 SqFt

46 1/4"

6"

BUILDING A

1.93 SqFt

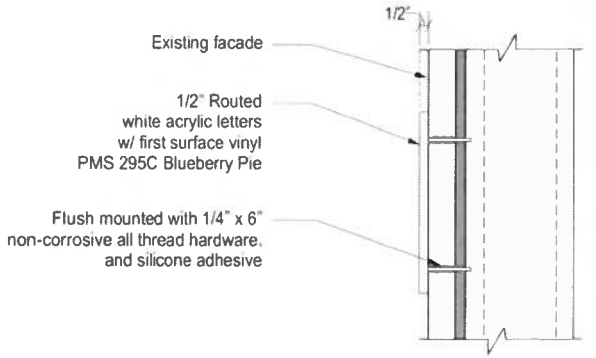
46"

6"

BUILDING B

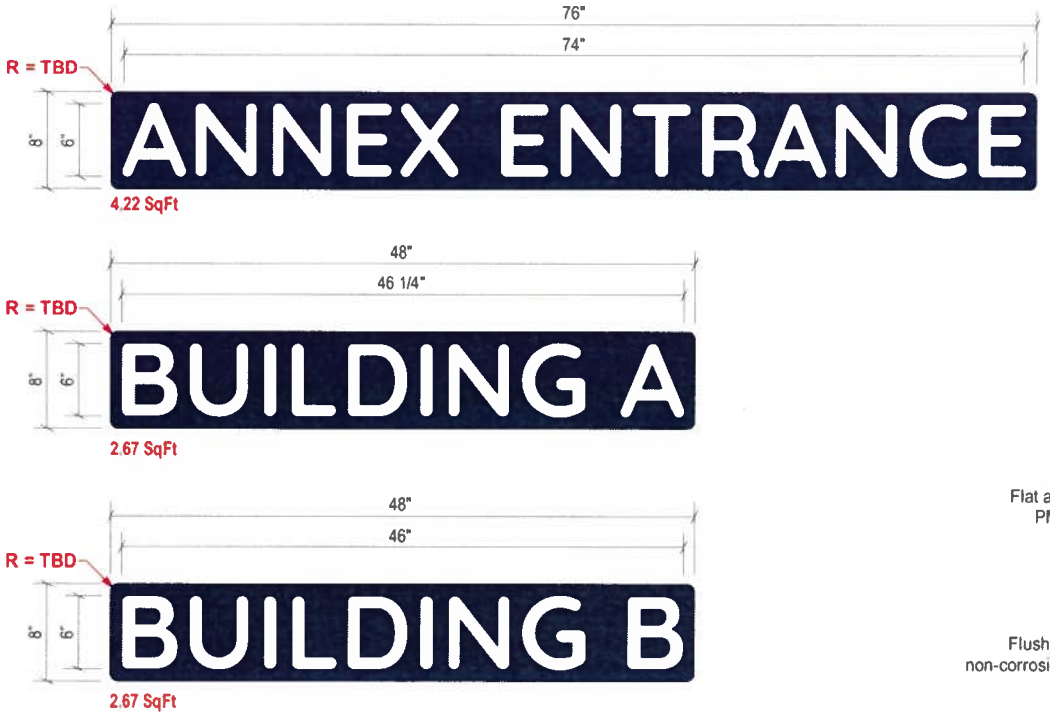
1.92 SqFt

Sign Layout Detail
Scale: 1" = 1'-0"

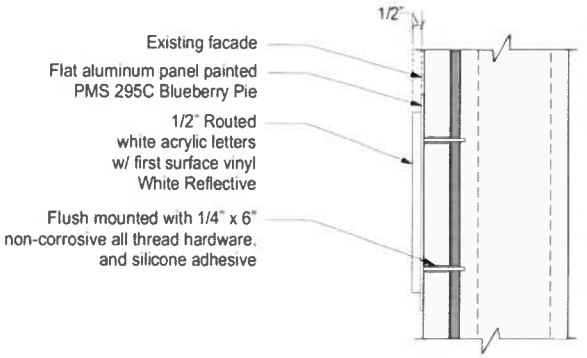


Section @ Routed Acrylic Letters
Scale: N.T.S.

SIGN A	Building Identifier
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	9.56



Sign Layout Detail
Scale: 1" = 1'-0"



Section @ Routed Acrylic Letters
Scale: N.T.S.

SIGN A	Goddard School
Type:	New Lexan w/ Applied Vinyl
Actual Size:	TBD
Viewable Size:	TBD
Square Footage:	TBD

Preferred Background Color and Layout





New Replacement Panel - Existing D/F Pylon

QTY 2 (1 SET) Scale: 3/4" = 1'-0"

Specifications:

1. New 3/16" white lexan
2. First surface applied vinyl
   - To match PMS 295 C Blueberry Pie
3. Existing retainers

Multi-Tenant Pylon Elevation

Scale: N.T.S.

SIGN A	Goddard School
Type:	New Lexan w/ Applied Vinyl
Actual Size:	TBD
Viewable Size:	TBD
Square Footage:	TBD

Preferred Background Color



New Replacement Panel - Existing D/F Pylon

QTY 2 (1 SET)

Scale: 3/4" = 1'-0"

Specifications:
1. New 3/16" white lexan
2. First surface **applied vinyl**
■ To match PMS 295 C Blueberry Pie
3. Existing retainers

Multi-Tenant Pylon Elevation

Scale: N.T.S.

SIGN A	Goddard School
Type:	New Lexan w/ Applied Vinyl
Actual Size:	TBD
Viewable Size:	TBD
Square Footage:	TBD





New Replacement Panel - Existing D/F Pylon

QTY 2 (1 SET) Scale: 3/4" = 1'-0"

Specifications:

1. New 3/16" white lexan
2. First surface **applied vinyl**
   - To match PMS 295 C Blueberry Pie
3. Existing retainers

Multi-Tenant Pylon Elevation

Scale: N.T.S.

SIGN A	Goddard School
Type:	New Lexan w/ Applied Vinyl
Actual Size:	TBD
Viewable Size:	TBD
Square Footage:	TBD



New Replacement Panel - Existing D/F Pylon

QTY 2 (1 SET)

Scale: 3/4" = 1'-0"

Specifications:

1. New 3/16" white lexan
2. First surface **applied vinyl**
   - To match PMS 295 C Blueberry Pie
3. Existing retainers

Multi-Tenant Pylon Elevation

Scale: N.T.S.

SIGN A	Goddard School
Type:	D/F Monument
Actual Size:	36" x 96"
Viewable Size:	36" x 96"
Square Footage:	24.00

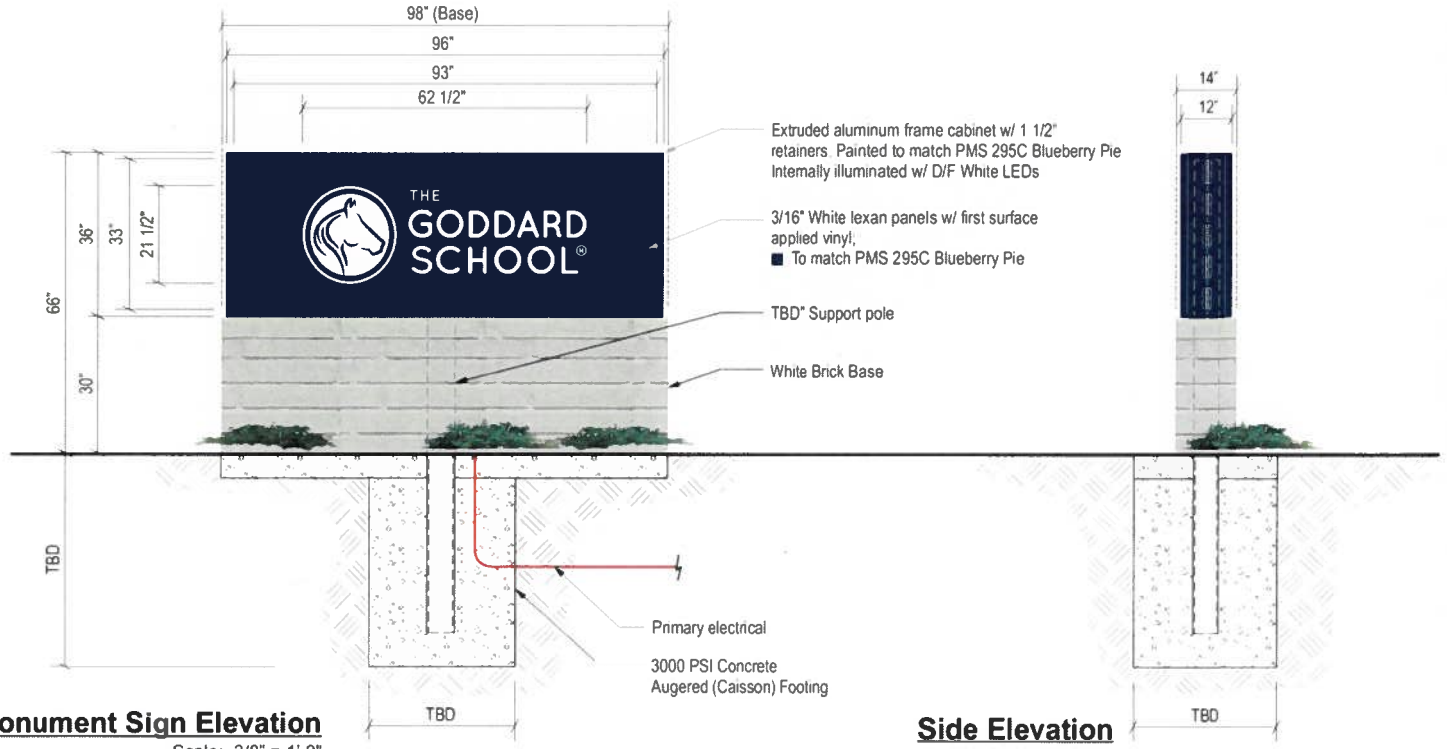
Electrical Detail:

White LEDs
(1) GEPS 24-200
Total Amps: 2.2
(1) 20 amp 120V Circuit Req.

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section



Monument Sign Elevation
Scale: 3/8" = 1'-0"

Side Elevation
Scale: 3/8" = 1'-0"

SIGN A	Goddard School
Type:	D/F Monument
Actual Size:	36" x 96"
Viewable Size:	36" x 96"
Square Footage:	24.00

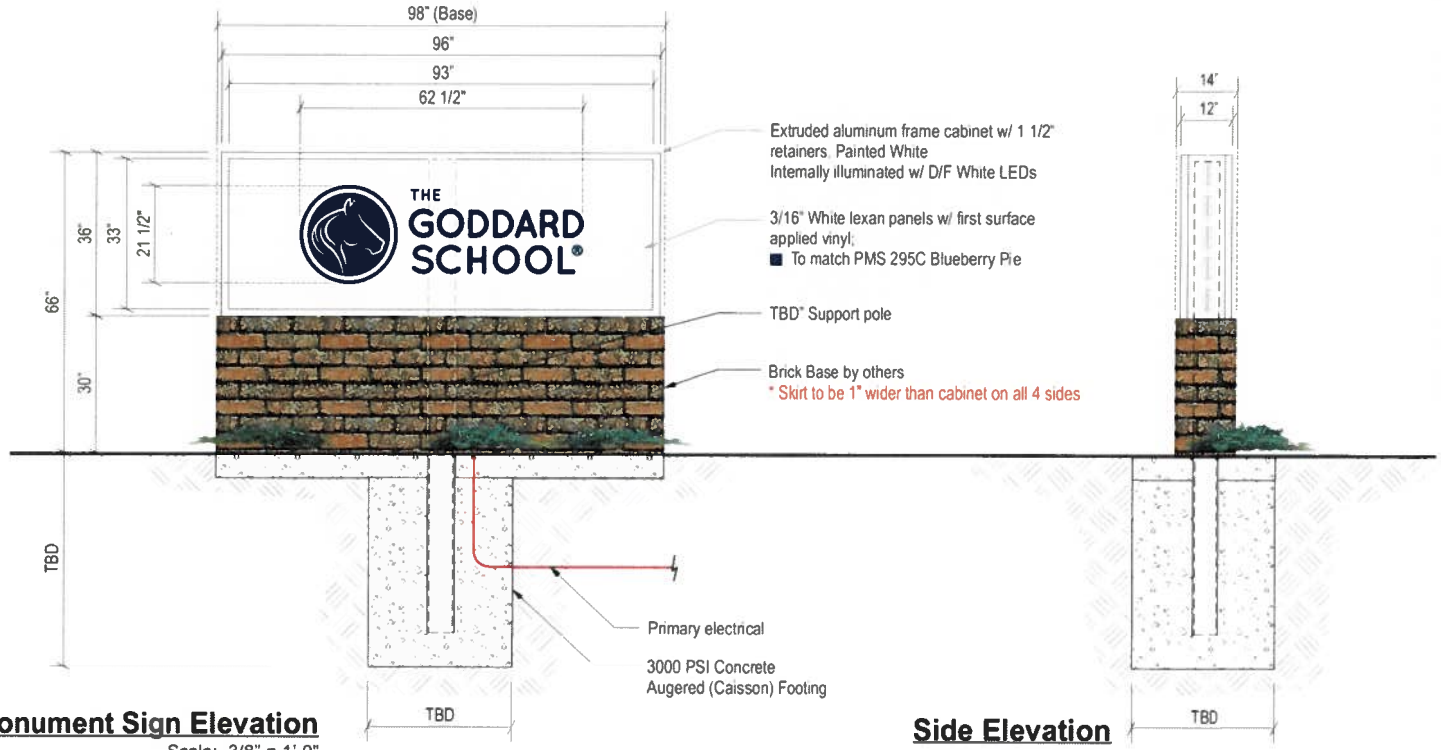
Electrical Detail:

White LEDs
(1) GEPS 24-200
Total Amps: 2.2
(1) 20 amp 120V Circuit Req.

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

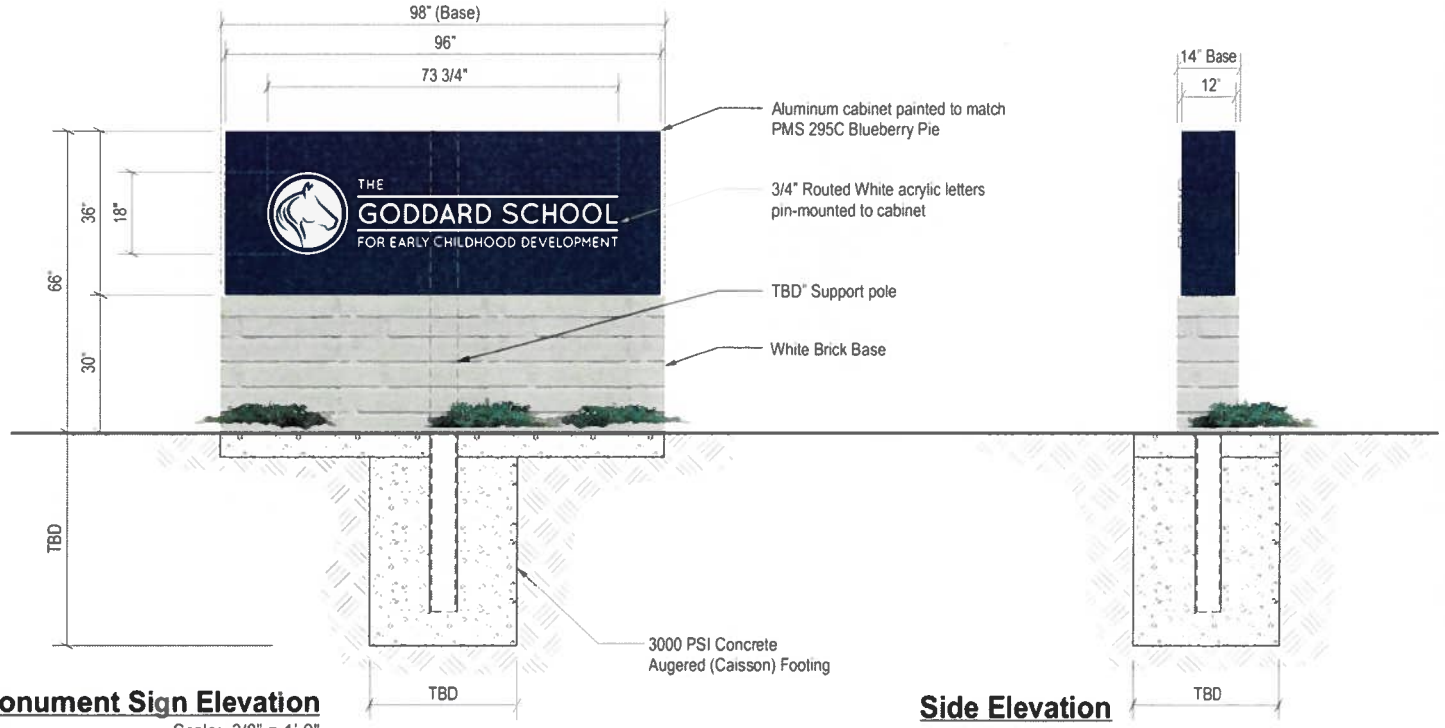
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section



Monument Sign Elevation
Scale: 3/8" = 1'-0"

Side Elevation
Scale: 3/8" = 1'-0"

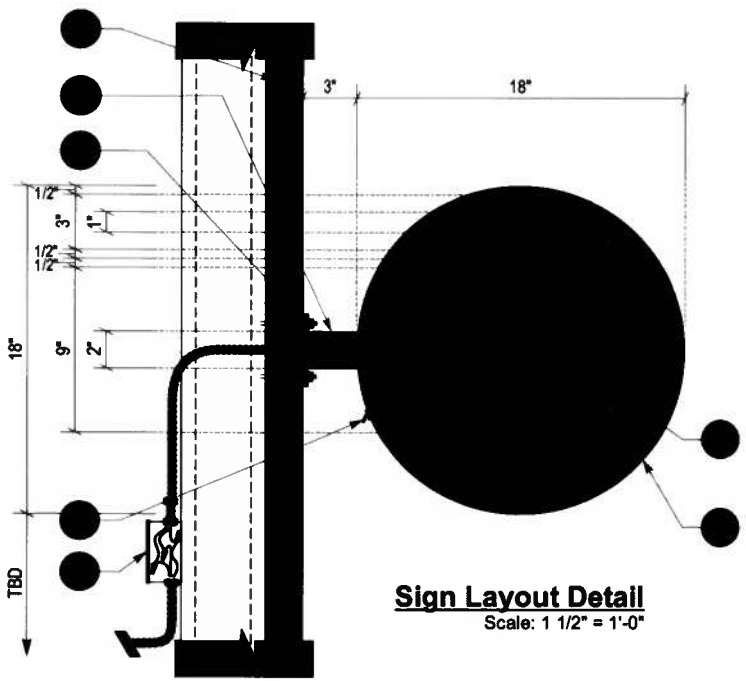
SIGN A	Goddard School
Type:	D/F Monument
Actual Size:	36" x 96"
Viewable Size:	36" x 96"
Square Footage:	24.00



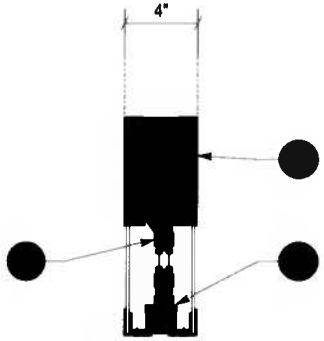
Monument Sign Elevation
Scale: 3/8" = 1'-0"

Side Elevation
Scale: 3/8" = 1'-0"

[redacted]	Goddard School
	D/F Blade Sign
	Internally Illuminated w/ LEDs
	2.25
	Bottom of Sign to Grade =



Sign Layout Detail
Scale: 1 1/2" = 1'-0"



Side View
Scale: 1 1/2" = 1'-0"

White LEDs
(1) P-OH060-12-EC @ 1.35 amps each
Total Amps: 1.35
(1) 20 amp 120V Circuit Req.

