



109 Brookside Ave

Chester NY 10918

845-469-2116 Ext 7001

Amended Site plan

For

Addition & Zipline

The Castle Fun Center

Addendum sheets to Site Plan:

Please find the included items for submittal:

1. The Castle Parking Explained
2. The Castle Zipline Potential Passenger Noise
3. Soaring Eagle Rider Cart Lights Memo
4. CFC Zipline Photometry Bitro
5. Zipline Evac Procedures
6. The Castle Fun Center zipline evac narrative
7. The Castle Zip Line Hours Narrative
8. Environmental Restrictions



April 7, 2017

Re: The Castle Parking Explained

I have been building and operating The Castle for 24 years and have never had any substantial issues with parking. I have designed the parking to match the facilities growth through the years. The calculations have worked well, and the application before the board shows an extra 8 spaces over the parking calculation.

I understand the boards concern; I feel this letter will relieve those concerns. I don't want my guests to not have parking, that's not good guest service or good business. There are several ways we have addressed and corrected parking in the past. Let me explain how we have kept our parking balanced.

The handful of times parking was close to full for an event or party, simple adjustments were made to assure parking was balanced. We have either added a parking attendant or adjusted the schedule. An example of this would be the time we had 600 service men and women come all at one time for an event. The group met on the event grounds for food and utilized the fun center for fun. However, we had not realized many were coming individually in their own cars (because many came from work). Parking was full, but we made it through the day by adding radio equipped parking attendants who directed any further incoming guests into open parking spots as other guests left, and for the same even the following year, we changed their schedule so they arrived throughout the afternoon, not all at once. Parking was not a problem at all with that change. I can think of only one or two other days we had a full lot. We had scheduled a lot of birthday parties all within a short period of time, to correct this and to assure this was more comfortable for the guests and the running of the facility we now utilize software to block out the capability to over book. This has been working great.

Although the parking is matched to the facility size, there could be a time similar to when the service men and women from Stewart Air Force Base came for a planned event. To accommodate such an event there are several things we can do. We would arrange to have all staff park offsite, or arrange bussing for the group that is scheduled. There is also the grass area of the event grounds, this area can support parking for 40+ cars if needed (attached is a layout). This is a gated area and was used for a car show several years ago, and worked well.

As we grow we will continue to accommodate our guests and assure parking works for them, and our community. If an event or circumstance may cause us to use a backup plan to accommodate parking, it is only in our best interest to make all the pieces work together. This is not only for the business, but for our guests and community. Without the guest satisfaction, we have no business, if we have no business we don't need parking.

Thank you

Brian Leentjes
The Castle Fun Center

MAY 10, 2017

POND

BLACK MEADOW
CREEK

N/F
BAZZ, LLC.
LOT #1
F.M. No.209-97

BRIDGE

U.P.

VILLAGE OF CHESTER
TOWN OF CHESTER

PROPOSED
EVENT PARKING
ARROW SIGN

146
TWO STORY SHOP
BASEMENT SAND FILTER
2 PARKING SPACES
(170 - 171)

BLACK MEADOW

OUTDOOR
RECREATION AREA
LAWN AREA

TYP. 3/8"

19

38

51

60

64

U.P.

69

12

RESTROOM
FACILITY
BLDG. PEAK
ELEV.=468.4

CONCRETE
PATIO

LOT C
PARKING AREA

ZIPLINE
ZIPLINE 610± LF.

CONCRETE
PATIO

EXISTING
EVENT CENTER

154

147

LOT C
PARKING AREA

CROSS WALK

163

164

BUS PARKING
3 SPACES

169

TOWN
OF CHESTER

VILLAGE
OF CHESTER

SIGNS

MONOPOLE
BILLBOARD

39

RET WALL

34

40



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Chester NY 10918

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5/5/2017

The Castle Fun Center Zip Line- Potential Passenger Noise

The Proposed zipline would pose no significant increase to the dBA SPL at the neighbor's property line. The possibility of an occasional shout of excitement from a passenger on the zip line does not pose any significant noise concern whatsoever, as existing traffic and natural sources of noise already far exceed the dBA rating that may potentially be generated from a zipline passenger at the neighbor's property.

A noise study was performed for a previous project in this location. The results of the noise study yielded the following results:

Ambient dBA SPL measured between 62.00 dBA SPL lowest when no traffic was present to 82.3 dBA SPL highest when a large truck passes by the neighboring residence. Testing was performed numerous times throughout different times of the day and night.