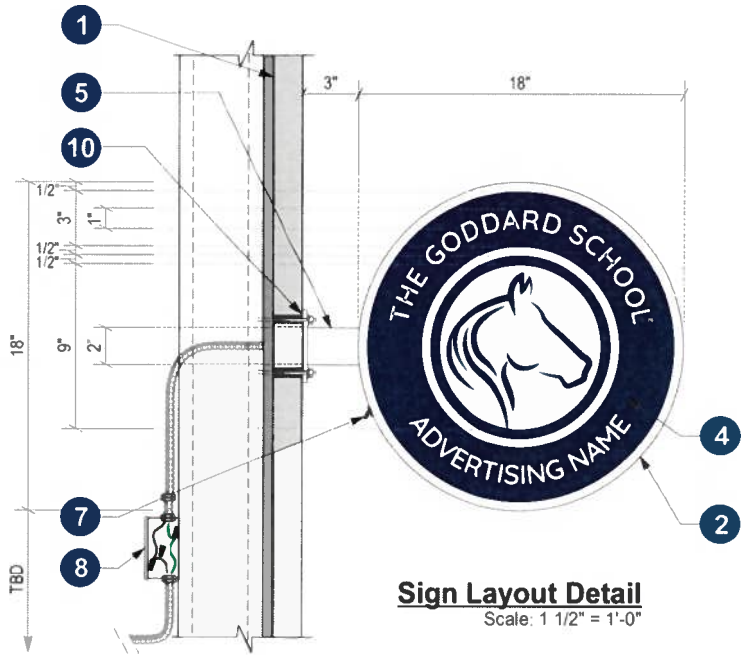
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

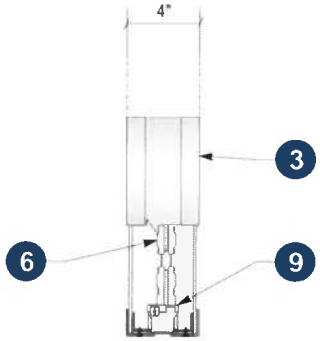
*For multiple signs, a disconnect is permitted but not required for each section.

1. Existing Facade: TBD
2. .063" Aluminum sign cabinet painted to match PMS 295C Blueberry Pie
3. 1" Jewlite trimcaps painted to match PMS 295C Blueberry Pie
4. 3/16" #7328 White acrylic face w/ first surface applied vinyl to PMS 295C Blueberry Pie
5. 2" Aluminum tube support painted TBD
6. White LEDs
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical
9. Self-contained transformers
10. 4" X 6" X 1/4" Aluminum mounting plates painted to match TBD White w/ mounting hardware: to suit

SIGN A	Goddard School
Type:	D/F Blade Sign
Illumination:	Internally Illuminated w/ LEDs
Square Footage:	2.25
To Grade:	Bottom of Sign to Grade =



Sign Layout Detail
Scale: 1 1/2" = 1'-0"



Side View
Scale: 1 1/2" = 1'-0"

Electrical:

White LEDs
(1) P-OH060-12-EC @ 1.35 amps each
Total Amps: 1.35
(1) 20 amp 120V Circuit Req.

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

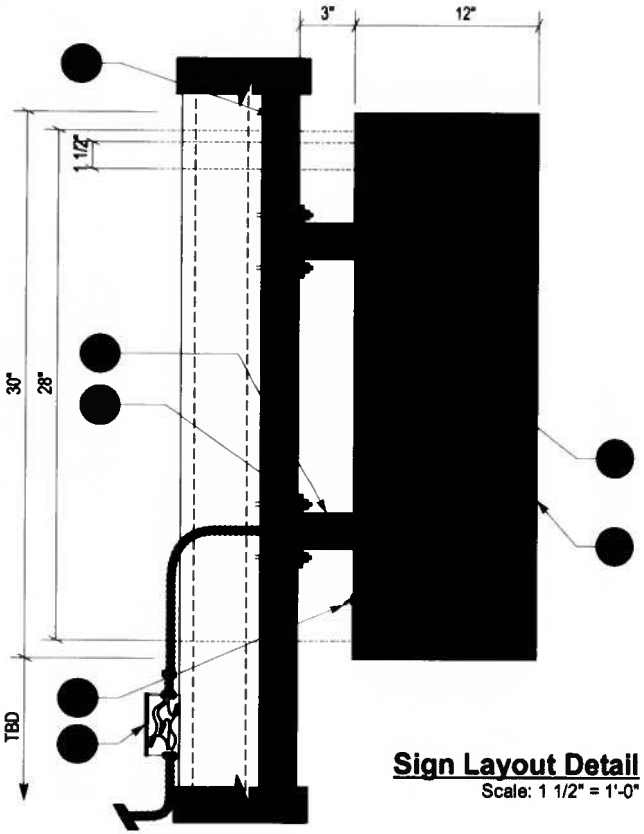
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

*For multiple signs, a disconnect is permitted but not required for each section.

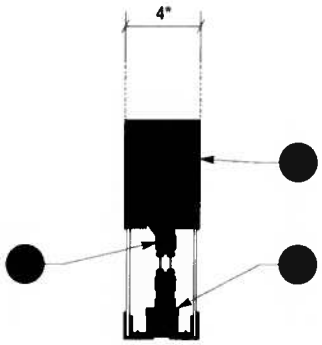
Specifications:

1. Existing Facade: TBD
2. .063" Aluminum sign cabinet painted White
3. 1" Jewlite trimcaps painted White
4. 3/16" #7328 White acrylic face w/ first surface applied vinyl to PMS 295C Blueberry Pie
5. 2" Aluminum tube support painted TBD
6. White LEDs
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical
9. Self-contained transformers
10. 4" X 6" X 1/4" Aluminum mounting plates painted to match TBD White w/ mounting hardware: to suit

Goddard School	
D/F Blade Sign	
Internally Illuminated w/ LEDs	
2.25	
Bottom of Sign to Grade =	



Sign Layout Detail
Scale: 1 1/2" = 1'-0"



Side View
Scale: 1 1/2" = 1'-0"

White LEDs
(1) P-OH060-12-EC @ 1.35 amps each
Total Amps: 1.35
(1) 20 amp 120V Circuit Req.

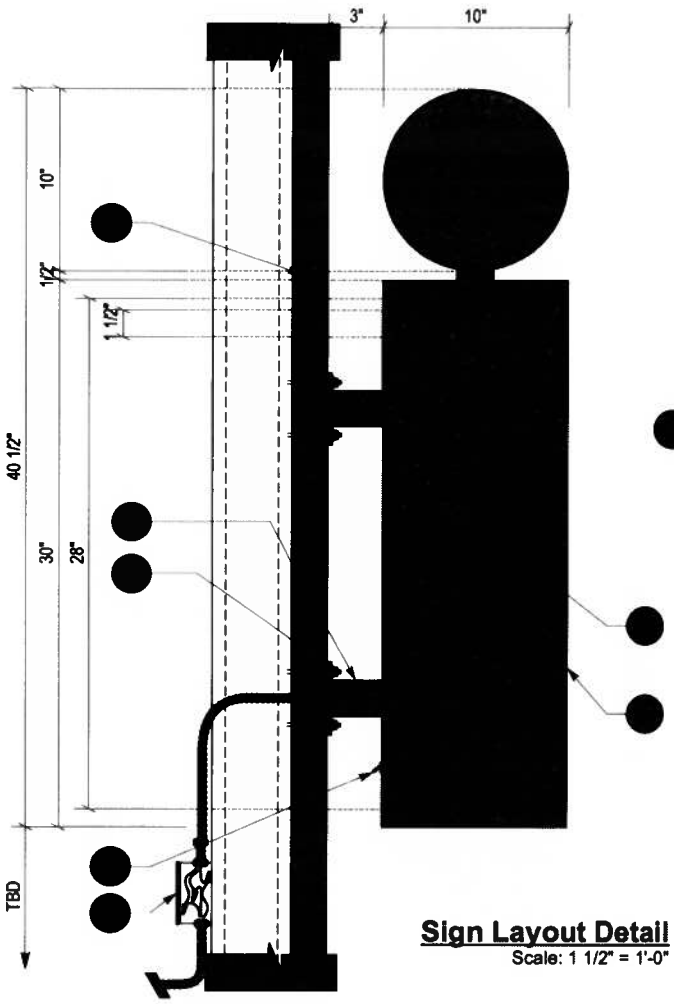
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

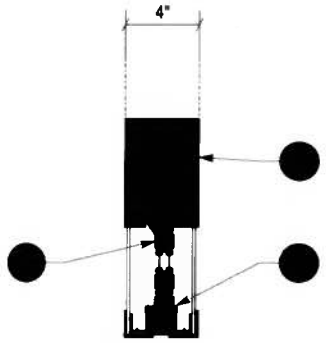
*For multiple signs, a disconnect is permitted but not required for each section.

1. Existing Facade: TBD
2. .080" Aluminum sign cabinet painted to match PMS 295C Blueberry Pie
3. 1" X 1" Aluminum retainers painted to match PMS 295C Blueberry Pie
4. 3/16" #7328 White acrylic face w/ first surface applied vinyl to PMS 295C Blueberry Pie
5. 2" Aluminum tube support painted TBD
6. White LEDs
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical
9. Self-contained transformers
10. 4" X 6" X 1/4" Aluminum mounting plates painted to match TBD White w/ mounting hardware: to suit

	Goddard School
	D/F Blade Sign
	Internally Illuminated w/ LEDs
	2.81
	Bottom of Sign to Grade =



Sign Layout Detail
Scale: 1 1/2" = 1'-0"



Side View
Scale: 1 1/2" = 1'-0"

White LEDs
(1) P-OH060-12-EC @ 1.35 amps each
Total Amps: 1.35
(1) 20 amp 120V Circuit Req.

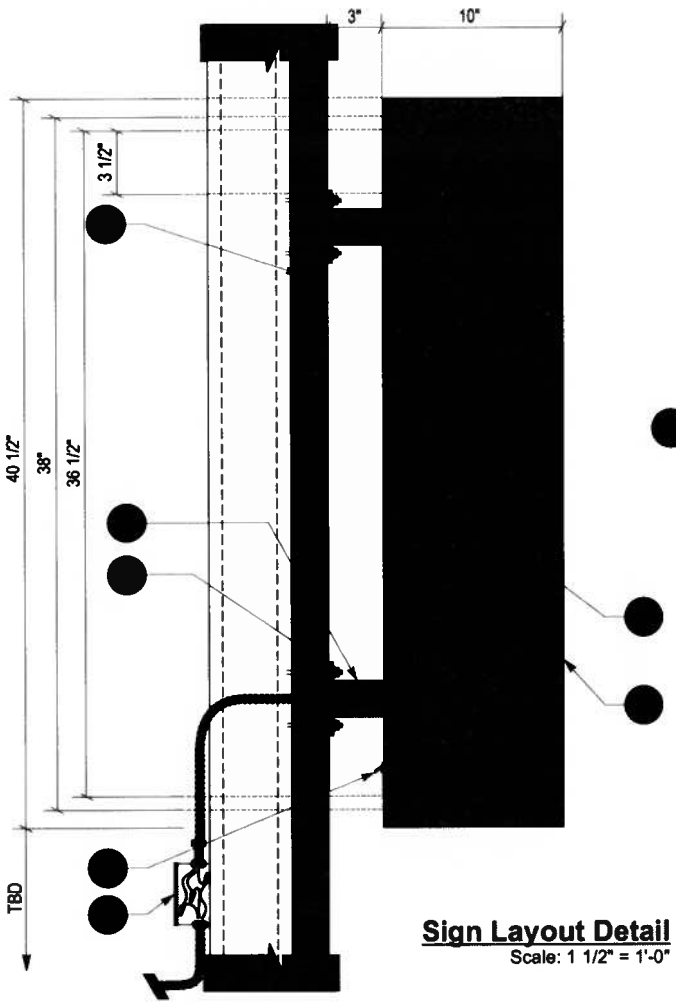
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

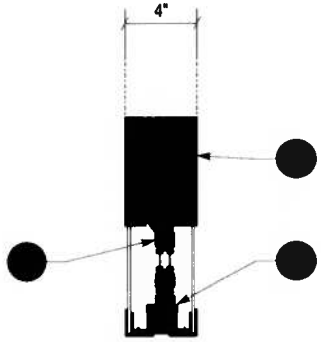
*For multiple signs, a disconnect is permitted but not required for each section.

1. Existing Facade: TBD
2. .080" Aluminum sign cabinet painted to match PMS 295C Blueberry Pie
3. 1" X 1" Aluminum retainers painted to match PMS 295C Blueberry Pie
4. 3/16" #7328 White acrylic face w/ first surface applied vinyl to PMS 295C Blueberry Pie
5. 2" Aluminum tube support painted TBD
6. White LEDs
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical
9. Self-contained transformers
10. 4" X 6" X 1/4" Aluminum mounting plates painted to match TBD White w/ mounting hardware: to suit

[redacted]	Goddard School
	D/F Blade Sign
	Internally Illuminated w/ LEDs
	2.81
	Bottom of Sign to Grade =



Sign Layout Detail
Scale: 1 1/2" = 1'-0"



Side View
Scale: 1 1/2" = 1'-0"

White LEDs
(1) P-OH060-12-EC @ 1.35 amps each
Total Amps: 1.35
(1) 20 amp 120V Circuit Req.

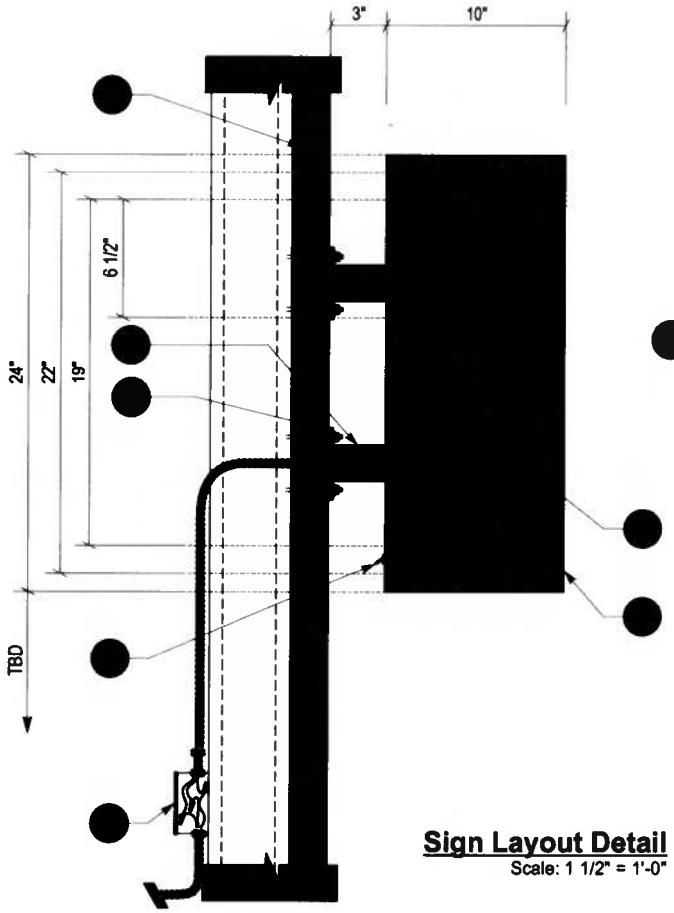
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

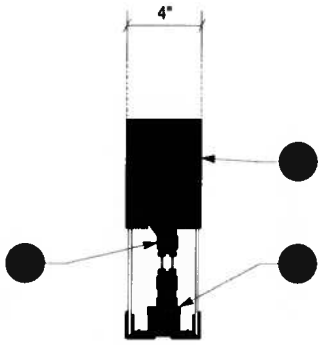
*For multiple signs, a disconnect is permitted but not required for each section.

1. Existing Facade: TBD
2. .080" Aluminum sign cabinet painted to match PMS 295C Blueberry Pie
3. 1" X 1" Aluminum retainers painted to match PMS 295C Blueberry Pie
4. 3/16" #7328 White acrylic face w/ first surface applied vinyl to PMS 295C Blueberry Pie
5. 2" Aluminum tube support painted TBD
6. White LEDs
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical
9. Self-contained transformers
10. 4" X 6" X 1/4" Aluminum mounting plates painted to match TBD
    White w/ mounting hardware: to suit

	Goddard School
	D/F Blade Sign
	Internally Illuminated w/ LEDs
	2.81
	Bottom of Sign to Grade =



Sign Layout Detail
Scale: 1 1/2" = 1'-0"



Side View
Scale: 1 1/2" = 1'-0"

White LEDs
(1) P-OH060-12-EC @ 1.35 amps each
Total Amps: 1.35
(1) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

*For multiple signs, a disconnect is permitted but not required for each section.

1. Existing Facade: TBD
2. .080" Aluminum sign cabinet painted to match PMS 295C Blueberry Pie
3. 1" X 1" Aluminum retainers painted to match PMS 295C Blueberry Pie
4. 3/16" #7328 White acrylic face w/ first surface applied vinyl to PMS 295C Blueberry Pie
5. 2" Aluminum tube support painted TBD
6. White LEDs
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical
9. Self-contained transformers
10. 4" X 6" X 1/4" Aluminum mounting plates painted to match TBD White w/ mounting hardware: to suit

SIGN A	"Coming Soon" Site Board
Type:	Double Sided Construction Sign
Illumination:	Non-Illuminated
Square Footage:	32.00



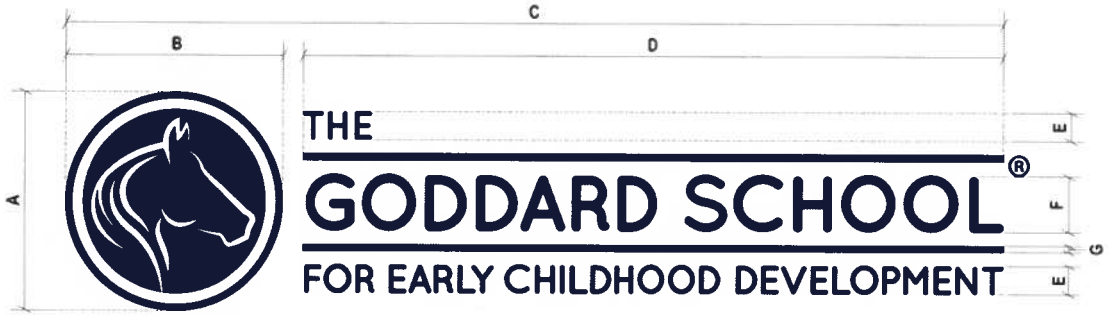
Construction Sign Elevation

Scale: 1/2" = 1'-0"

APPENDIX

AnchorSign

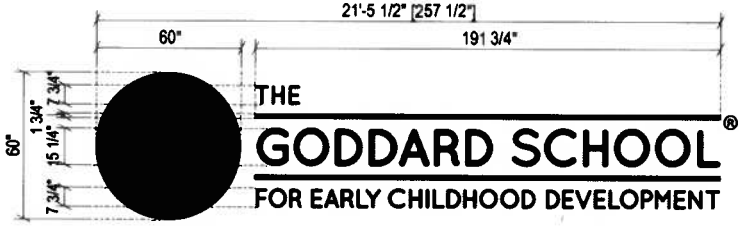
THE GODDARD SCHOOL®



A	B	C	C [ft]	D	E	F	G	TOTAL SQ FT
60"	60"	257 1/2"	21'-5 1/2"	191 3/4"	7 3/4"	15 1/4"	1 3/4"	107.29
64"	64"	274 3/4"	22'-10 3/4"	204 1/2"	8 1/4"	16 1/4"	2"	122.11
68"	68"	291 3/4"	24'-3 3/4"	217 1/2"	8 3/4"	17 1/4"	2"	137.77
72"	72"	330 3/4"	27'-4 3/4"	246 1/2"	10"	19 1/2"	2 1/4"	165.38

	60" Goddard School
	Individual Channel Letters
	Internally Illuminated LED
	107.29
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

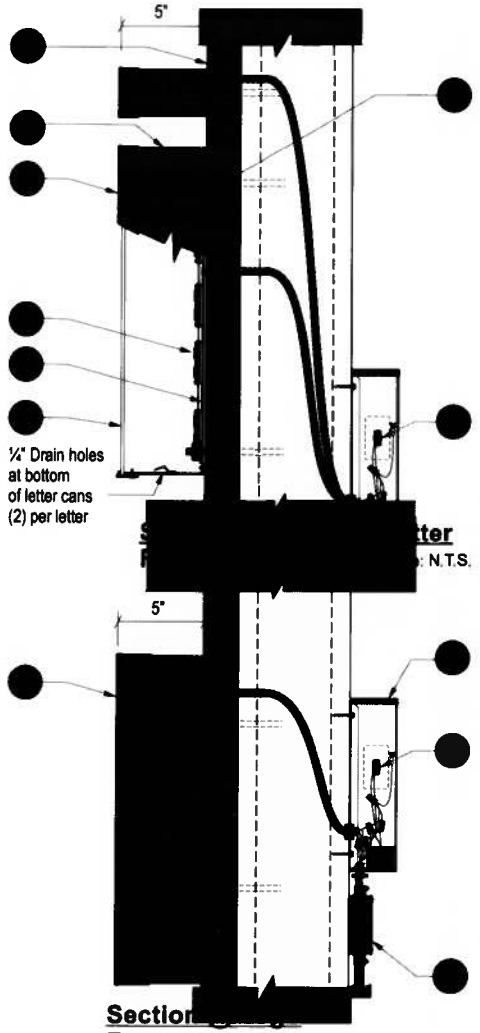
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Sign Layout Detail

Scale: N.T.S.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



Section ... ter
Front-Lit (Remote) Scale: N.T.S.

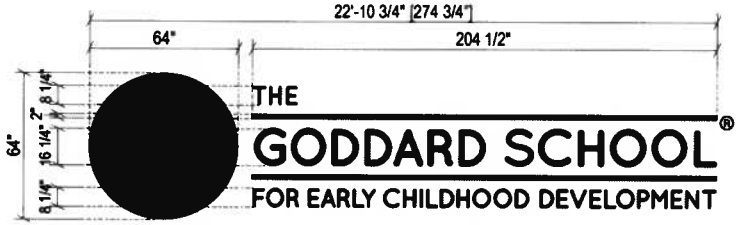
THE GODDARD SCHOOL®

60" Full Size Logo

AnchorSign

[redacted]	64" Goddard School
	Individual Channel Letters
	Internally Illuminated LED
	122.11
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

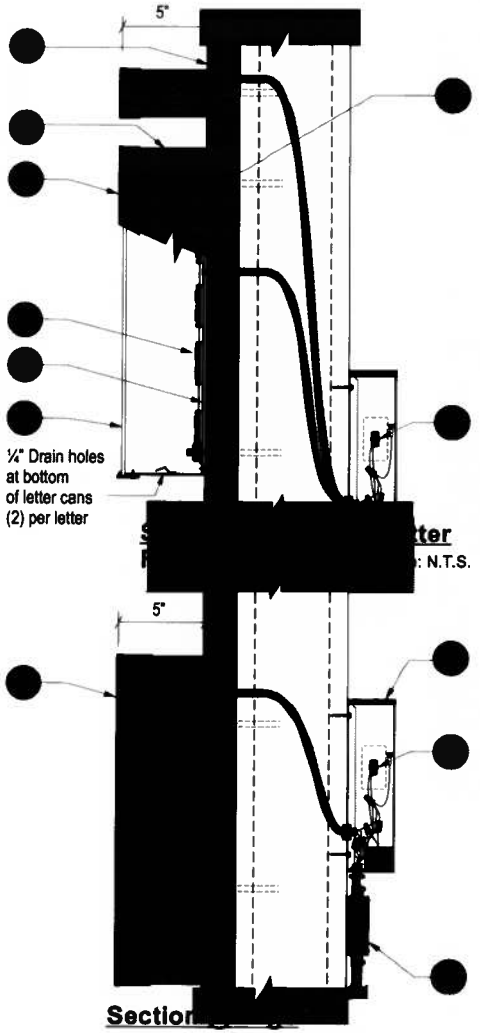
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Sign Layout Detail

Scale: N.T.S.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



Section ... ter
: N.T.S.

Front-Lit (Remote) Scale: N.T.S.

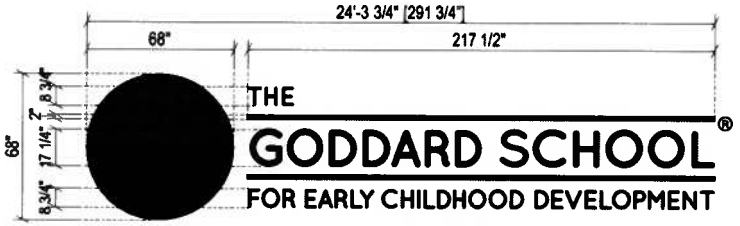
THE GODDARD SCHOOL®

64" Full Size Logo

AnchorSign

	68" Goddard School
	Individual Channel Letters
	Internally Illuminated LED
	137.77
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail

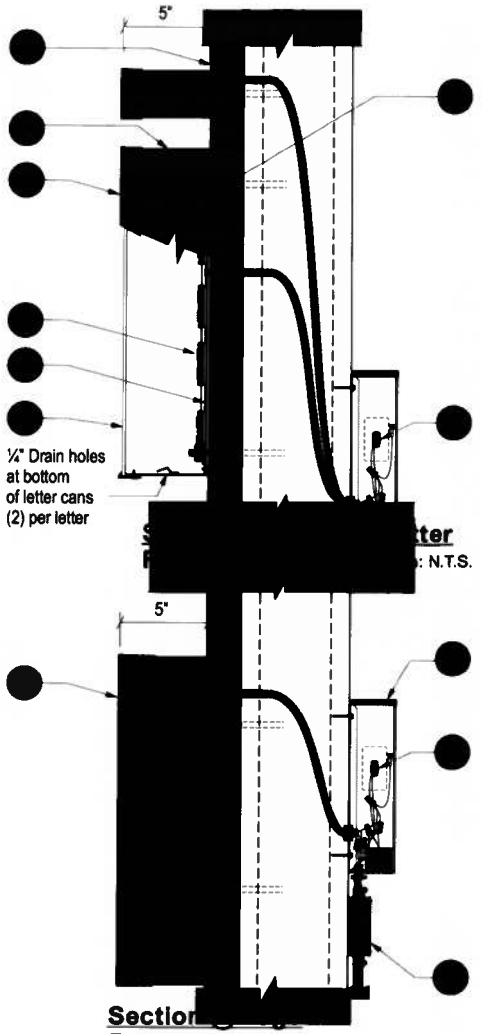
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit

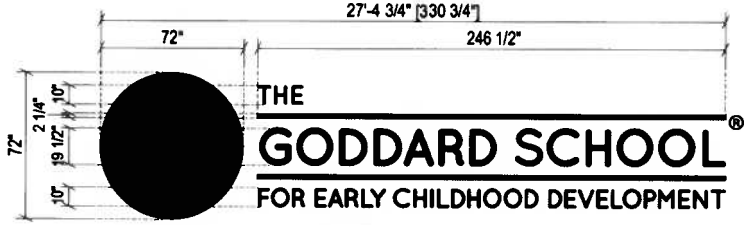


Section ... ter
: N.T.S.

Front-Lit (Remote) Scale: N.T.S.

[redacted]	72" Goddard School
	Individual Channel Letters
	Internally Illuminated LED
	165.38
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



[redacted]

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

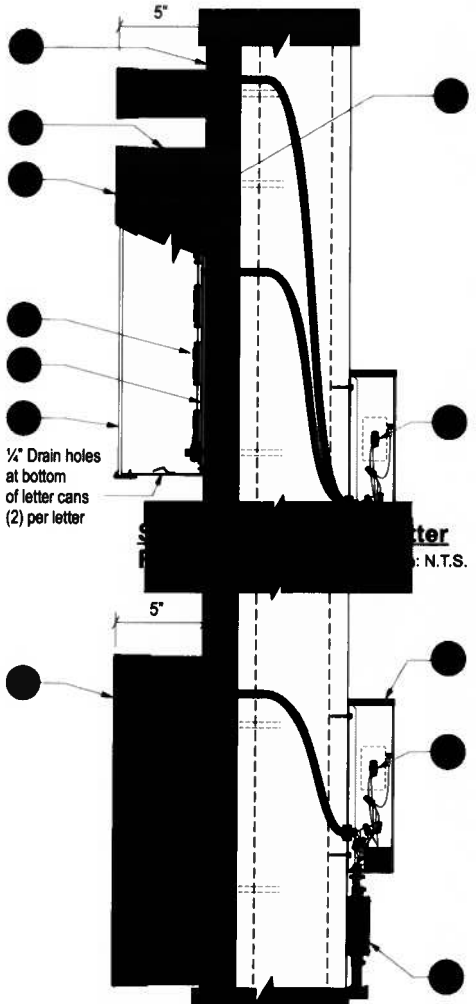
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Sign Layout Detail

Scale: N.T.S.

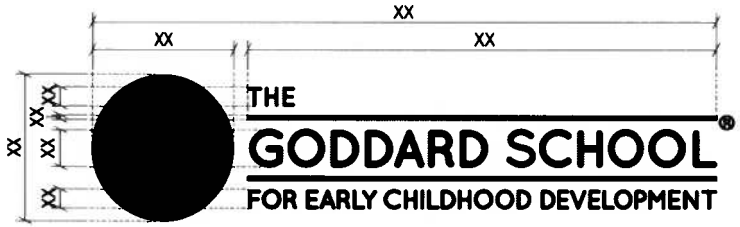
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



Section [redacted]ter
Front-Lit (Remote) Scale: N.T.S.

XX" Goddard School
Individual Channel Letters
Internally Illuminated LED
XX
Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

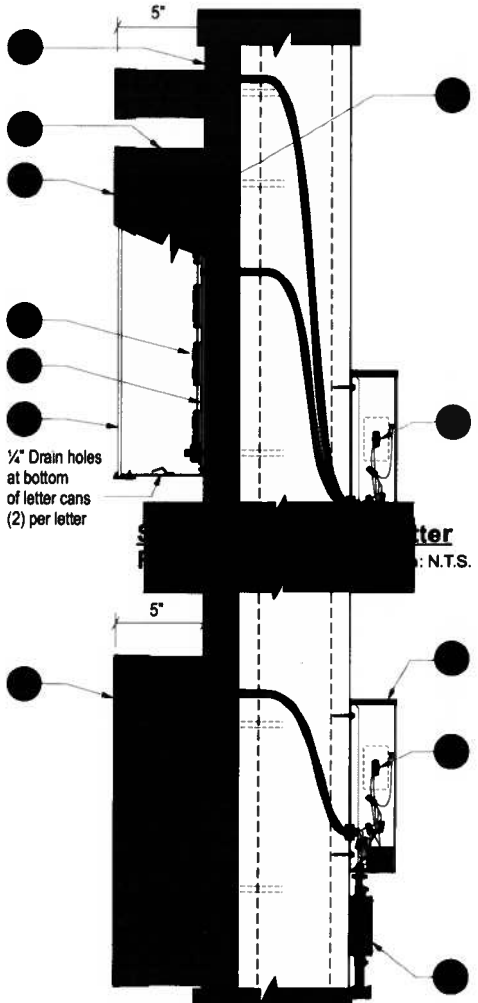
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Sign Layout Detail

Scale: N.T.S.

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" 7328 White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. Mounting hardware to suit



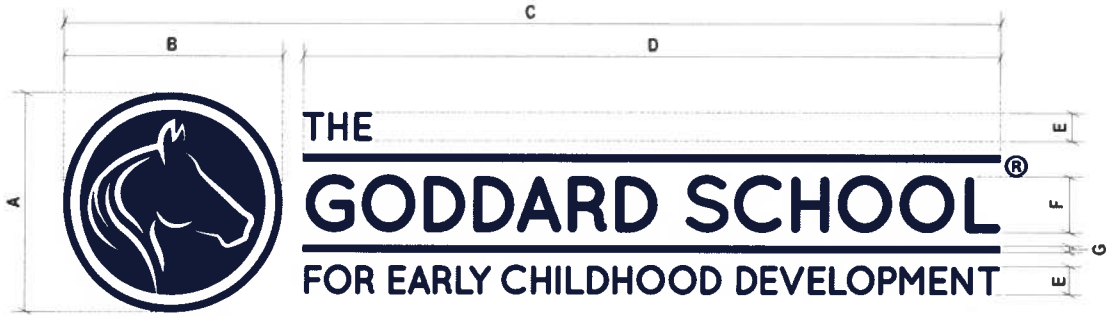
Section ... ter
... N.T.S.

Front-Lit (Remote) Scale: N.T.S.

THE GODDARD SCHOOL®

Full Logo [Alternate]

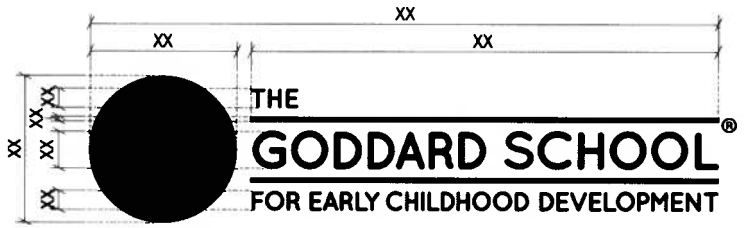
AnchorSign



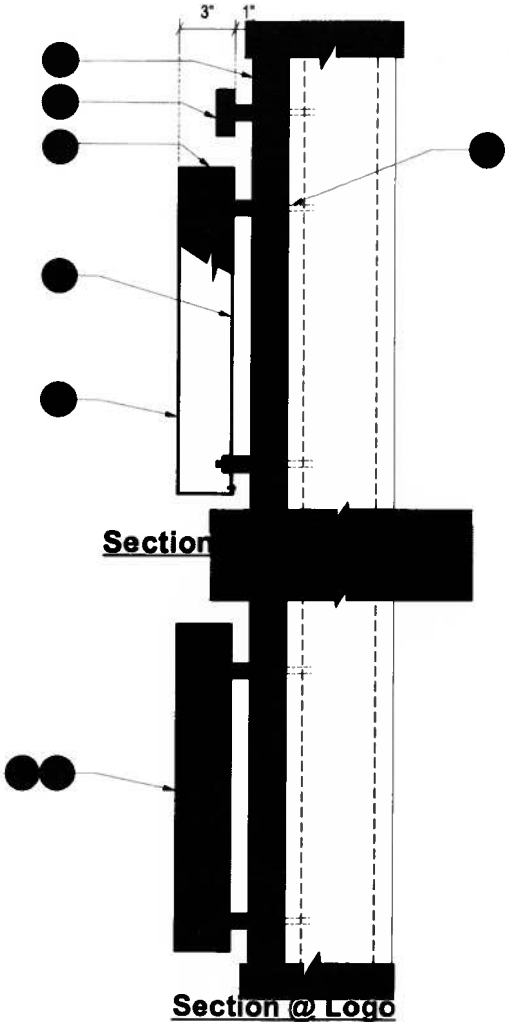
A	B	C	C [ft]	D	E	F	G	TOTAL SQ FT
24"	24"	102 3/4"	8'-6 3/4"	76 1/2"	3"	6"	3/4"	17.13
28"	28"	119 3/4"	9'-11 3/4"	89 1/4"	3 1/2"	7"	3/4"	23.28
32"	32"	137"	11'-5"	102"	4"	8"	1"	30.44
48"	48"	154"	12'-10"	114 3/4"	6 1/4"	12 1/2"	1 1/2"	51.33

	XX" Goddard School
	Individual Channel Letters
	Non-Illuminated
	XX
	Top of Sign to Grade =
	Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail
Scale: N.T.S.



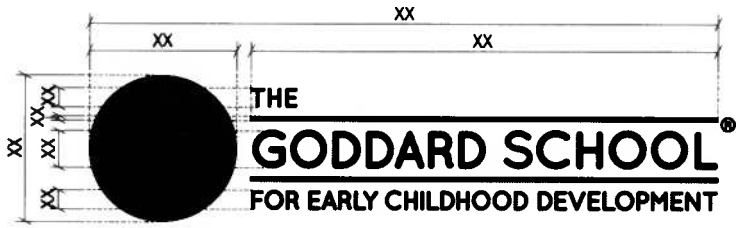
Section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. 0.080" aluminum backs
4. .125" Aluminum faces painted
   - To match PMS 295 C Blueberry Pie
5. First surface applied vinyl
   - 7725-10 White
6. Mounting hardware to suit w/ 1" spacers
7. 1" PVC w/ 1" standoffs, painted
   - To match PMS 295 C Blueberry Pie

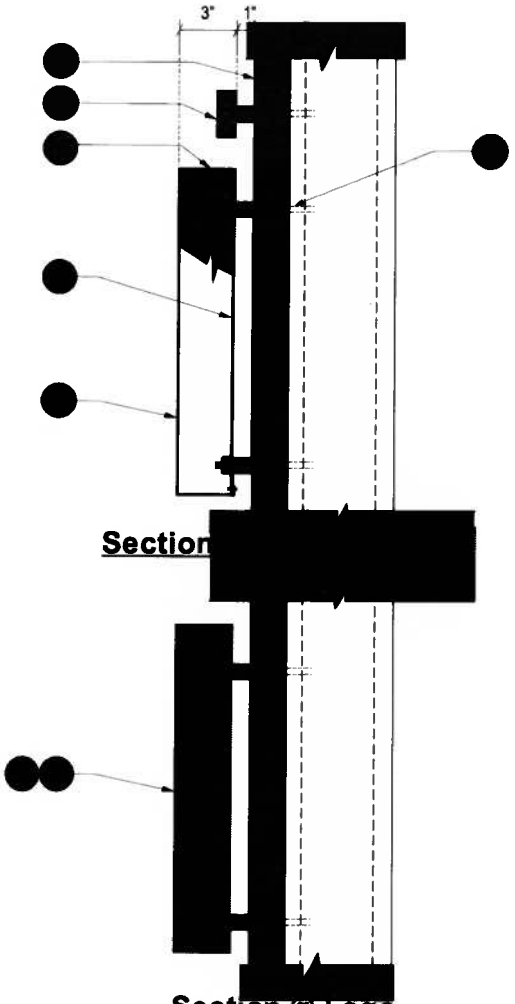
Section @ Logo
Scale: N.T.S.