A **shouting voice** approximates to a sound pressure level of *88 dB at the source*.

At 250 ft from the shouting voice the decibel level will be 40 dB(A).

Standards:

The EPA's goal is that continuous exterior noise levels do not exceed 65 decibels in a residentially zoned area. This goal is not a mandated standard and does not account for cost or

feasibility. The 65 decibel criterion is more restrictive than the criteria used by the Federal Highway Administration road design standards for noise

Please keep in mind the following reference dBA levels of common sources that are already affecting the questioned area:

Curbside of a busy road from a distance of 15 feet = 80 dBA

A large diesel semi-truck from 30 feet = 90 dBA

A chainsaw at a distance of 3 feet = 110dBA

Background traffic, noise, wind through trees, crickets, etc. at times will exceed 65 to 70 db. In some cases the actual use will mask the background noise resulting in a lower dBA reading (waveform cancellation).

Conclusion:

The Proposed zipline would pose no significant increase to the dBA SPL at the neighbor's property line. The possibility of an occasional shout of excitement from a passenger on the zip line does not pose any significant noise concern whatsoever, as existing traffic and natural sources of noise already far exceed the dBA rating that may potentially be generated from a zipline passenger at the neighbor's property.

Mike Baier

The Castle Fun Center

NOISE ATTENUATION BY DISTANCE (Point Source)

PROJECT DATA (Optional)

Project	The Castle Fun Center Zipline		
Remarks			
Your ref	1302103	Client	The Castle Fun Center
Identification	1313	Client's ref	N/A

CALCULATION INPUT

Source Noise Levels

Sound Pressure Level (SPL, Lp) at 1 ft from source 88 dB(A)

Transmission path

hemi - spherical

Immission Point (listener)

Distance from Source 250 ft

CALCULATION RESULTS

Sound levels

Source Sound Power Level (PWL) 85.7 dB(A)

Attenuation

Attenuation by distance of 76.2 m 45.6

Immission (listener's) point

Sound Pressure Level (SPL, Lp) 40 dB(A)



Dear Soaring Eagle Customers,

Thank you for being part of the Soaring Eagle Family. We work to serve you with all your needs. Recently there has been conversation about the lights on the passenger cart and we want to provide our recommendation to you.

We recommend proper maintenance and use of the lighting that comes on every Soaring Eagle Zipline. An important purpose of the downward-facing lighting on the passenger cart is for the safety it provides for the riders. Although the zipline motion is largely automated, please remember the operator remains responsible to visually watch the ride cycle on each zipline ride. While the zipline is in operation, the operator must also be aware of the cart position and rider compliance with safe zipline rider rules. By having the lights on, the operator can identify cart position. Please recognize the importance and added layer of safety the cart lights add to your zipline operations.

As always, thank you for your feedback and input as we continually work to provide the safest and most technologically advanced Zipline operations in the world!