XX" Goddard School
Individual Channel Letters
Non-Illuminated
XX
Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail
Scale: N.T.S.



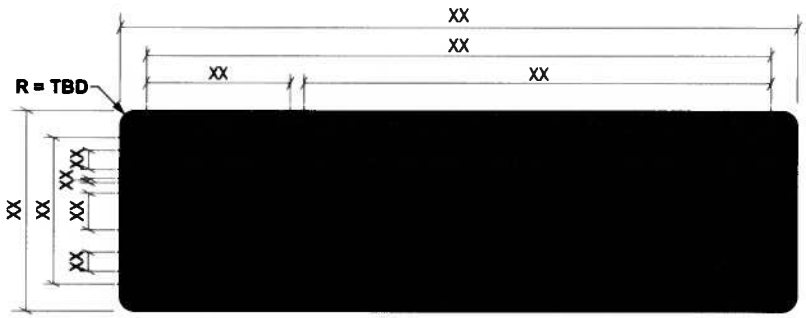
Section

Section @ Logo
Scale: N.T.S.

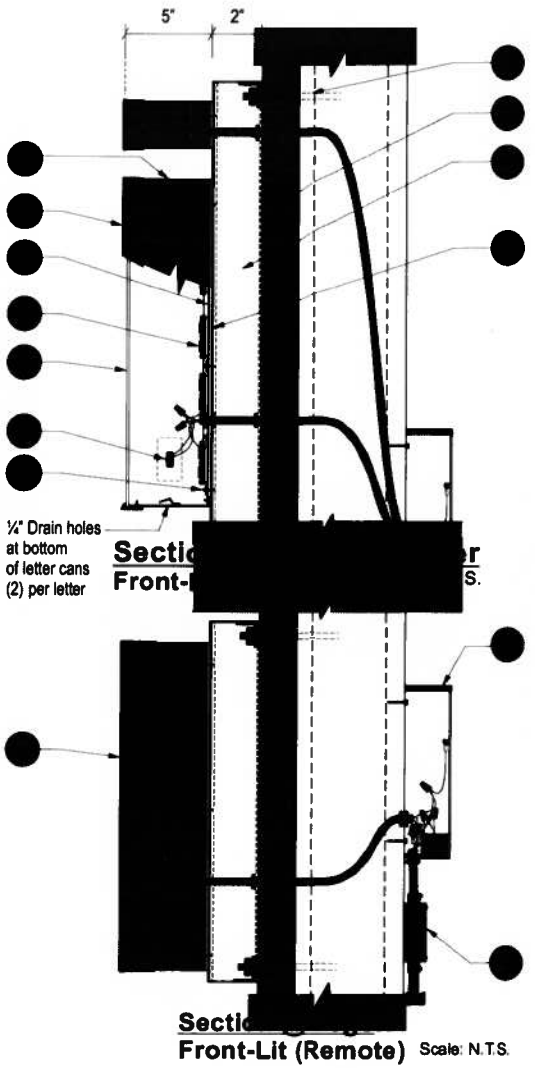
1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. 0.080" aluminum backs
4. .125" Aluminum faces painted
   - White
5. First surface applied vinyl
   - To match PMS 295 C Blueberry Pie
6. Mounting hardware to suit w/ 1" spacers
7. 1" PVC w/ 1" standoffs, painted
   - To match PMS 295 C Blueberry Pie

	XX" Goddard School
	Channel Letters on Shoebox
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



Sign Layout Detail
Scale: N.T.S.



Front-Lit (Remote) Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

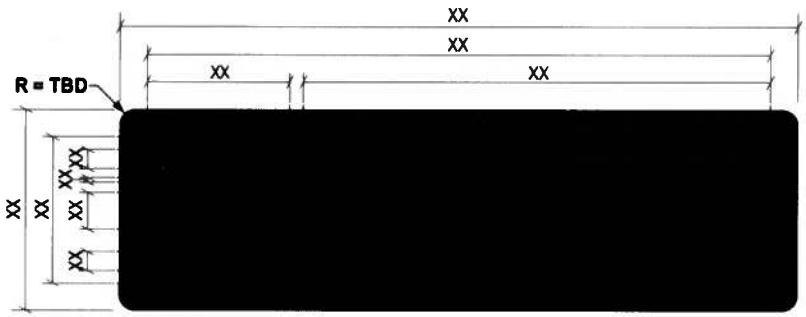
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

1. Existing Facade: To be determined
2. .040 Aluminum returns painted to match PMS 295 C Blueberry Pie
3. Jewelite trimcap painted to match PMS 281 C Blueberry Pie bonded to face, #8 pan head screws to returns
   2" trimcap - **Icon** | 1" trimcap - **Letters**
4. 0.080" aluminum backs (interior of sign can painted white for maximum illumination)
5. White LEDs
6. 3/16" White acrylic w/ first surface applied vinyl **(Letters to be perforated vinyl)**
   ■ To match PMS 295 C Blueberry Pie
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 0.125" Aluminum shoebox painted TBD (all jumps contained within shoebox)
11. 3" x 0.125" metal wrapped & welded around routed 0.125" metal face
12. #12 x 1" TEC screws with 1 1/4" fender washers
13. Mounting hardware: TBD

	XX" Goddard School
	Channel Letters on Shoebox
	Internally Illuminated LED
	XX
	Top of Sign to Grade = Bottom of Sign to Grade =

Bird spikes and/or electronic bird deterrents to be added inside "G" and "O"



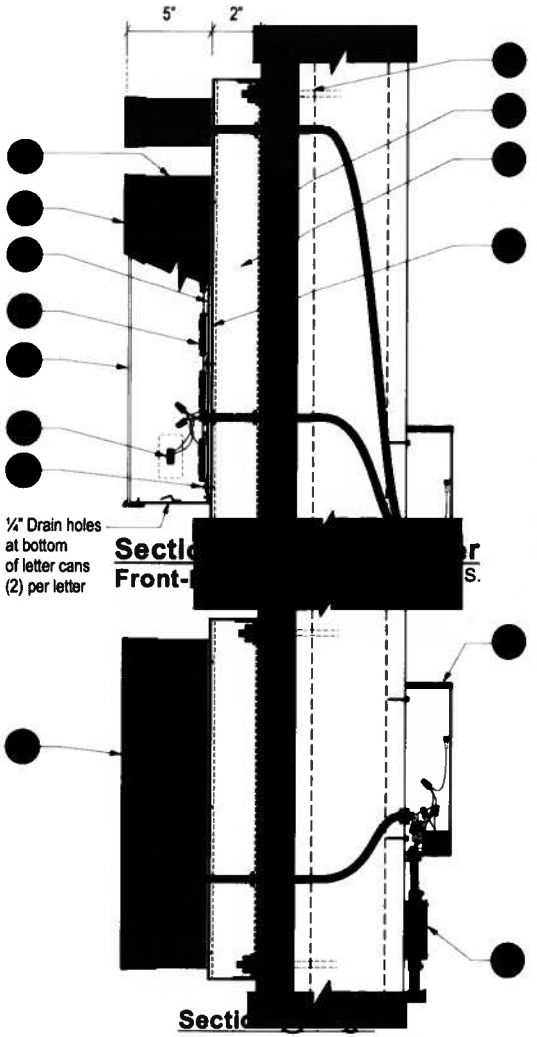
Sign Layout Detail
Scale: N.T.S.

White LEDs
(x) 60w Transformers @ 1.3 amps
Total Amps: 1.3
(x) 20 amp 120V Circuit Req.

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

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11. 3" x 0.125" metal wrapped & welded around routed 0.125" metal face
12. #12 x 1" TEC screws with 1 1/4" fender washers
13. Mounting hardware: TBD



Front-Lit (Remote) Scale: N.T.S.

THE GODDARD SCHOOL®

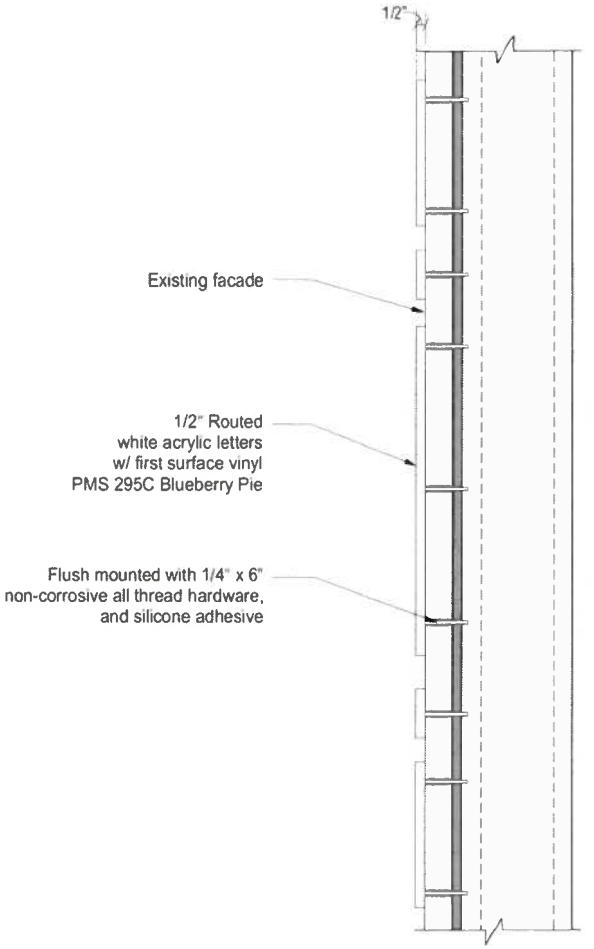
Full Logo [Shoebox]

AnchorSign

SIGN A	XX" Goddard School
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	XX
To Grade:	Top of Sign to Grade = Bottom of Sign to Grade =

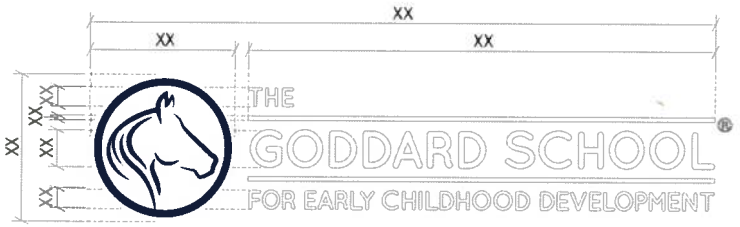


Sign Layout Detail
Scale: N.T.S.

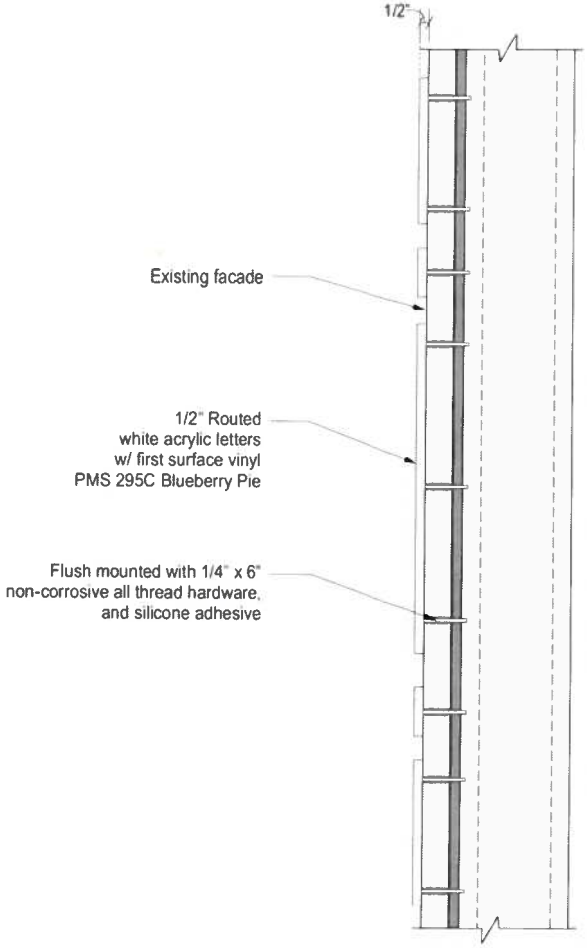


Section @ Routed Acrylic Letters
Scale: N.T.S.

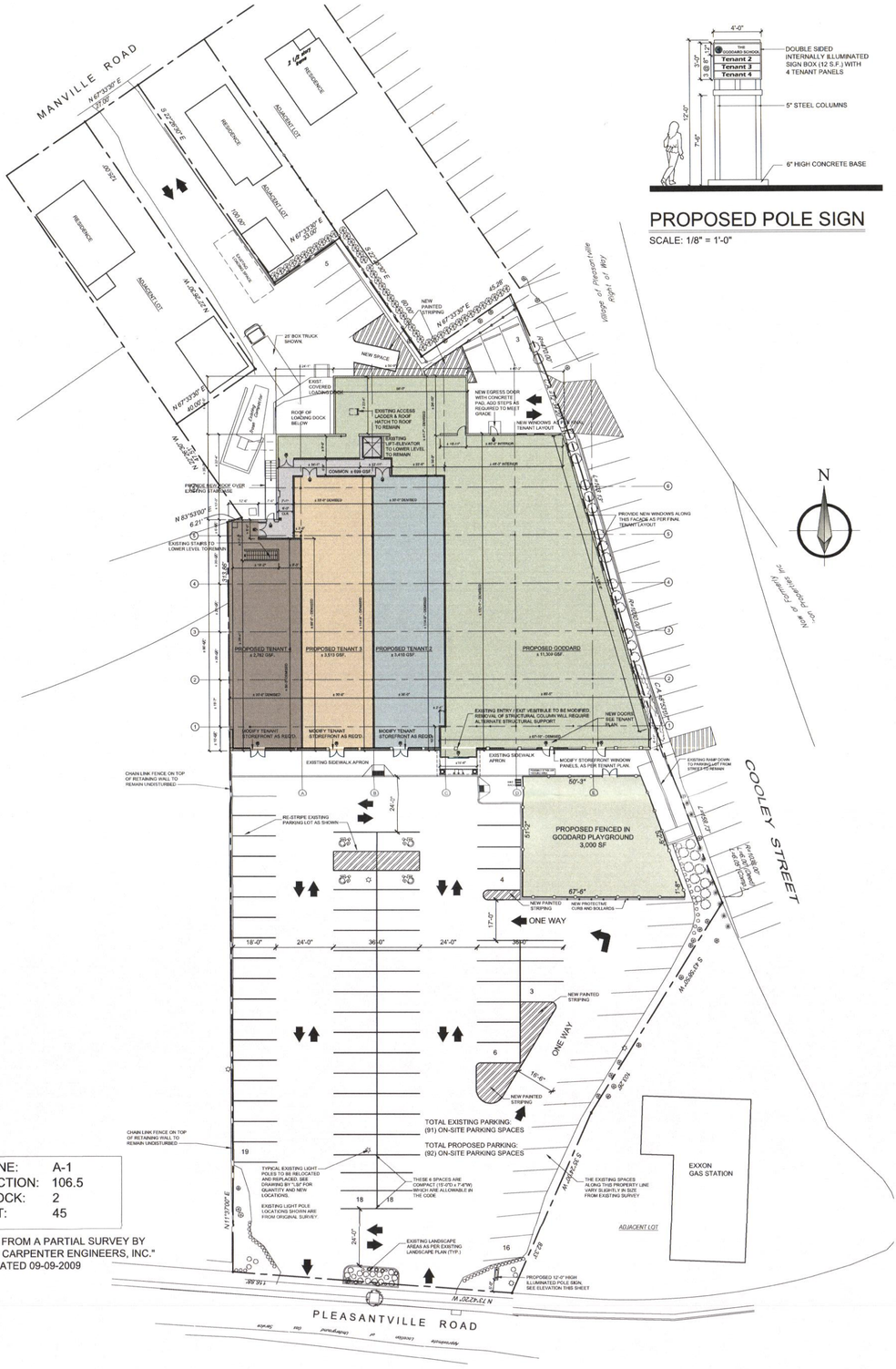
SIGN A	XX" Goddard School
Type:	FCO Letters
Illumination:	Non-Illuminated
Square Footage:	XX
To Grade:	Top of Sign to Grade = Bottom of Sign to Grade =



Sign Layout Detail
Scale: N.T.S.



Section @ Routed Acrylic Letters
Scale: N.T.S.



TAKEN FROM A PARTIAL SURVEY BY
"WARD CARPENTER ENGINEERS, INC."
LAST DATED 09-09-2009

PROPOSED POLE SIGN

SCALE: 1/8" = 1'-0"

PROPOSED MODIFIED SITE PLAN WITH PLAYGROUND

SCALE: 1" = 40'-0"

06.23.2026 RESUBMISSION TO VILLAGE
06.18.2026 ADJUSTED PLAYGROUND DIMS.
05.27.2026 REVISED SEC. BLK. & LOT INFO

05.26.2026

RETAIL PROPERTY

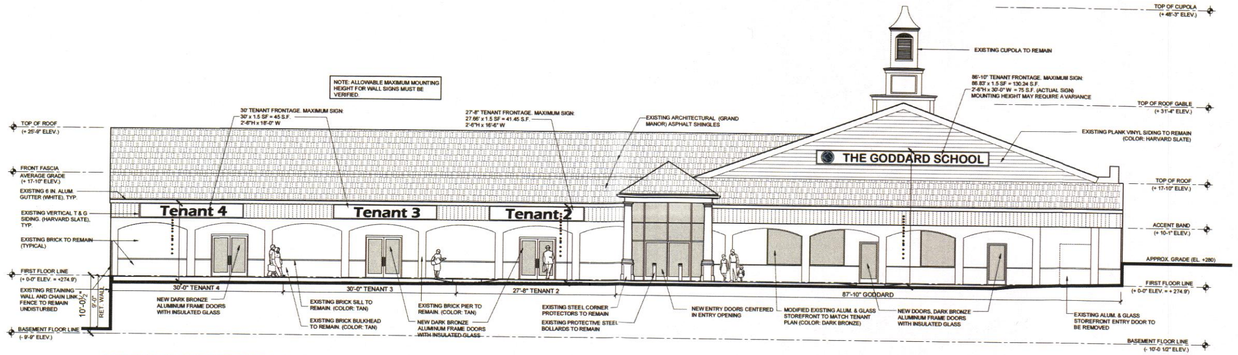
35 PLEASANTVILLE ROAD
PLEASANTVILLE, NEW YORK

rosenbaumdesigngroup architecture
Rand K. Rosenbaum ARCHITECT
2001 MARCUS AVENUE
LOBBY EAST WING
LAKE SUCCESS, NEW YORK 11042-1011
Tel: 516.616.611
Fax: 516.616.62
mail@r-d-g.com

REGISTERED ARCHITECT RAND K. ROSENBAUM 25639 STATE OF NEW YORK

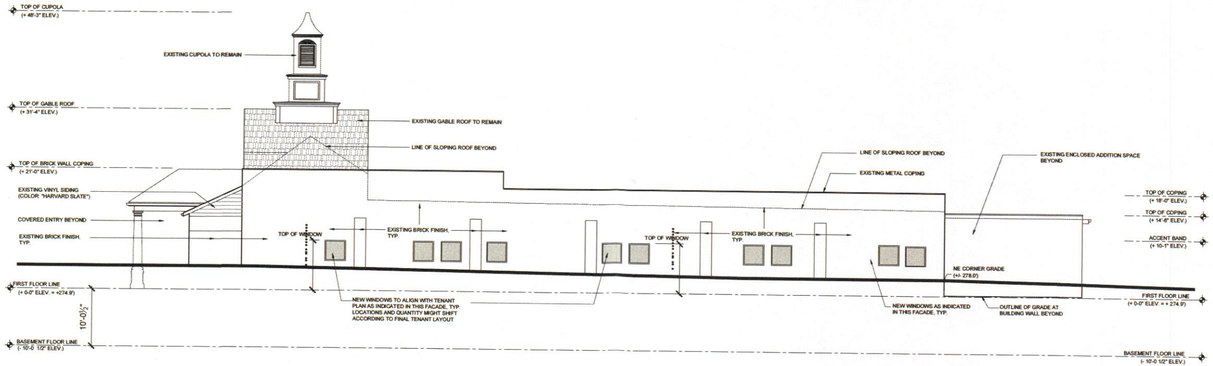
SP-1.5.2

F:\RETAIL\GROBMAN\35 PLEASANTVILLE ROAD - PLEASANTVILLE 25039\PRESENTATION\25039_35 PLEASANTVILLE RD_20260623.DWG



SOUTH ELEVATION FRONT (MODIFIED) - PLEASANTVILLE ROAD

SCALE: 1/8" = 1'-0"



EAST ELEVATION RIGHT SIDE (MODIFIED) - COOLEY STREET

SCALE: 1/8" = 1'-0"

ZONE:	A-1
SECTION:	106.5
BLOCK:	2
LOT:	45

TAKEN FROM A PARTIAL SURVEY BY "WARD CARPENTER ENGINEERS, INC." LAST DATED 09-09-2009

05.26.2026

DATE	COMMENT:
06.27.2026	REVISED SEC, BLK, & LOT INFO
06.23.2026	RESUBMISSION TO VILLAGE

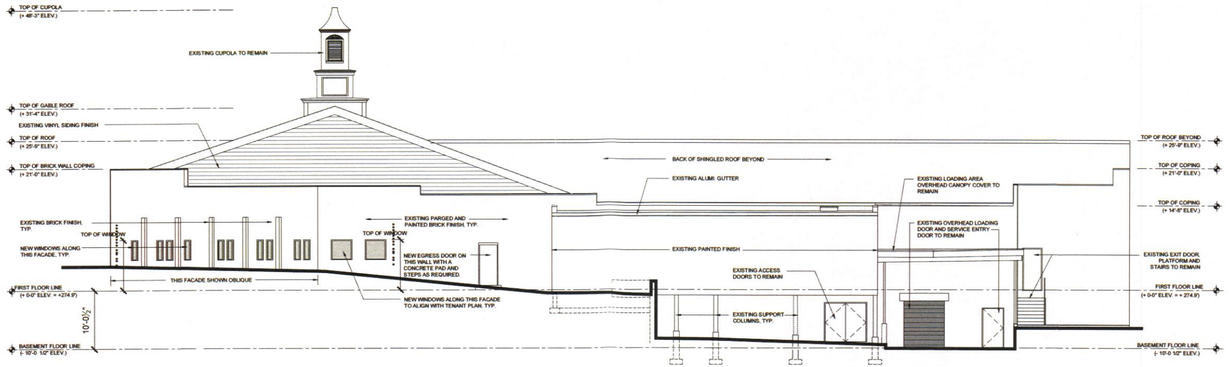
RETAIL PROPERTY

35 PLEASANTVILLE ROAD, PLEASANTVILLE, NEW YORK

rosenbaumdesigngroup architecture
Brian K. Rosenbaum ARCHITECT
2001 MARCUS AVENUE
LOBBY EAST WING
LAKE SUCCESS, NEW YORK 11042- 1011
Tel. 516.616.6111
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mail@--r--g.com

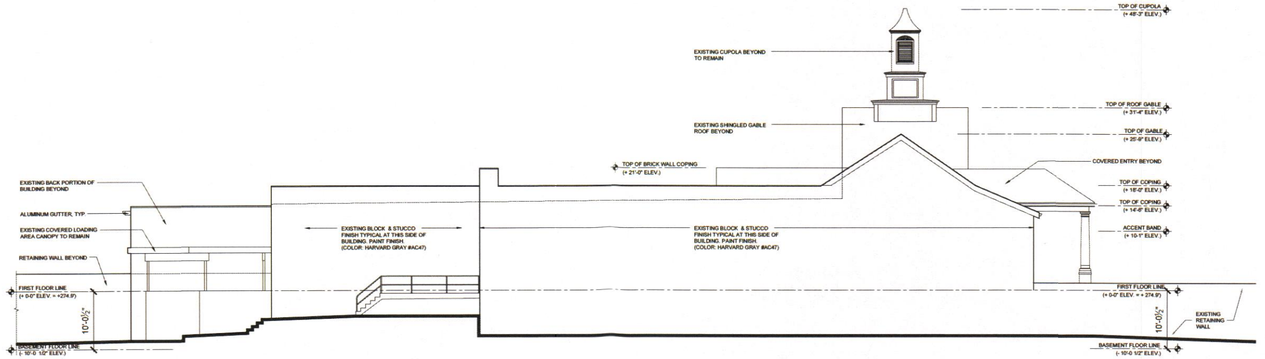
REGISTERED ARCHITECT STATE OF NEW YORK

EL-1



NORTH ELEVATION REAR (MODIFIED) - MANVILLE ROAD

SCALE: 1/8" = 1'-0"



WEST ELEVATION LEFT SIDE (MODIFIED)

SCALE: 1/8" = 1'-0"

ZONE:	A-1
SECTION:	106.5
BLOCK:	2
LOT:	45

TAKEN FROM A PARTIAL SURVEY BY "WARD CARPENTER ENGINEERS, INC." LAST DATED 09-09-2009

DATE	COMMENT:
05.27.2026	REVISED BIG, BLK, & LOT INFO
05.23.2026	RESUBMISSION TO VILLAGE

05.26.2026

RETAIL PROPERTY

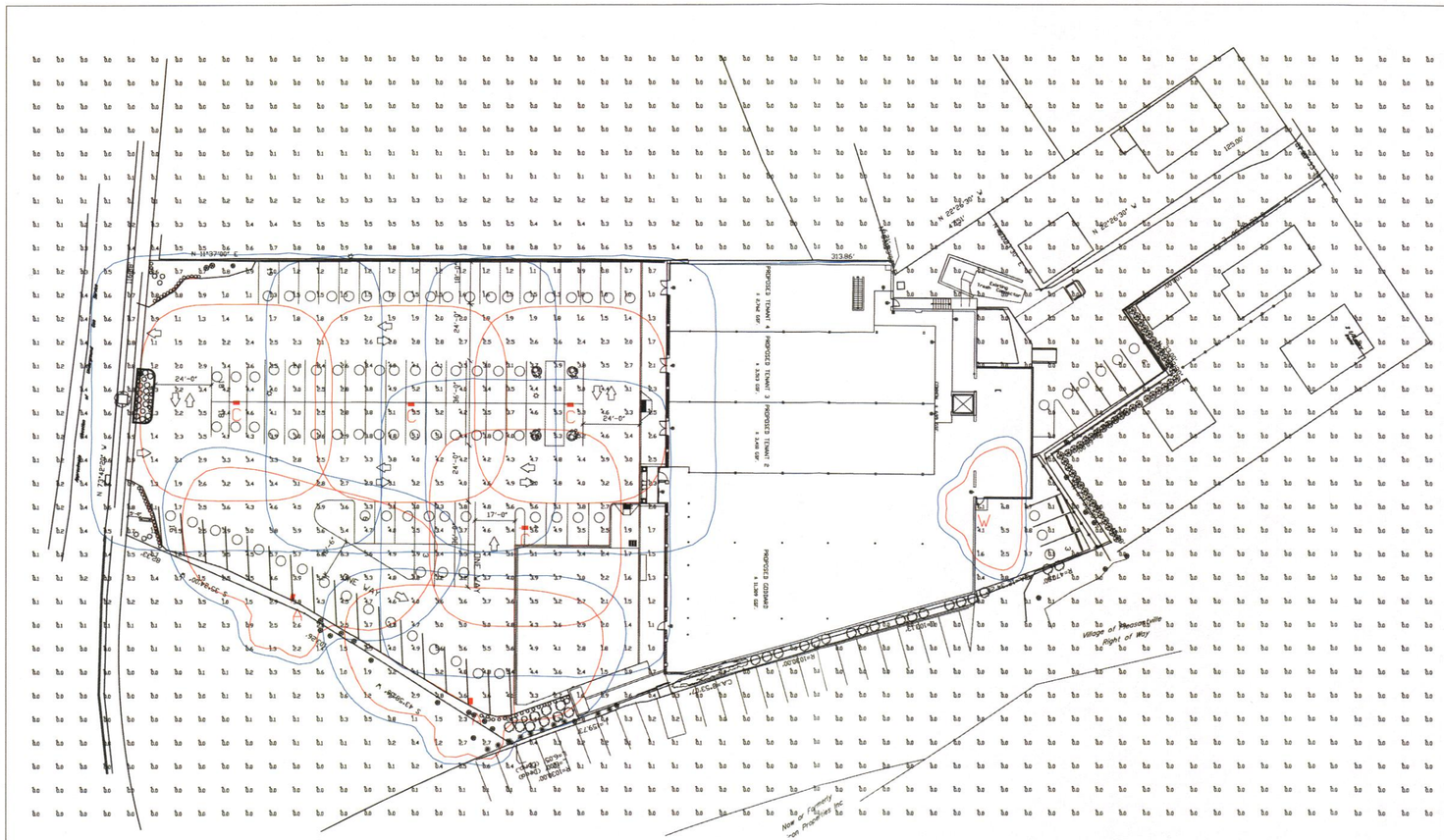
35 PLEASANTVILLE ROAD, PLEASANTVILLE, NEW YORK

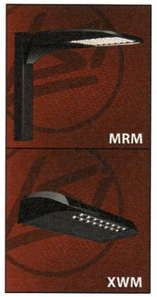
rosenbaumdesigngroup architecture
Rhod K. Rosenbaum ARCHITECT
2001 MARCUS AVENUE
LOBBY EAST WING
LAKE SUCCESS, NEW YORK 11042-1011
Tel: 516.616.6117
Fax: 516.616.6229
mail@r-d-g.com

REGISTERED ARCHITECT RHOD K. ROSENBAUM STATE OF NEW YORK 025830

EL-2

P:\RETAIL\GROWAY\35 PLEASANTVILLE ROAD – PLEASANTVILLE 2025\9_PRESENTATION\250526_35 PLEASANTVILLE RD_20250523.PMP





Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALCS AT GRADE	Illuminance	Fc	0.74	6.8	0.0	N.A.	N.A.	0
PARKING AREA - MAIN	Illuminance	Fc	3.30	6.3	0.7	4.71	9.00	

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	2	A	Single	MRM-LED-24L-SIL-3-50-70CRI-3M	22.5' POLE + 2.5' BASE	0.950	20444	160	B2-U0-G3
	4	C	Single	MRM-LED-24L-SIL-5W-50-70CRI	22.5' POLE + 2.5' BASE	0.950	25220	160	B3-U0-G3
	1	W	Single	XWM-3-LED-04L-50-70CRI	10'	0.970	4473	30	B1-U0-G1

Total Project Watts
Total Watts = 990

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

9990 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3550 ▪ FAX (513) 793-4803

LIGHTING PROPOSAL LD-165557-1

RETAIL PROPERTY
35 PLEASANTVILLE RD
PLEASANTVILLE, NY

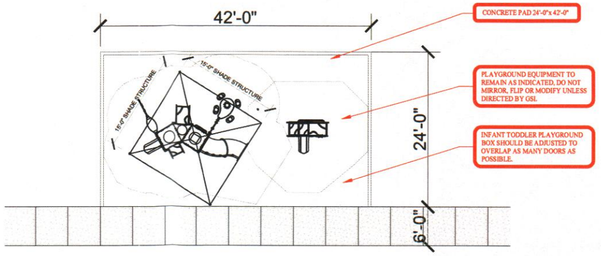
BY:RNK	DATE:05/18/26	REV:05/27/26	SHEET 1 OF 1

SCALE: 1"=30' ARCH C 0 30



08 INFANT/TODDLER PLAYGROUND RENDERING

SCALE: N.T.S.



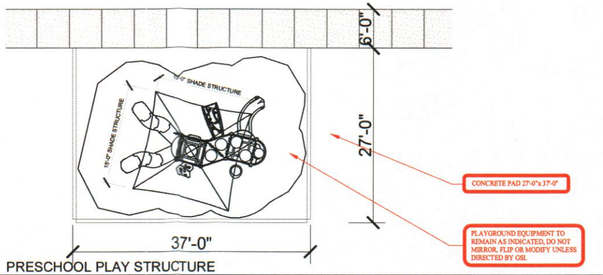
09 INFANT/ TODDLER PLAY STRUCTURE

SCALE: 1/8" = 1'-0"



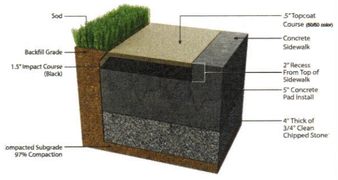
10 PRESCHOOL PLAYGROUND RENDERING

SCALE: N.T.S.



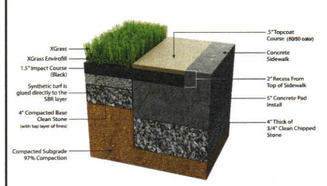
11 PRESCHOOL PLAY STRUCTURE

SCALE: 1/8" = 1'-0"



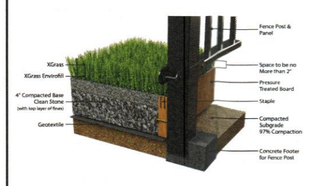
12 POUR IN PLACE W/ SOD

SCALE: N.T.S.



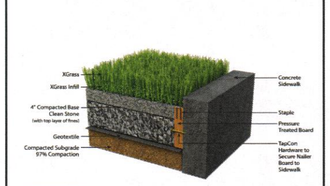
13 POUR IN PLACE W/ TURF

SCALE: N.T.S.



14 BORDER DETAIL

SCALE: N.T.S.



15 BORDER DETAIL

SCALE: N.T.S.

DETAIL PROPOSED ELEVATION OF CONCRETE PLAYGROUND PADS AT 2" BELOW ADJACENT SIDEWALKS AND 2" BELOW PROPOSED FINAL GRADE OF SOD/TURF. PADS SHOULD NOT EXCEED 1.5% SLOPE

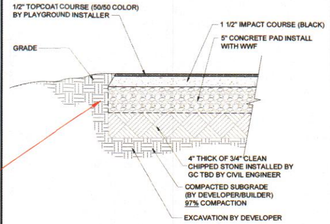
DEVELOPER / GENERAL CONTRACTOR'S PLAYGROUND RESPONSIBILITIES

MUST BE INCLUDED ON DRAWINGS

1. PLAYGROUND STRUCTURE AND SHADE STRUCTURE APPROVALS OR PERMITS IF REQUIRED. APPROVALS AND PERMITTING MAY BE REQUIRED FOR COLOR SCHEME, HEIGHT, MANUFACTURER DESIGN METHODS, ETC.
2. UTILITIES CANNOT BE LOCATED UNDER OR OVER PLAYGROUND BOXES.
3. ELECTRIC AND WATER ARE NEEDED ON SITE. FOR THE PLAYGROUND INSTALLERS USE. IF NOT, OTHER PRIOR ARRANGEMENTS SHALL BE MADE.
4. SOILS WITHIN THE PLAYGROUND BOX DIMENSIONS SHOULD BE SUITABLE FOR SLAB AT GRADE INSTALLATIONS. SOILS SHOULD NOT CONTAIN DEBRIS AND COMPACTED TO 97% IN ACCEPTED INCREMENTS CONTAINING SUITABLE SOIL.
5. PROVIDE GODDARD SYSTEM INC.'S PROJECT MANAGER WITH A TIMELINE FOR PLAYGROUND INSTALLATION. ROUGH GRADE IS REQUIRED AND SIDEWALKS SHALL BE INSTALLED PRIOR TO PLAYGROUND INSTALLATION. SOD, FENCE AND PARKING LOT TOP COAT.
6. LOCATE PLAYGROUND BOXES PER SITE PLAN. EXCAVATED 7" DEEP. PLAYGROUND BOXES CANNOT EXCEED A MAXIMUM 2% GRADE. (DTL. 2/C3.1)
7. SUB-GRADE BACKFILL MUST BE COMPACTED TO AT LEAST 97% AND SHOULD NOT CONTAIN MATERIALS SUCH AS LARGE ROCKS, SCRAP WOOD, CONCRETE SPOILS, ETC. PLAYGROUND INSTALLERS NEED TO DRILL ACCURATE HOLES FOR PLAYGROUND POLE INSTALLATION.
8. INSTALL DRAINAGE SYSTEM TO EXCAVATED PLAYGROUND BOXES PER SITE PLAN. (DTL. 13/C3.1)
9. ENSURE ADEQUATE AREA FOR PLAYGROUND INSTALLERS. STAGING AREA NEEDED TO UNLOAD AND PRE-ASSEMBLE APPROX. 1,000 CUBIC FOOT SHIPMENT OF PLAYGROUND EQUIPMENT. HOLDING AREA NEEDED TO RECEIVE DELIVERY OF APPROXIMATELY 40-50 TONS OF CRUSHED STONE. PARKING AREA NEEDED FOR TWO TRUCKS AND ONE 30' TRAILER OF EXCAVATING EQUIPMENT.
10. IN ORDER TO AVOID POSSIBLE DAMAGE, PARKING LOTS SHOULD NOT HAVE TOPCOAT APPLIED AND FENCING SHOULD NOT BE INSTALLED UNTIL PLAYGROUND IS COMPLETE. IF FENCING IS INSTALLED, LEAVE OUT NECESSARY SECTIONS TO PROVIDE ACCESS TO PLAYGROUND AREA.
11. ONCE COMPACTED CRUSH STONE BASE, BORDER, AND EQUIPMENT ARE IN PLACE, THEY SHOULD NOT BE DRIVEN OR WALKED ON AND SHOULD NOT BE USED FOR STORAGE AREA.
12. PLAYGROUND INSTALLATION DESCRIBED ABOVE SHOULD TAKE APPROXIMATELY ONE TO FIVE DAYS, DEPENDING ON SITE CONDITIONS, WEATHER, INSTALLER CREW SIZE, ETC.
13. INSTALLATION OF POUR-IN-PLACE SURFACING USUALLY TAKES PLACE ONE TO TWO WEEKS AFTER PLAYGROUND IS INSTALLED, DEPENDING MAINLY ON WEATHER CONDITIONS.
14. GENERALLY ONLY THREE OR FOUR PARKING SPACES ARE NEEDED FOR SURFACING INSTALLERS. (ONE OR TWO VEHICLES AND A MIXER STAGING AREA)
15. TYPICALLY, TWO MEN MIX THE SURFACING PRODUCT IN THE PARKING LOT AND TRANSPORT BY WHEELBARROW TO PLAYGROUNDS WHERE IT IS POURED AND TROWELED. THEREFORE, NO SPECIAL ALLOWANCES ARE NECESSARY (FENCING CAN BE INSTALLED AND FINISH LANDSCAPING CAN BE COMPLETED)
16. THIS IS USUALLY A TWO-DAY INSTALLATION, DEPENDING MAINLY ON WEATHER CONDITIONS. IMPACT COURSE APPLIED ON DAY ONE, AND TOPCOAT (COLOR) APPLIED ON DAY TWO.
17. ONCE THE TOPCOAT APPLICATION IS COMPLETE, THE BINDING AGENTS WILL TAKE A MINIMUM 24 HOURS TO CURE. DURING THAT TIME THERE IS TO BE ABSOLUTELY NO WALKING ON, PLACING OBJECTS ON, OR ALLOWING ANY DUST TO ACCUMULATE ON THE TOPCOAT SURFACE.
18. FINISH GRADING AND LANDSCAPING MUST BE THE SAME ELEVATION AT THE PLAYGROUND BORDERS.
19. ENSURE THAT THE SITE IS SECURE AND THAT OTHER CONTRACTORS WILL NOT BE STORING, WORKING, WALKING, ETC. ON FINISHED PLAYGROUNDS, SURFACES OR BORDERS.