Sincerely,
The Soaring Eagle Team

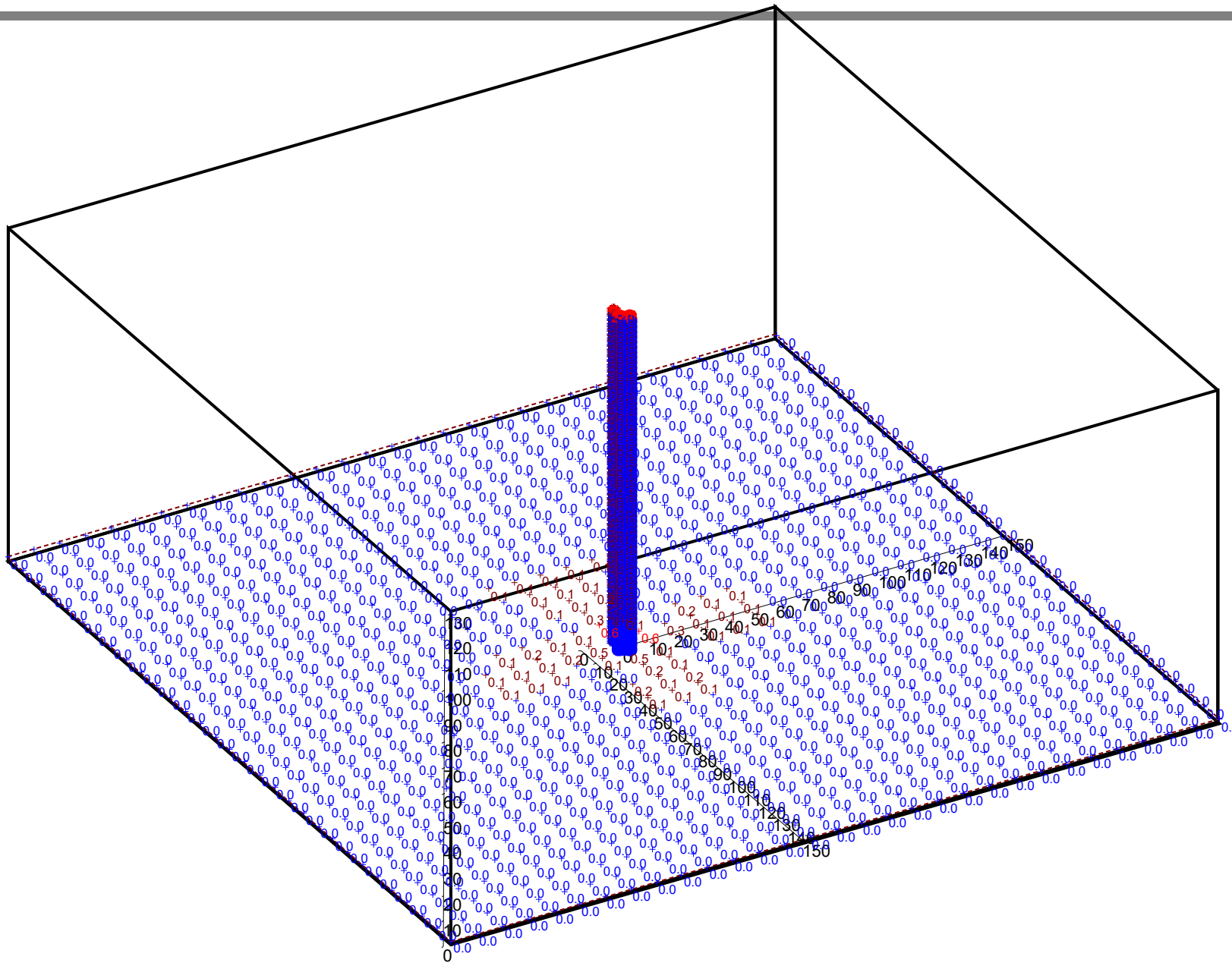
Physical Address:

326 West 2500 North
Logan, Utah 84341, USA
www.soaringeagle-inc.com (W)
info@soaringeagle-inc.com (E)

Mailing Address:

P.O. Box 55
Providence, Utah 84332, USA
435-754-7807

CFC Zipline Photometry
OTSP-Lite Modules Facing Pole



South West View

Note:

Pole Height: 130 Feet

Pole Diameter: 2 Feet

OTSP Modules - Centered on four sides - channel mounted facing pole - standoffs

Walls placed 150 feet away from pole.

Footcandle level extends about 50 feet from pole and drops off

Pole will be visible from a distance, but not cast light far are cause major sky glow.

Designer

Date

5/9/2017

Scale

Not to Scale

Drawing No.