GENERAL NOTES:
DEVELOPER/GENERAL CONTRACTOR SHOULD BE IN CONSTANT COMMUNICATION WITH GSI TO SCHEDULE DELIVERY AND INSTALLATION OF THE PLAYGROUND STRUCTURES. PLAYGROUND INSTALLERS TRAVEL LONG DISTANCES AND IT IS IMPERATIVE THE SITE IS PROPERLY PREPARED AS SPECIFIED TO AVOID COSTLY MOBILIZATION, SHIPPING AND STORAGE FEES.

GSI'S PLAYGROUND INSTALLERS TRAVEL GREAT DISTANCES, INCURRING EXPENSES FOR BOTH TRANSPORTATION AND LODGING. IN ADDITION THEY ARE REQUIRED TO RESERVE RENTAL MACHINERY. IF THEY ARE TURNED AWAY BECAUSE THE SITE IS NOT READY, A TRAVEL CHARGE WILL APPLY. THIS CHARGE COULD BE SIGNIFICANT ($50.00 PER MAN-HOUR FOR A CREW OF FIVE, LODGING AT $175 PER ROOM PER NIGHT, AND EQUIPMENT RENTAL DEPOSITS). THEREFORE, FOLLOWING ALL OF THE ABOVE GUIDELINES, ESPECIALLY WITH RESPECT TO DISCLOSING EXCESSIVELY ROCKY CONDITIONS, PROHIBITING THE USE OF LARGE ROCKS, CEMENT, ETC. IN BACKFILL MATERIALS, AND PROVIDING THE PROJECT MANAGER AN ACCURATE TIMELINE, WILL SAVE BOTH MONEY AND TIME.



14 POUR-IN-PLACE SURFACE/CONCRETE

SCALE: 1 1/2"=1'-0"

COMPANY NAME AND LOGO

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SIGNATURE

SEAL

LICENSED ARCHITECT CRAIG I. CAHEN #00000 DENVER, CO STATE OF COLORADO

DATE 05.16.2016

PROJECT NO. 14102

REVISIONS

DATE	DES	DESCRIPTION
#	########	XXXXX

PROJECT TITLE

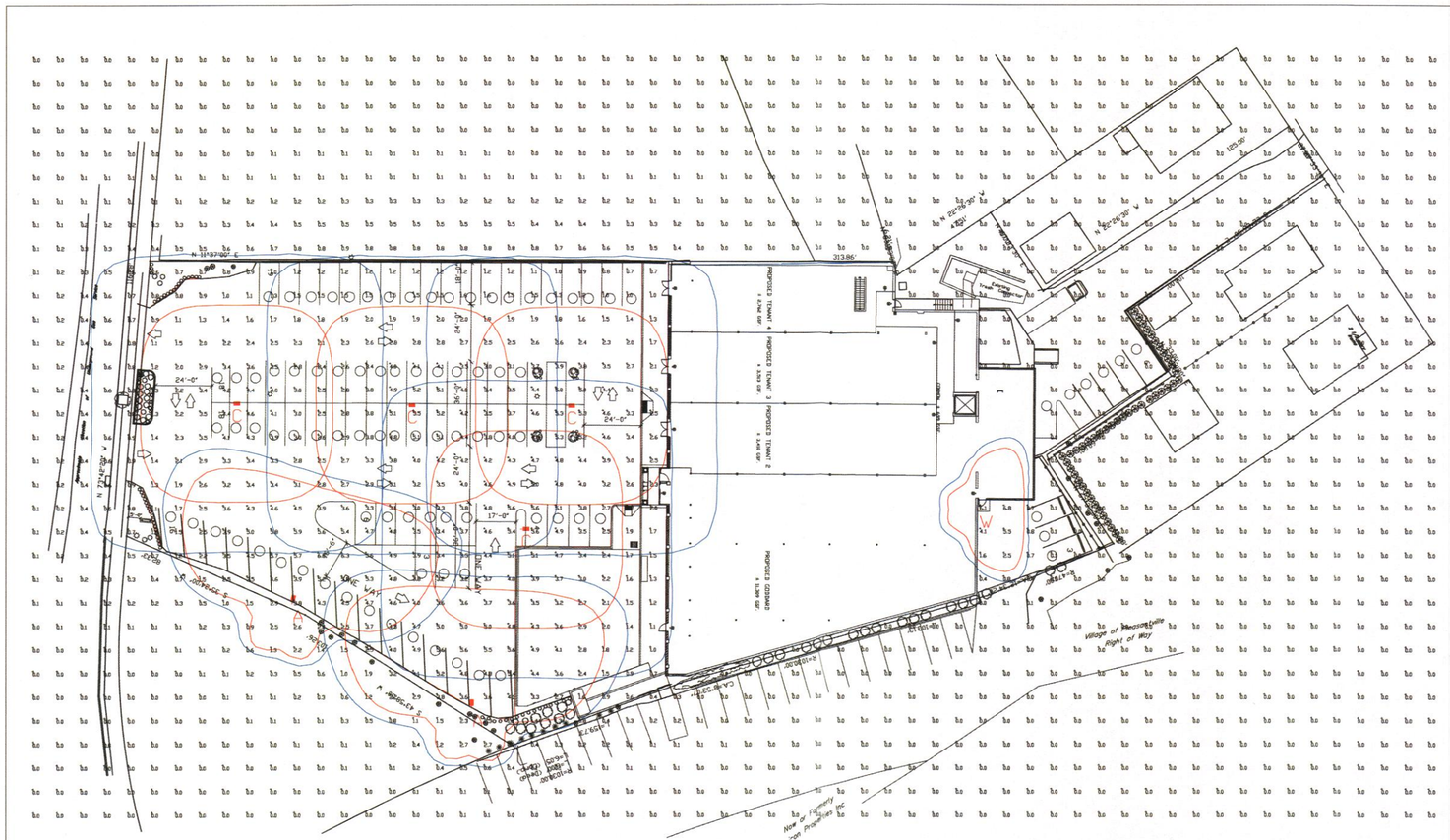
THE GODDARD SCHOOL
FOR EARLY CHILDHOOD DEVELOPMENT
8.6K PROTOTYPE V 7.0
STREET ADDRESS
CITY, STATE
ZIP.

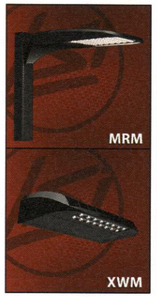
SHEET TITLE

CLASSIC PLAYGROUND DETAILS

SHEET NUMBER

C1.2





Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALCS AT GRADE	Illuminance	Fc	0.74	6.8	0.0	N.A.	N.A.	0
PARKING AREA - MAIN	Illuminance	Fc	3.30	6.3	0.7	4.71	9.00	

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	2	A	Single	MRM-LED-24L-SIL-3-50-70CRI-3M	22.5' POLE + 2.5' BASE	0.950	20444	160	B2-U0-G3
	4	C	Single	MRM-LED-24L-SIL-5W-50-70CRI	22.5' POLE + 2.5' BASE	0.950	25220	160	B3-U0-G3
	1	W	Single	XWM-3-LED-04L-50-70CRI	10'	0.970	4473	30	B1-U0-G1

Total Project Watts
Total Watts = 990

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

9990 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 ▪ FAX (513) 793-4803

LIGHTING PROPOSAL LD-165557-1

RETAIL PROPERTY
35 PLEASANTVILLE RD
PLEASANTVILLE, NY

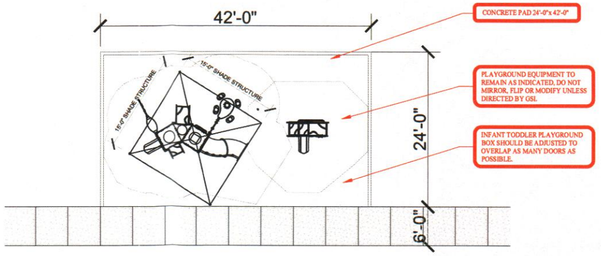
BY:RNK	DATE:05/18/26	REV:05/27/26	SHEET 1 OF 1

SCALE: 1"=30' ARCH C 0 30



08 INFANT/TODDLER PLAYGROUND RENDERING

SCALE: N.T.S.



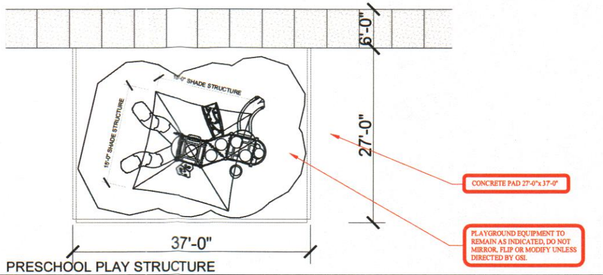
09 INFANT/ TODDLER PLAY STRUCTURE

SCALE: 1/8" = 1'-0"



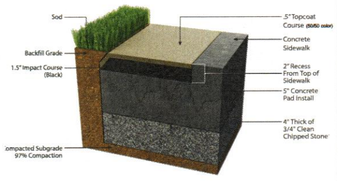
10 PRESCHOOL PLAYGROUND RENDERING

SCALE: N.T.S.



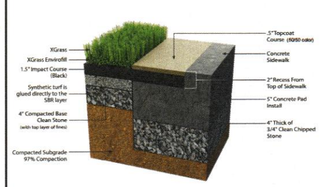
11 PRESCHOOL PLAY STRUCTURE

SCALE: 1/8" = 1'-0"



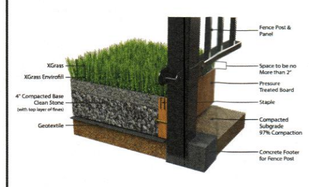
12 POUR IN PLACE W/ SOD

SCALE: N.T.S.



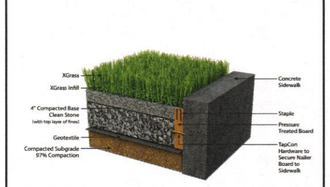
13 POUR IN PLACE W/ TURF

SCALE: N.T.S.



14 BORDER DETAIL

SCALE: N.T.S.



15 BORDER DETAIL

SCALE: N.T.S.

DETAIL PROPOSED ELEVATION OF CONCRETE PLAYGROUND PADS AT 2" BELOW ADJACENT SIDEWALKS AND 2" BELOW PROPOSED FINAL GRADE OF SOD/TURF. PADS SHOULD NOT EXCEED 1.5% SLOPE

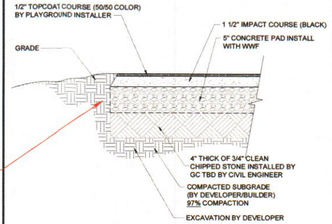
DEVELOPER / GENERAL CONTRACTOR'S PLAYGROUND RESPONSIBILITIES

MUST BE INCLUDED ON DRAWINGS

1. PLAYGROUND STRUCTURE AND SHADE STRUCTURE APPROVALS OR PERMITS IF REQUIRED. APPROVALS AND PERMITTING MAY BE REQUIRED FOR COLOR SCHEME, HEIGHT, MANUFACTURER DESIGN METHODS, ETC.
2. UTILITIES CANNOT BE LOCATED UNDER OR OVER PLAYGROUND BOXES.
3. ELECTRIC AND WATER ARE NEEDED ON SITE. FOR THE PLAYGROUND INSTALLERS USE. IF NOT, OTHER PRIOR ARRANGEMENTS SHALL BE MADE.
4. SOILS WITHIN THE PLAYGROUND BOX DIMENSIONS SHOULD BE SUITABLE FOR SLAB AT GRADE INSTALLATIONS. SOILS SHOULD NOT CONTAIN DEBRIS AND COMPACTED TO 97% IN ACCEPTED INCREMENTS CONTAINING SUITABLE SOIL.
5. PROVIDE GODDARD SYSTEM INC.'S PROJECT MANAGER WITH A TIMELINE FOR PLAYGROUND INSTALLATION. ROUGH GRADE IS REQUIRED AND SIDEWALKS SHALL BE INSTALLED PRIOR TO PLAYGROUND INSTALLATION. SOD, FENCE AND PARKING LOT TOP COAT.
6. LOCATE PLAYGROUND BOXES PER SITE PLAN. EXCAVATED 7" DEEP. PLAYGROUND BOXES CANNOT EXCEED A MAXIMUM 2% GRADE. (DTL. 2/C3.1)
7. SUB-GRADE BACKFILL MUST BE COMPACTED TO AT LEAST 97% AND SHOULD NOT CONTAIN MATERIALS SUCH AS LARGE ROCKS, SCRAP WOOD, CONCRETE SPOILS, ETC. PLAYGROUND INSTALLERS NEED TO DRILL ACCURATE HOLES FOR PLAYGROUND POLE INSTALLATION.
8. INSTALL DRAINAGE SYSTEM TO EXCAVATED PLAYGROUND BOXES PER SITE PLAN. (DTL. 13/C3.1)
9. ENSURE ADEQUATE AREA FOR PLAYGROUND INSTALLERS. STAGING AREA NEEDED TO UNLOAD AND PRE-ASSEMBLE APPROX. 1,000 CUBIC FOOT SHIPMENT OF PLAYGROUND EQUIPMENT. HOLDING AREA NEEDED TO RECEIVE DELIVERY OF APPROXIMATELY 40-50 TONS OF CRUSHED STONE. PARKING AREA NEEDED FOR TWO TRUCKS AND ONE 30' TRAILER OF EXCAVATING EQUIPMENT.
10. IN ORDER TO AVOID POSSIBLE DAMAGE, PARKING LOTS SHOULD NOT HAVE TOPCOAT APPLIED AND FENCING SHOULD NOT BE INSTALLED UNTIL PLAYGROUND IS COMPLETE. IF FENCING IS INSTALLED, LEAVE OUT NECESSARY SECTIONS TO PROVIDE ACCESS TO PLAYGROUND AREA.
11. ONCE COMPACTED CRUSH STONE BASE, BORDER, AND EQUIPMENT ARE IN PLACE, THEY SHOULD NOT BE DRIVEN OR WALKED ON AND SHOULD NOT BE USED FOR STORAGE AREA.
12. PLAYGROUND INSTALLATION DESCRIBED ABOVE SHOULD TAKE APPROXIMATELY ONE TO FIVE DAYS, DEPENDING ON SITE CONDITIONS, WEATHER, INSTALLER CREW SIZE, ETC.
13. INSTALLATION OF POUR-IN-PLACE SURFACING USUALLY TAKES PLACE ONE TO TWO WEEKS AFTER PLAYGROUND IS INSTALLED, DEPENDING MAINLY ON WEATHER CONDITIONS.
14. GENERALLY ONLY THREE OR FOUR PARKING SPACES ARE NEEDED FOR SURFACING INSTALLERS. (ONE OR TWO VEHICLES AND A MIXER STAGING AREA)
15. TYPICALLY, TWO MEN MIX THE SURFACING PRODUCT IN THE PARKING LOT AND TRANSPORT BY WHEELBARROW TO PLAYGROUNDS WHERE IT IS POURED AND TROWELED. THEREFORE, NO SPECIAL ALLOWANCES ARE NECESSARY (FENCING CAN BE INSTALLED AND FINISH LANDSCAPING CAN BE COMPLETED)
16. THIS IS USUALLY A TWO-DAY INSTALLATION, DEPENDING MAINLY ON WEATHER CONDITIONS. IMPACT COURSE APPLIED ON DAY ONE, AND TOPCOAT (COLOR) APPLIED ON DAY TWO.
17. ONCE THE TOPCOAT APPLICATION IS COMPLETE, THE BINDING AGENTS WILL TAKE A MINIMUM 24 HOURS TO CURE. DURING THAT TIME THERE IS TO BE ABSOLUTELY NO WALKING ON, PLACING OBJECTS ON, OR ALLOWING ANY DUST TO ACCUMULATE ON THE TOPCOAT SURFACE.
18. FINISH GRADING AND LANDSCAPING MUST BE THE SAME ELEVATION AT THE PLAYGROUND BORDERS.
19. ENSURE THAT THE SITE IS SECURE AND THAT OTHER CONTRACTORS WILL NOT BE STORING, WORKING, WALKING, ETC. ON FINISHED PLAYGROUNDS, SURFACES OR BORDERS.

GENERAL NOTES:
DEVELOPER/GENERAL CONTRACTOR SHOULD BE IN CONSTANT COMMUNICATION WITH GSI TO SCHEDULE DELIVERY AND INSTALLATION OF THE PLAYGROUND STRUCTURES. PLAYGROUND INSTALLERS TRAVEL LONG DISTANCES AND IT IS IMPERATIVE THE SITE IS PROPERLY PREPARED AS SPECIFIED TO AVOID COSTLY MOBILIZATION, SHIPPING AND STORAGE FEES.

GSI'S PLAYGROUND INSTALLERS TRAVEL GREAT DISTANCES, INCURRING EXPENSES FOR BOTH TRANSPORTATION AND LODGING. IN ADDITION THEY ARE REQUIRED TO RESERVE RENTAL MACHINERY. IF THEY ARE TURNED AWAY BECAUSE THE SITE IS NOT READY, A TRAVEL CHARGE WILL APPLY. THIS CHARGE COULD BE SIGNIFICANT ($50.00 PER MAN-HOUR FOR A CREW OF FIVE, LODGING AT $175 PER ROOM PER NIGHT, AND EQUIPMENT RENTAL DEPOSITS). THEREFORE, FOLLOWING ALL OF THE ABOVE GUIDELINES, ESPECIALLY WITH RESPECT TO DISCLOSING EXCESSIVELY ROCKY CONDITIONS, PROHIBITING THE USE OF LARGE ROCKS, CEMENT, ETC. IN BACKFILL MATERIALS, AND PROVIDING THE PROJECT MANAGER AN ACCURATE TIMELINE, WILL SAVE BOTH MONEY AND TIME.