Summary

CFC Zipline Photometry OTSP-Lite Modules Facing Pole

Designer

Date

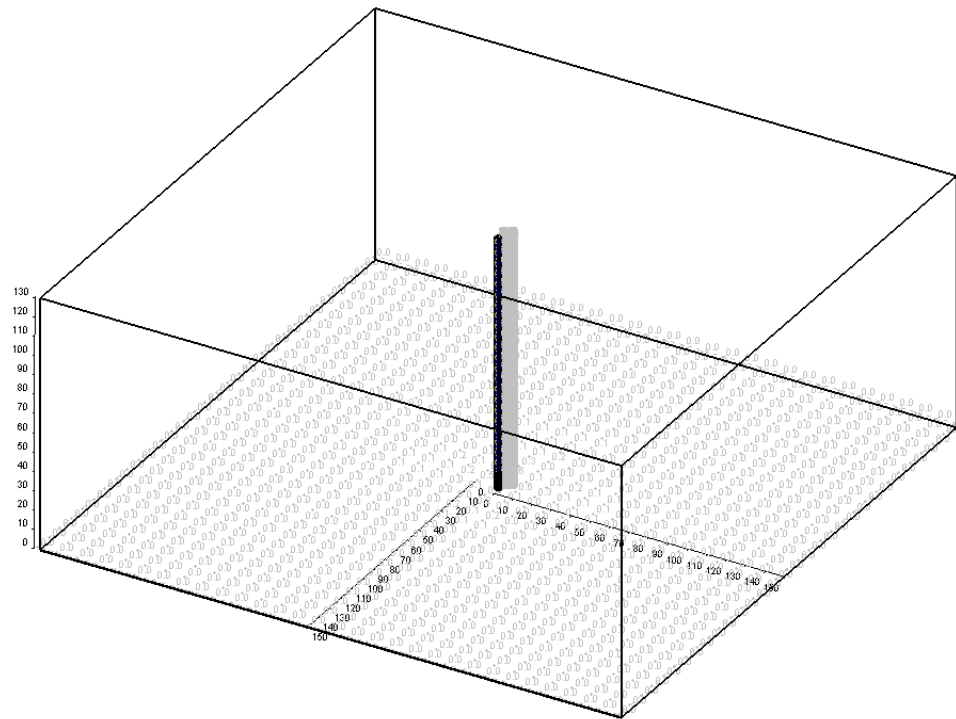
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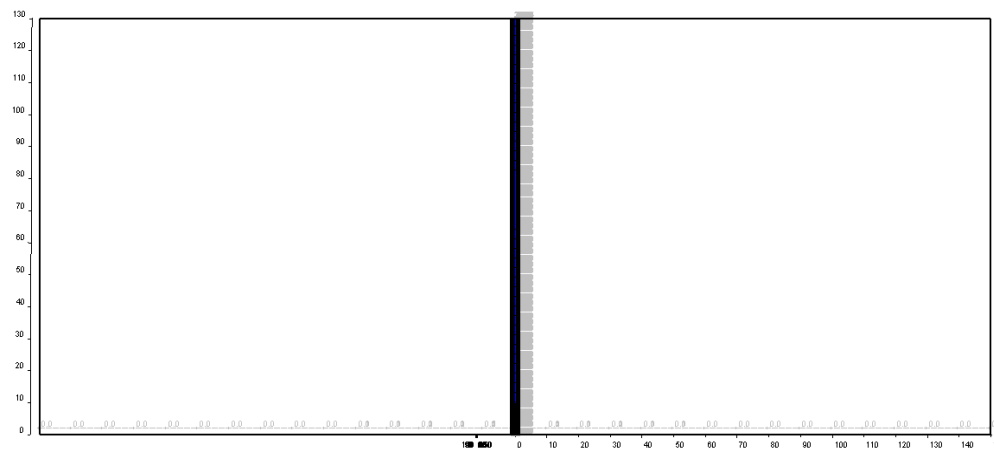
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Summary