14 POUR-IN-PLACE SURFACE/CONCRETE

SCALE: 1 1/2"=1'-0"

COMPANY NAME AND LOGO

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SIGNATURE

SEAL

LICENSED ARCHITECT CRAIG I. CAHEN #00000 DENVER, CO STATE OF COLORADO

DATE 05.16.2016

PROJECT NO. 14102

REVISIONS

DATE	DES	DESCRIPTION
#	########	XXXXX

PROJECT TITLE

THE GODDARD SCHOOL
FOR EARLY CHILDHOOD DEVELOPMENT
8.6K PROTOTYPE V 7.0
STREET ADDRESS
CITY, STATE
ZIP.

SHEET TITLE
CLASSIC PLAYGROUND DETAILS

SHEET NUMBER
C1.2

BFJ Planning

MEMORANDUM

To:	Village of Pleasantville Planning Commission
From:	Susan Favate, AICP, PP, Principal; Georges Jacquemart, PE, FAICP, PP, Principal
Subject:	35 Pleasantville Road (Former Key Food): Site Plan Review/Special Permit Central Business A-1 District BFJ Project #26875.02
Applicant:	DS Pleasantville, LLC.
Date:	July 6, 2026

Introduction and Background

The Applicant, DS Pleasantville, LLC, is seeking site plan and special permit approval for a change of use at the former Key Food grocery store at 35 Pleasantville Road into a multi-tenant building containing a daycare facility and three other retail/commercial tenants. After an initial appearance at the June 10, 2026, Planning Commission meeting, the Applicant has submitted revised materials in response to our prior memo and the Commission's discussion, as indicated below in ***bold italics***.

Submission

Our office is in receipt of the following:

1. Site Plan Application, dated May 27, 2026***, amended June 24, 2026***.
2. Short Environmental Assessment Form (EAF) Part 1, prepared by Hailey Pedicano, dated May 27, 2026.
3. Architectural Plans (4 sheets), prepared by Rosenbaum Design Group Architecture, dated May 26, 2026***, amended June 23, 2026***.
4. ***Exhibit A: Drop-off data for sample Goodard School locations, undated.***
5. ***Exhibit B: Traffic & Parking Study, prepared by Gary Dean Associates, dated November 13, 2003.***
6. ***Exhibit C: Exterior Signage Information, prepared by Anchor Sign, undated.***

Planning Review

Property Description. The 1.58-acre property in question is located at 35 Pleasantville Road, between Manville Road and Cooley Street, and is developed with a one-story commercial building containing the former Key Food grocery store. The site, which is located just north of the Saw Mill River Parkway Exit 28 interchange, is within the A-1 Central Commercial District. The property is served by a large surface parking lot with 91 spaces accessed from Bedford Road. There are also two accessory parking and/or loading areas accessed from Manville Road and Cooley Street.

Proposed Development. The Applicant proposes to convert the existing commercial space into four new tenant spaces, the largest of which (on the east side of the building) would be occupied by the Goddard School, a franchised daycare/preschool company. The occupancy of the remaining three tenant spaces is yet to be determined. Other than minor building renovations and new signage and lighting, proposed exterior improvements are limited to restriping of the parking lot to create a recreation area. The net effect of this change will be an increase of 1 parking space***, to 92 spaces***.

Zoning. The proposed uses are permitted in the A-1 district, with the daycare requiring a special permit pursuant to the provisions of §185-19(C)(7), which includes the following requirements:

- No building shall exceed a height of 42 feet, nor shall the number of stories at any point along the periphery of such building exceed three.
- No principal building shall be closer than 30 feet to any side or rear lot line.
- The permitted building coverage shall not exceed 40%.
- Courts shall conform to the requirements of § 185-15A(6)(d).
- All parking and service areas shall have screening between them and all adjoining and neighboring properties; the design of such screening shall be subject to approval by the Planning Commission.

It is recognized that this application involves an existing building and developed site, and not all of these requirements may be achievable; however, the Applicant should address compliance to the maximum extent possible.

In addition, §185-56 contains conditions that apply to all special permit uses, which are relevant to this project:

1. All proposed structures, equipment and material shall be readily accessible for fire and police protection.

2. The proposed use shall be of such location, size and character that, in general, it will be in harmony with the appropriate and orderly development of the district in which it is proposed to be situated and will not be detrimental to the orderly development of adjacent properties, in accordance with the zoning classification of such properties.

3. The location and size of such use, the nature and intensity of operations involved in or conducted in connection therewith, its site layout and its relation to access streets shall be such that both pedestrian and vehicular traffic to and from the use and the assembly of persons in connection therewith will not be hazardous or inconvenient to or incongruous with the district or conflict with the normal traffic of the neighborhood.

4. The location and height of buildings, the location, nature and height of walls and fences and the nature and extent of screening and landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings or impair the value thereof.

5. The site plan for such use shall be designed to ensure the accomplishment of the objectives set forth in §185-50E.

SEQRA. The Proposed Action is a Type II action under SEQRA because it involves the reuse of a commercial structure with a permitted use. Thus, no further environmental review would be required.

Comments. We offer the following comments on the application.

1. Traffic and Parking
   The Applicant indicates that the proposed uses will not generate traffic above that of the current use, yet has not provided documentation to support this. A comparative traffic generation analysis should be provided.

With regard to parking, retail and services uses in the A-1 district require 1 space per 300 square feet, while restaurant uses require 1 space per 100 square feet plus 1 for every 2 employees. The Village does not provide a specific parking requirement for daycare uses, so the required parking would be determined by the Planning Commission. Because the Applicant has not provided square footage information for each proposed use, we are not able to determine a reasonable parking requirement that could be compared with the proposed supply. The Applicant should provide a detailed parking analysis that encompasses all parking areas on the site (including the two accessory areas) and addresses how employee parking would be handled. We believe that there could be opportunities to reduce the surface parking supply and introduce landscaped areas within and along the periphery of the parking lot. This is especially important given that a recreational area is proposed within the lot; without adjacent landscaping, we are concerned about the usability of this space due to lack of shade. The 4 parking spaces directly to the west of this recreation area should specifically be considered for green space, both for shade and to eliminate head-in parking next to a play area.

The Applicant has submitted a traffic and parking study, but this study is over 20 years old and uses ITE data from that time, In addition, it was undertaken for Goddard School properties that are smaller (~8,000 square feet) than the proposed school (~11,300 square feet) and are in very different contexts than proposed (large suburban communities vs. a downtown environment with a train station). The drop-off data contains no information on the time period when counts were taken, nor the locations, which makes it impossible to determine how the proposed Pleasantville site would compare. The key information we requested – a comparative traffic generation estimate of the prior supermarket use and the proposed new uses – has not been provided.

Specifically regarding parking, the Applicant needs to provide estimated parking demand for a Goddard School of comparable size and location. This analysis should indicate when each proposed use on the site peaks in terms of parking demand. The submitted 2003 study indicates a maximum parking demand of 35 spaces for an 8,000-square-foot location. Although the proposed school is about 1.4 times larger, it is also located adjacent to Pleasantville's downtown and walkable to public parking and the train station. This may create the potential for parents to walk their children into the facility rather than drive.

2. Lighting and Signage

The proposal would replace the existing parking lot lighting with 7 pole fixtures, and the Applicant has submitted a photometric plan that appears to show some spillage onto the neighboring property to the east. While this property contains a gas station and is thus not sensitive, the Applicant should address the potential to reduce or eliminate this spillage. All lighting should be fully shielded and aimed only at the areas intended to be lit. The Applicant should also discuss whether the proposed lighting is energy-efficient and/or Dark Sky compliant.

The proposal appears to be compliant with Chapter 148 (Signs and Outdoor Display Structures), but this should be confirmed. The Applicant should discuss whether it is possible to change the sign to be externally illuminated rather than internally lit as proposed.

The Applicant has confirmed that the proposed lighting will be shielded and only light areas intended to be lit. We do note that the photometric analysis submitted with revised materials appears to be the same as originally submitted, showing some spillage along the property

line with the adjacent gas station. As previously indicated, this is not a sensitive use, and the spillage does not appear significant.

The Applicant has submitted a signage package, but the proposed size of the building signage is unclear. Compliance with Village regulations will need to be confirmed.

3. Operations
   The Applicant should fully describe the proposed daycare operation and how it would function on the site, including hours of operation, number of employees, drop/off and pick/up procedures, etc.

   Comment largely addressed; detail will be provided at the Planning Commission meeting.

4. Miscellaneous Environmental Considerations
   The EAF indicates that the property is within a floodplain and adjacent to a wetland or water body; this is related to the proximity of the Saw Mill River. Again, this is an existing developed site, but the Applicant should discuss opportunities to improve the stormwater impact (through potential reduced impervious coverage) and any emergency planning considerations during flooding events.

   As discussed at the June 10 meeting, the site should not be affected by the floodplain. However, as noted above, we suggest that there may be potential to reduce the parking lot supply and still accommodate snow removal, which would reduce impervious coverage.

This review is based upon the information submitted; we reserve the opportunity to provide additional comments upon the receipt of revised plans or additional documentation. Should you have any further questions or require additional information, please contact our office.

cc: Robert Hughes, Building Inspector

PLANNING COMMISSION AGENDA ITEM REPORT

Meeting of June 10, 2026

ATTACHMENTS:
ARB-0610-2026 - review.pdf
PC-0610-2026 - review.pdf

Board of Architectural Review
June 10, 2026

The Pleasantville Board of Architectural Review meeting was called to order by Russell Klein, Chairman, at approximately 8:00 pm on Wednesday, June 10, 2026. Attending the meeting were Russell Klein, Chairman, Erik Brotherton, Perry Freitas, David Keller, and Henry Leyva, Commissioners, and Robert Hughes, Building Inspector.

APPLICATION SPECIFIC TO THE ARCHITECTURAL REVIEW BOARD

1. **1 Cooley Street – Pleasant Wine & Liquor LLC** – proposed new business signage for existing retail tenant use – ***new application.*** Present: Representative from the sign company, Sir Speedy.

The representative from Sir Speedy said the applicant is proposing two signs for the store – one on Bedford Road measuring 192 inches x 34 inches and one on Cooley Street measuring 78 inches by 48 inches.

The sign material consists of two thin sheets of pre-painted aluminum bonded on either side of a polyethylene mineral core. The sign is similar to the one Sir Speedy produced for Hudson Dental. The red background is meant to represent wine.

On the Bedford Road side, four gooseneck lights are proposed to be mounted over the sign. No lighting is planned for the sign on Cooley Street.

Mr. Klein commented that the proposed sign would be much larger than the previous sign and the other signs on the building. The Sir Speedy representative said the applicant wanted the sign to be even larger, to cover the entire face of the building. The proposed sign is smaller than that. Mr. Klein understood wanting a big sign from a business perspective but from the community's perspective the said the sign would not fit in.

Mr. Freitas agreed with Mr. Klein.

Mr. Freitas asked to see what the previous sign looked like.

Sir Speedy said they could make it closer to what the sign for Art of Wine was, maybe just a little bigger than that. Mr. Klein said that is what they were suggesting but he didn't know what those measurements were.

Mr. Hughes pulled up an image of the old signage. It was raised burgundy lettering on the white of the building.

Mr. Leyva suggested painting the entire fascia burgundy and applying a smaller white font on top of it.

Sir Speedy said they were going to paint the facia of the building a similar color to what is there now, more of an ivory, and then put the sign on top of it. Mr. Leyva said the two different colors would really accentuate the largeness of the sign, which is why he suggested an all-burgundy background.

Mr. Leyva said he wasn't opposed to a burgundy sign, but the text would need to be smaller in his opinion, regardless of the background. He pointed out that the lettering on the business's sign next door is much smaller. Mr. Brotherton thought it needed to be at least 25% smaller, which he felt would bring it closer to the range of the sign next to it.

Sir Speedy said the letters as proposed were 10 inches high by 5 inches wide.

Mr. Keller liked Mr. Leyva's idea of painting the whole background burgundy and then going with the smaller white lettering. Mr. Freitas agreed.

Sir Speedy said if the applicant agrees with that suggestion, they would have to paint the whole section. They would not be able to put goosenecks on the metal. Mr. Klein said in that case the sign would only be 10 inches high with 7 inch lettering to match the color of the burgundy facade. Sir Speedy said there would be two different materials – paint and vinyl, so the colors would likely not match. Mr. Brotherton pointed out that even if the colors were very close, there would be two different textures.

Mr. Klein said if Sir Speedy agrees to the much smaller sign with the burgundy background on the building, the Board could vote on that this evening. If the applicant doesn't approve, they can come back to the Board to try and find another solution. Mr. Hughes explained Sir Speedy would need to submit an updated sketch on behalf of the applicant.

Mr. Klein confirmed the Board would vote on a 7-inch-high white lettering with whatever the width is the proportionate reduction. The existing wood painted burgundy will be the base for a narrow piece of metal with the white letters on it.

Mr. Brotherton said he would prefer a smaller sign with the white linen background (not painting the whole fascia burgundy).

Mr. Freitas and Mr. Keller agreed that if the sign as a whole is smaller, closer to the size of the one next door, it would look more uniform if it had the linen background. Mr. Leyva said he was fine with either option as long as the lettering was reduced.

Sir Speedy said for the signage on the side of the building the entire area would be the burgundy sign but they would reduce the lettering 30% as they were doing in the front. The Board was fine with that.

Sir Speedy confirmed the Board would be voting on the linen paint background with the sign at 30% smaller and the 4 gooseneck lamps with bulbs at 3,000 or 2,500 Kelvin. If the client wanted to come back he could.

A motion to approve the proposed signs, as amended was made by Mr. Freitas and seconded by Mr. Brotherton. VOTING took place as follows:

Ayes	-	5 (Messrs. Brotherton, Freitas, Keller, Klein and Leyva)
Noes	-	0
Abstain	-	0
Absent	-	0

The Board of Architectural Review portion of the meeting was adjourned at approximately 8:20 pm.

Respectfully submitted,

Mary Sernatinger
Secretary

Pleasantville Planning Commission
June 10, 2026

The Pleasantville Planning Commission was called to order by Russell Klein, Chairman, at approximately 8:00 pm on Wednesday, June 10, 2026. Attending the meeting were Erik Brotherton, Perry Freitas, David Keller, and Henry Leyva Commissioners, Susan Favate, Planning Consultant, Jennifer Gray, Village Attorney, and Robert Hughes, Building Inspector.

APPLICATIONS SPECIFIC TO THE PLANNING COMMISSION

2. **1 and 3 Campus Drive and 8 Carey Court – US Home, LLC d/b/a/ Lennar –** Review and discussion of Village BOT referral regarding 1 & 3 Campus Drive and 8 Carey Court Rezoning Petition submitted by US Home, LLC d/b/a Lennar – ***Continued Review.*** Present: Daniel Patrick, attorney, Bob Geiger of Lennar, Ashley Lai of AKRF and Project Planner, Diego Villareale, PE of JMC (Zoom).

Mr. Patrick said they were taken aback by the negative first draft that the Commission sent to the Board of Trustees but understood it was just a draft. He said they were there to discuss and fine tune that draft. Mr. Patrick said they didn't have a formal presentation like they had in the past meetings, rather they were there to have a discussion with the Board and answer questions.

Mr. Klein said the referral letter pretty accurately covered what was discussed at length at the previous two meetings – things like architectural issues, trees, scale, and affordability, among other things which they spoke of extensively. He didn't understand why the Lennar team was surprised. Mr. Patrick said they were hoping to see more positive comments in the document since the project will provide a significant benefit to the village; he didn't know if the document was the final form or if those comments would change when the final form was submitted to the Board of Trustees.

Mr. Klein said it was a combination of comments given by different members of the Board which their Attorney then made into a comprehensive draft which they could discuss in an organized manner. He said they also would like to discuss holding a joint meeting with the Board of Trustees, which he thinks should happen soon since the Planning Commission has gone through a lengthy deliberation, which the Trustees had not been a part of.

Mr. Leyva pointed out that the Planning Commission was, what he felt, at a disadvantage because the Lennar team could discuss all aspects off-line as often as they wanted to and the Planning Commission was bound to discuss the application strictly in a public forum. He recognized that the Lennar team was ready to go and wanted to move forward but said the nature of the setup required that they take their time and make sure that they cover all bases. Mr. Leyva said he was

frustrated that the only chance the Commissioners were given to delve into the project was for a short amount of time every two weeks.

Mr. Leyva said that evening he thought they should hear from the other Commissioners to make sure that their comments were accurately included in the memo – making sure no one feels like something they wanted to share was being left out of the discussion.

Ms. Gray said as a Board, they need to make sure that at least three of the members agree with the content of the document, that there is a consensus. If there is a dissenting or a minority opinion, it can be referenced in the report.

Ms. Favate suggested they begin going over the 8-page document page by page. She noted that there was a lot of overlap on the comments given. As far as divergence, she noted there were just some different ideas, for example, how mixed unit types could be achieved – some gave more detail while other members were more general.

Mr. Klein began reviewing the document beginning with the affordability topic. He noted 80% of the project had large expensive homes, which in the Board's opinion did not align with the Master Plan to provide a more economically diverse housing stock. Mr. Klein added that the PUD code also required more diverse stock. Mr. Patrick said it was a little bit higher – 25% that were affordable – that the smaller number of units (26 units) were 2,500-2,700 square feet and the larger units (79) were 3,000 square feet. Mr. Klein said the point is that 80% of the units are over 1 million dollars. Mr. Keller added the comment had to do with the mix, not the absolute number.

Someone from Lennar said that offering five different unit options was unheard of in a community of 100 units. Mr. Leyva understood it might be unheard of in other communities but explained it was their community and the Board was committed to getting the community they want. He said he hoped that Lennar would work with them to achieve that because he acknowledged they have a very large catalog of different style buildings.

Mr. Leyva said housing for seniors doesn't need to be 2,500 square feet. They don't need that kind of space; they need a one-level unit with maybe two bedrooms. He said senior housing is something that their community really needs and hoped that the applicant would work with them to benefit the community, but he understood that was the applicant's choice.

Mr. Leyva reminded the applicant that the BOT needs the Commission's recommendation on whether they believe the zoning code should be changed.

Someone from the Lennar team said there was a lot of talk about diversity and also about the architectural style, but said diverse, affordable housing was simple, easy, box style, and asked the Board which was more important – affordability or style?

Mr. Leyva gave an example of a community that went up in Mount Kisco where some housing sold for well over a million dollars and then there were two or three buildings in the back that were dedicated senior housing. The senior housing was owner occupied and price controlled, which meant they got it at a discount but then couldn't sell it for more than a 10% increase or something like that. The style of architecture was very different between the fancy million-dollar homes and the plain apartment buildings which gave the seniors what they needed.

Mr. Geiger said he wasn't familiar with that community but said it sounded like there were subsidies involved in that kind of set up.

Mr. Geiger said they were surprised by the comments by the Board since the proposed development is next to Foxwood Condominiums and it is a very similar setup. He was expecting the draft to the BOT to include more specific recommendations to tighten up loose ends. He noted that they lived up to the PUD design standards of 5 units per acre density.

Mr. Geiger said the comments about having a large-scale recreation center went against affordability. He pointed out that there are public tennis courts a very short minute walk away, the Old Village is a 5-minute walk away, Soldiers and Sailors Field is a half mile away and the train station is a 15- or 20-minute walk.