View #5



View #4

CFC Zipline Photometry
OTSP-Lite Modules Facing Pole

Designer

Date

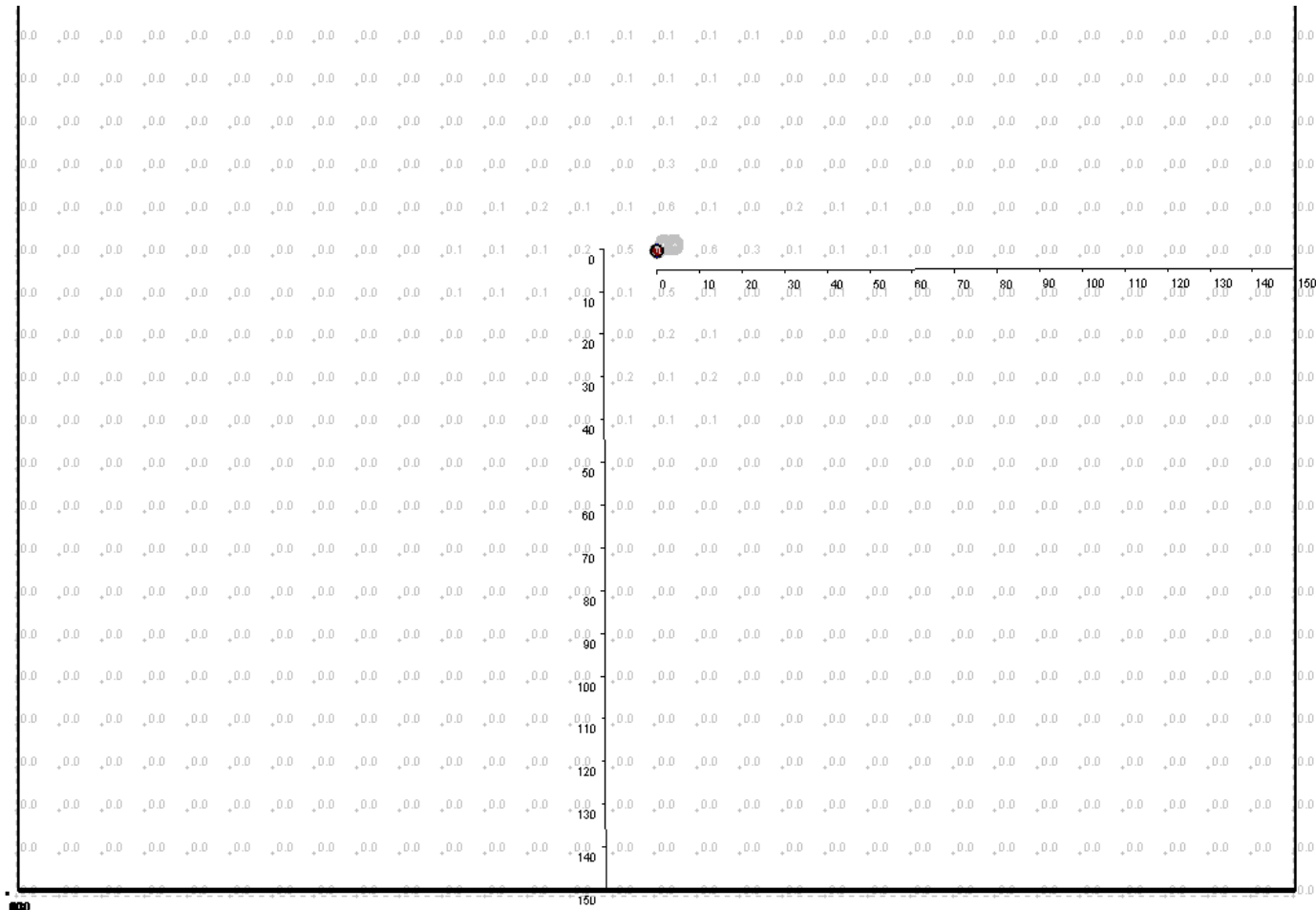
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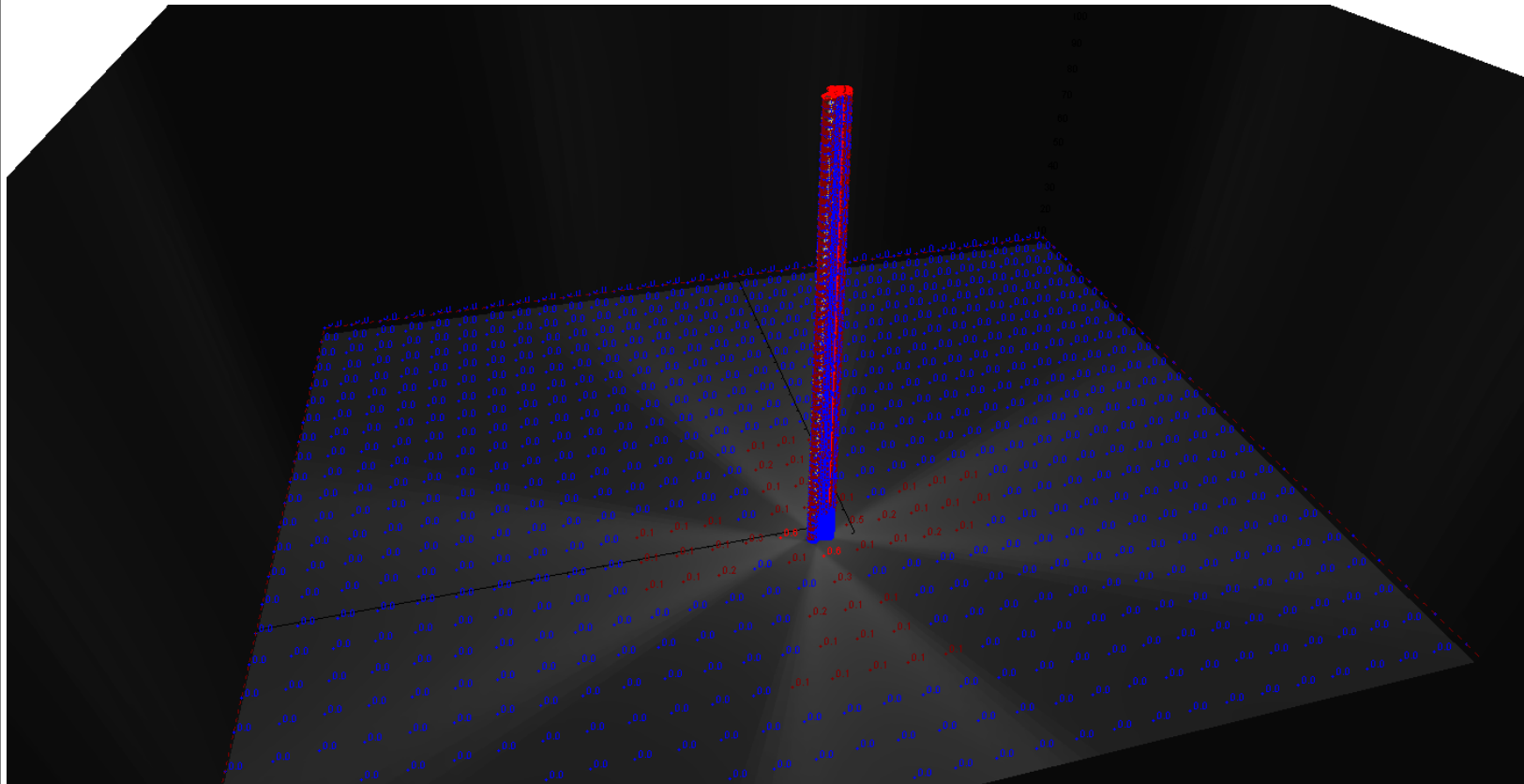
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Drawing No.