Mr. Geiger said the five different product types create an interesting streetscape. There's a lot of variety to the unit mix and the pricing.

Mr. Geiger said they are also in discussions with the BOT, which is the lead agency. He understood the Planning Commission wants to make sure the project is well designed, flows correctly and has certain elements. All that will be addressed in the stie plan review stage, but right now it's really about whether the property should be rezoned to a residential use that meets PUD standards.

Mr. Keller clarified for the applicant that the Commissioners put their comments on paper at the request of the Board of Trustees, not for the applicant, and so the conversation that the applicant wants to have is with the BOT, not with the Commissioners. Mr. Geiger said the Commission's opinions in the draft were not right – 85% of the units are not 3,000 square feet. Mr. Klein explained that the square foot details can be removed. What they were referring to was affordability, not unit size.

Mr. Leyva said if they had homes that were 1,100 or 1,200 square feet, they wouldn't be as expensive as the large unite. He added that one of the reasons Foxwood is more affordable is because they have smaller homes. Foxwood has homes for as little as $350,00 or $500,000, which just isn't available anymore in Pleasantville because prices have gone up so considerably.

Ms. Lai said the Commission wasn't taking into account that the project provides above and beyond what's typically required in the Village's zoning ordinance. Mr. Leyva said they were very aware of the 20-something more affordable units that the applicant has offered and thought that was very generous on the applicant's part, but it still wasn't enough in terms of providing the diversity of housing that they would like to see.

Mr. Leyva repeated what Mr. Keller said earlier, that the comments were for the Board of Trustees, and they were sharing them with the applicant in hopes that the reaction would be 'hey, it's really important for them to have these things to make it part of their community,' but the response is that it is an unreasonable ask.

Mr. Leyva pointed out that the applicant's response is 'That can be discussed at a later time,' but the reason they were before the Planning Commission was so that project can be shaped and everyone can weigh in on what would end up as the community for years to come. Mr. Leyva added that if they waited until the zoning was changed to try and shape the, they would be in a much weaker position.

Mr. Klein said at the end of the day the BOT would make the decision on the zoning map change and answer the questions of whether or not it achieves the goal set forth in the Master Plan and if it is a good thing for the community or not. Mr. Klein repeated that one of the main goals of the Master Plan is to have a housing mix that is affordable to a whole range of their community. Ms. Favate said that was something that the BOT were also looking at, the topic of affordability.

Mr. Patrick said they are limited to the housing types and housing density based on what the existing PUD district allows. Mr. Klein confirmed the code allowed for 5 units per acre. Ms. Gray said in the beginning discussions with the BOT and the applicant, the applicant was amenable to a density bonus but that the Board was not interested in that. Mr. Klein said that was because of their concerns about increased traffic and impact on schools, etc. Mr. Leyva said the BOT may change their mind, pointing out that 20 or 30 senior units would not have an impact on schools and the seniors typically don't drive as much.

Mr. Klein acknowledged that repurposing the existing building would be a tough sell to the BOT because they want a fee simple structure. Still, he would like to keep that in the document. That seemed to be a minority opinion. Their main focus is on affordability.

The majority of the Board held the same concern regarding the affordable housing options.

Mr. Brotherton acknowledged that maybe the amount of affordable housing they wanted would be feasible under the PUD code. His main focus is on affordability and variety.

Mr. Freitas said he didn't want to suggest anything that was going to potentially require a zoning text change.

Mr. Keller agreed, adding he didn't think it was in the Commission's purview at that time. He said they could suggest alternatives to be looked at for dedicated senior housing without giving any specifics of how to achieve it.

Ms. Favate said it might be helpful for Lennar to hear some of the architectural comments that were technically site plan issues, but that the BOT would not be involved in. Mr. Klein said the architecture of the project wasn't necessarily relevant to the zoning.

Mr. Klein noted that the Commission had comments about the proposed driveways and garages up front. That design does not provide the walkable tree-lined streets that residents of the village are used to. Ms. Gray said the main point is the Master Plan talks about promoting walkable neighborhoods, and front facing garages are perhaps not promoting that kind of walkability.

Regarding traffic, Ms. Lai said there were sidewalks all the way to Bedford Road and there were two bus stops right there. It's less than a 10-minute bus ride from the entrance of the site to the train station, so Ms. Lai said the previous suggestion to provide a shuttle was redundant. She added

that a person could walk or ride a bike to the train station as well. Mr. Klein suggested someone spending over a million dollars on a house wouldn't be taking the bus to the train station. Mr. Leyva said the reality is they were going to drive. Ms. Gray said discussion about a jitney would typically be during site plan review. Still, the comments can be in the document so the BOT can take it under advisement.

Ms. Gray reiterated something Mr. Klein said earl – that a joint meeting with the BOT would be useful so the Commission could have a conversation with them as opposed having them just read a document.

Mr. Klein said they were pleased how the applicant was using the previously paved surfaces to build on and appreciated that they were also open to the possibility of encroaching even less on the wooded area as the development of the site plan progressed.

Meeting lost audio recording for approximately 1 minute.

Mr. Klein said that there is a rec fee be paid if the developer doesn't provide a park or some sort of recreation. Ms. Gray said during the site plan review the Board would determine if what they were proposing in that area was considered adequate – suitable in terms of size and other things. She added that whatever recreation they provided wouldn't necessarily have to be available to the larger community.

Mr. Leyva asked why the Board thought it was a positive thing not to specify amenities like pickleball, clubhouse, pool, gym etc. Mr. Klein said he was personally thinking of more passive parkland and trails through the woods because developing some of the things mentioned would take land and he didn't want to cut down any more trees because he didn't know where on the property those things could go without impacting more of the trees. Mr. Freitas didn't think gyms in those types of communities were used that much.

Mr. Klein understood Mr. Leyva was trying to take the burden off of the larger community by having amenities that the inhabitants of the development could enjoy. He wasn't necessarily in favor of some of those things, but he did agree it would be beneficial to provide a shop so residents wouldn't have to drive to town to get a small grocery item. Mr. Keller pointed out having their own pool or gym for example meant less traffic because they wouldn't go into town to use the town gyms or pool, but it was a little isolating and, in his opinion, because it wouldn't include

those residents in the overall community. Mr. Leyva felt it would create a closer community cluster among that community.

Mr. Keller agreed with Mr. Klein that adding amenities like pools and gyms would take away more open space. Mr. Freitas added he would like to see more trails and bike trails if possible. He thought the amenities that Mr. Leyva mentioned were more common in an urban, downtown setting. Mr. Klein understood what Mr. Leyva was thinking and pointed out that Foxwood had a pool. Mr. Leyva added that the community in Mount Kisco, which he referred to earlier, also had amenities for the residents and all of that made it a community. He felt strongly that it would take a burden off of the traffic in town if the residents had certain available amenities.

Mr. Klein moved on to the next item in the document – cut-through traffic to Foxwood. He said he didn't have an issue with that. Mr. Keller said the applicant planned to change the curvature of the turn, but he didn't think that was adequate. The BOT also had concerns about it. Mr. Klein didn't know why a motorist would turn into Foxwood. Mr. Keller said part of what was proposed was that the project would improve campus drive and reduce cut-through traffic to Foxwood, but he didn't think that was achieved. Mr. Klein understood that Mr. Keller didn't necessarily think it was going to be a problem but that the proposed solution was inadequate.

Moving on to tax base comments, the applicant stated that the project would expand the tax base, support high-level services and support downtown business. Mr. Keller believed what the applicant means is that even though the project will have additional costs associated with it, the net is still favorable to the taxing entities. Ms. Lai said they provided all the positive feedback they had from police, fire, schools, and particularly DPW, and that specific numbers based on the tax assessor's data were also given. Ms. Gray noted that it was not the applicant's burden to demonstrate that there is going to be a benefit or that there's going to be a surplus, but just that they're going to cover the additional demands. Ms. Lai said they can word it as 'we are providing an increase to your tax base to support the level of services that the Village is accustomed to'; Mr. Keller said it should be worded: 'continued level of service'.

Mr. Klein said they had already discussed at length the trees and alternative configurations that the applicant did to preserve some of the wooded area. He said the next few bullet points overlapped a little – they covered architecture, objectives of the PUD zone, increase of housing

types and mixed housing. The Board said they should leave in the line about density incentives or dedicated senior housing so that the BOT will know they would support those.

Mr. Klein said they had already reviewed tree regulations and referred to the BOT even though it's not enacted yet, but Ms. Favate said it likely would be in force by the time they submit a site plan.

Regarding the internal roads, it is clear that the roads will remain private and maintained by the HOA. Mr. Klein asked if there was a chance that that wouldn't happen. Ms. Gray explained that even if the roads were built to Village standards and were offered for dedication to the Village, the BOT would have to vote to accept such dedication – the applicant cannot make that decision. She said it has happened before when after 10 or 15 years, it is evident that a municipality is in a better position to maintain the infrastructure than an HOA. If the BOT votes to take ownership of the roads, the Village would be responsible for maintaining them.

Ms. Gray pointed out that although there is no school bus service, she believes that busses do not enter private roads to pick up school children. There would need to be a bus stop for the school children if such services were ever needed.

Mr. Keller said had added a comment to the document to ensure that when the BOT approved the proposal, the applicant would be stating it has no intention of ever requesting the village take over the roads so that it would be memorialized 12, 15 or 20 years from now. He explained that if the HOA doesn't want to fully fund its municipal street budget, the roads would fall into disrepair. He didn't want anyone to think that the Village could come in and rescue it. They might – but the initial intent of the applicant and the BOT that approved this should be clear, that everybody was in agreement that the Village would not be responsible for the roads. This should be included in the HOA document so that purchasers are aware.

Mr. Klein noted that if instead of this residential project, the property was developed into medical facilities or an office park, it wouldn't affect the schools, but it would have an even stronger impact on traffic and have other impacts that would be disruptive. Ms. Favate said under the current zoning, what is there now is what is allowed – residential couldn't be built at all. She said in her opinion, the important question is whether a PUD that allows residential is a better option than a continued commercial use in some kind of iteration of what is already there. Mr. Klein said hypothetically, having 300 office workers on the site would be clearly worse, in his opinion. Mr.

Leyva said the likelihood of that happening was low. Ms. Gray said if the market was there, they would have the right to do that. Mr. Hughes added if that were to happen, there was a chance they might not even require a site plan, because it wouldn't be a change of use. The Commissioners agreed that the unlikely scenario of a large business occupying the site would be worse than a residential use.

Mr. Klein said the architectural comments were more for site plan review but thought it was worthwhile to point them out to the Trustees. Ms. Favate agreed it couldn't hurt for the Trustees to see as many comments as they Board wanted to share.

Ms. Gray explained that if the Planning Commission declines to allow the increase in height, the applicant would have the opportunity to seek a variance to allow a build up to 35 or even higher.

Ms. Favate said the document is structured as the applicant came up with language and the Commissioners responded to that. Ultimately, it is a report that is coming from the Planning Commission. She said she could rephrase it so that it is less reaction and more incorporation of the Commissioners comments in criteria language. Ms. Favate said in some cases there was no disagreement, so it will be largely similar to what the applicant came up with. The Board agreed that would be good if she did that.

Ms. Gray said the next step was to schedule a joint meeting with the Board of Trustees so that they can all discuss the comments and give the BOT more background and context where needed. Mr. Hughes said because of scheduling the BOT would have their next work session on Thursday, not Monday, week after next.

Ms. Favate clarified for the applicant that first the joint meeting would take place and then the Commission would make final requirements and adopt the report. The Board was holding Thursday June 25 – the next scheduled work session of the BOT.

3. **<u>35 Pleasantville Road – DS Pleasantville LLC</u>** – Proposed change of use on-site from existing Key Food grocery store to a private pre-K use along with three additional retail tenant spaces. ***New application.*** Present: Jessica Zalin, Attorney.

Ms. Zalin said she was representing the applicant this evening to present the project to the public and to the Commission and respectfully asked that the Commissioners consider setting a public hearing for a future meeting.

Ms. Zalin said the applicant is requesting site plan and special permit approval for a proposed change of use of the building to accommodate a private pre-K school as well as 3 additional retail tenants. Currently the property is a single-story commercial building occupied by Key Food supermarket. The property has associated parking for both patrons and employees, as well as loading areas and some landscaping. The site is largely developed.

Ms. Zalin noted that the store is currently not profitable and the owner has plans to close operations between July and September of 2026. Ms. Zalin believed the applicant's proposal would revitalize that area and benefit the community. The private pre-K is allowed in the zoning district subject to the issuance of a special permit by the Planning Commission. She said the proposed use is a Type II Action under SEQRA.

In addition to the proposed pre-K, the applicant would like to create three additional retail spaces for retail tenants.

For the pre-K, a fenced area would be created within the existing parking area to provide a private playground. The remaining parking area would be restriped to provide a total of 92 spaces within the parking lot. Currently the parking lot has 91 spaces.

Ms. Zalin said there are no substantial renovations proposed for the building – no height change or change in footprint. Essentially, the current building would be divided into 4 sections with each of the tenant spaces having an aluminum door and signage at its storefront. There will be an egress door at the back of the preschool for emergency use and a fenced-in playground adjacent to the front of the proposed pre-K space. The playground features are under development but Ms. Zalin said there would be protective curbs and bollards installed around it.

Ms. Zalin said they are proposing some relocation and replacement of light poles within the parking lot.

Ms. Zalin said no changes were proposed to any of the on-site landscaping. The fencing, the sidewalk apron in front of the building, and most of the exterior of the building itself in terms of materials, would remain.

Ms. Zaldin said the current tenant – Key Food – is no longer a viable tenant and the building owner is trying to find a way to revitalize the space. Mr. Klein confirmed the applicant is the building owner. Mr. Hughes said he believes there is some relationship between the building owner and the Key Food tenant. The current building owner will retain ownership and is looking for new tenants for the building.

Ms. Zalin said for the pre-K, the applicant is in discussion with the Goddard School, a private preschool with several successful locations.

Ms. Zalin didn't know specifically what changes would be made to the back of the building and didn't have information regarding trash management for the proposed setup. She said the only change in the back would be the addition of one egress door for the pre-K for emergency access.

Mr. Hughes said the A1 is zoned for retail use. If the owner wanted to have a restaurant in one of the spaces, they would have to come back, because the parking requirement would change. Mr. Hughes said that the Commission would decide what the parking requirement should be for the pre-K, as it did for Tutor Time.

Ms. Favate said it's possible they will not need all 92 parking spaces, which would leave space for more landscaping. Part of the special permit for daycares is a requirement for screening. Currently there is very little screening.

Mr. Brotherton asked how many of the 92 spaces would be left after parking for the retail spaces is accounted for. Mr. Hughes said they didn't have the square footage from the applicant, so they couldn't give an exact number. He and Ms. Favate said the requirement should be one spot per 300 square feet of retail space. Ms. Zalin said she could get more detailed plans in a future submission as well as provide parking counts. She said they could look into landscaping within the parking lot, perhaps on the islands or something similar.

Mr. Klein said something they spend a lot of time discussing in cases like this is safe drop-off – especially when it involves kids. As such, they will need to know the operational characteristics of

the pre-K and any overlap if it's an all-day thing or if there are sessions, etc. Ms. Zalin said they would absolutely provide that information in a future submission.

Mr. Klein pointed out that it was very preliminary and there wasn't a whole lot to dig into that evening. He said they wouldn't set a public hearing until they felt the application was complete, and right now there were a lot of things that were unknown and a lot of things that could change.

Ms. Favate noted this was already a built site – it wasn't new construction – but that doesn't mean there aren't opportunities to improve conditions. Mr. Klein said it would be nice if there was a change that offered more pervious surface.

Mr. Klein expected the tenants would want glass fronts not brick fronts with a single door as the applicant showed. Ms. Zalin said the building owner didn't have any plans that she knew of to remove bricks and replace it with glass. Mr. Klein said that he would much rather see glass than solid brick arches and added it would likely be easier to attract a new tenant if it was an actual storefront.

Mr. Hughes said if they did want to propose any architectural changes in the future, they would need to get a building permit, and if they want to make storefront changes, they would need to come before the Commission.

Ms. Zalin said the site would be one-way in and one-way out, which normally allows a reduction in the number and width of curb cuts. She said that once they have a better idea of demand, they will be able to improve circulation, especially with drop-off and pick-up in mind. Ms. Zalin said another benefit of reducing the aisles or curb cuts would be to make it more pedestrian friendly.

Ms. Zalin said the four parking spaces in front of the proposed playground could potentially be removed and turned into a drop off area. Mr. Klein thought that was a good idea.

Ms. Zalin said they still need to perform a traffic study, but at the moment it was impossible as far as monitoring because there is no data on traffic or parking. Ms. Zalin said once they have square footages for each tenant, they will be able to confirm parking needs and determine what is left for the daycare.

Mr. Klein asked that next time they also have answers on queue lengths and drop-offs in addition to parking.

Mr. Keller noted that if three retail spaces applied separately, each would look different. He thought there should be a sense of uniformity. Mr. Klein commented that the applicant might want to consider just making all the three spaces into storefronts, suggesting again that it might make the spaces even more marketable. Mr. Leyva said even if three tenants came before for approvals separately, the Commission would still want uniformity.

There were members of the public who were there and wanted to speak. Mr. Klein said outside of the Public Hearing it was not typical to hear from the public unless the applicant was willing to listen to one or two brief comments.

Mr. Klein said he was aware that residents didn't want to lose the supermarket but explained that the Commission had no control over that. If the supermarket decides to close their doors, they would close regardless of what is planned for the future.

Resident 1 said typically the Goddard Schools had large numbers of students and were in spaces much larger than the one the applicant was proposing. She had a concern about the traffic and congestion that would be associated with a pre-school of that size and was likewise worried about pedestrians – particularly kids at the public school all coming and going at the same time.

Resident 2 said she has lived in Pleasantville for 35 years and was a local real estate agent. In her opinion, the proposal didn't belong in the Village – the daycare was not necessary and wouldn't fit. There is already Tutor Time right in town.

Resident 3 said a lot of seniors still walked to the grocery store. Mr. Klein sympathized with people's feelings about the only supermarket left in town going away.

Mr. Klein wrapped up the comments and let everyone know they would have a chance to speak in length at the Public Hearing.

Mr. Hughes told the public the different ways to stay up to date with the agendas and get notified about the date of the Public Hearing. He explained that only property owners within 200 feet would receive public notices in the mail. Mr. Klein added everybody can go to the Village website and look at the Planning Commission agenda to see when the next meeting is. Mr. Hughes said board meeting dates and agendas are emailed to people who sign up to be on the email blast list.

Mr. Klein suggested someone who understood the flow of the school – a manager or operations director from the school – be at the next meeting to discuss all the operations and help the Commission understand the flow of the day, class sizes, etc. Ms. Zalin said she imagined their traffic engineer would be in touch with someone from Goodard regarding those operation details.

Minutes of Meeting

A motion to approve the minutes of the May 27, 2026, Planning Commission meeting was made by Mr. Leyva, seconded by Mr. Keller and unanimously carried.

A motion to adjourn the meeting was made by Mr. Brotherton seconded by Mr. Leyva and unanimously carried.

The meeting adjourned at approximately 10:00 pm.

Respectfully submitted,

Mary Sernatinger
Secretary