Summary



View #3



View #8

CFC Zipline Photometry OTSP-Lite Modules Facing Pole

Designer

Date

5/9/2017

Scale

Not to Scale

Drawing No.

Summary

CFC Zipline Photometry OTSP-Lite Modules Facing Pole

Designer

Date

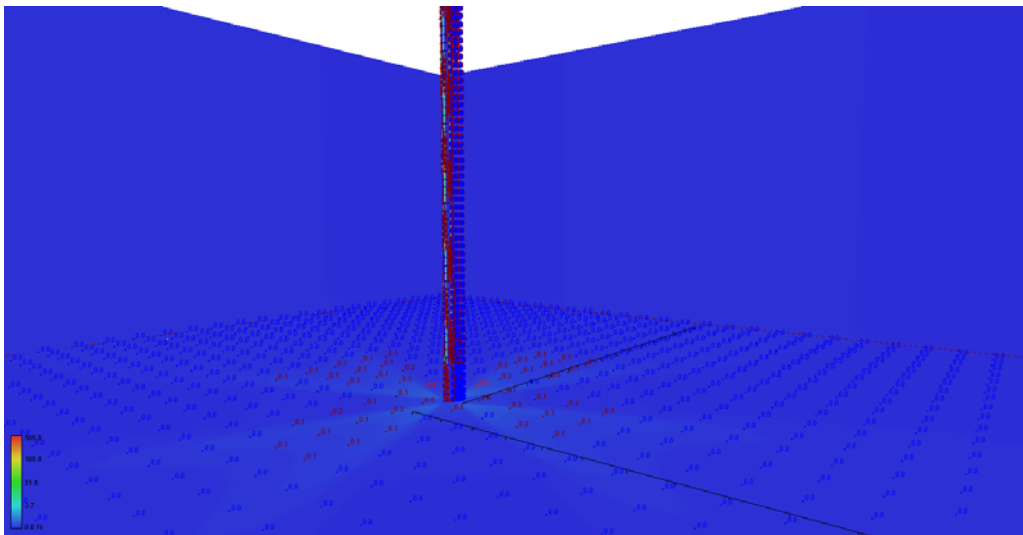
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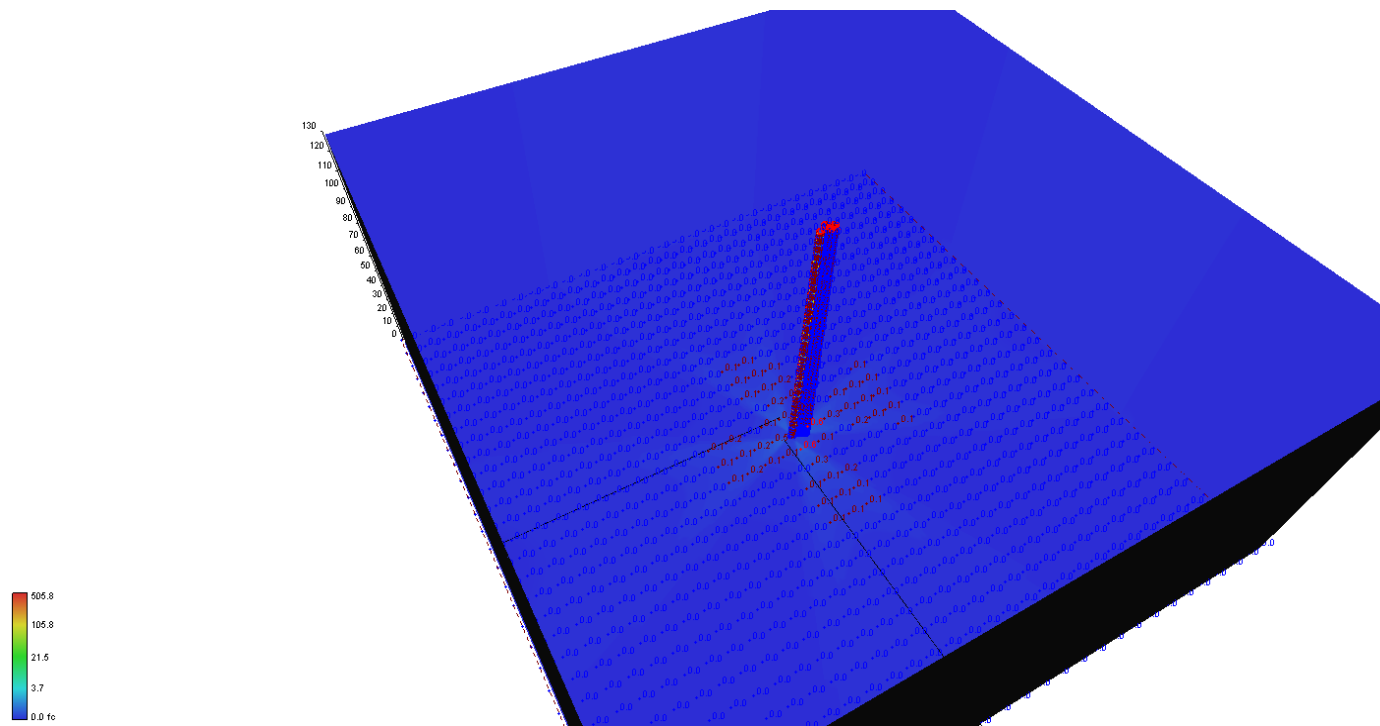
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Drawing No.

Summary



View #6



View #7

CFC Zipline Photometry
OTSP-Lite Modules Facing Pole

Designer

Date

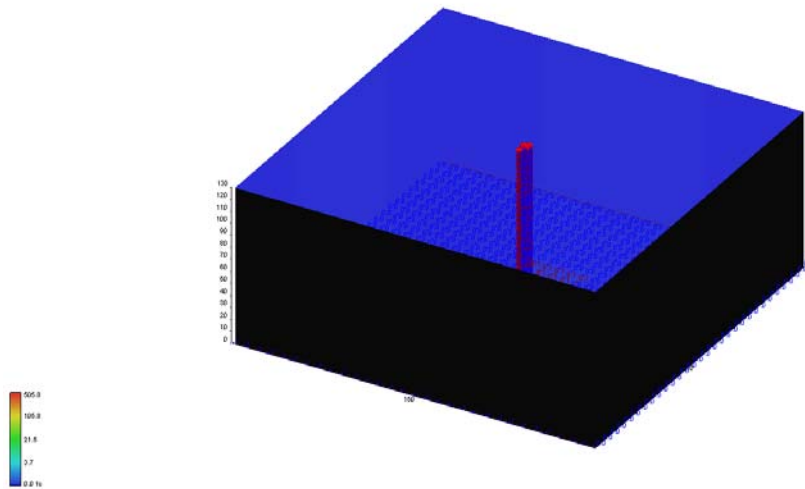
5/9/2017

Scale

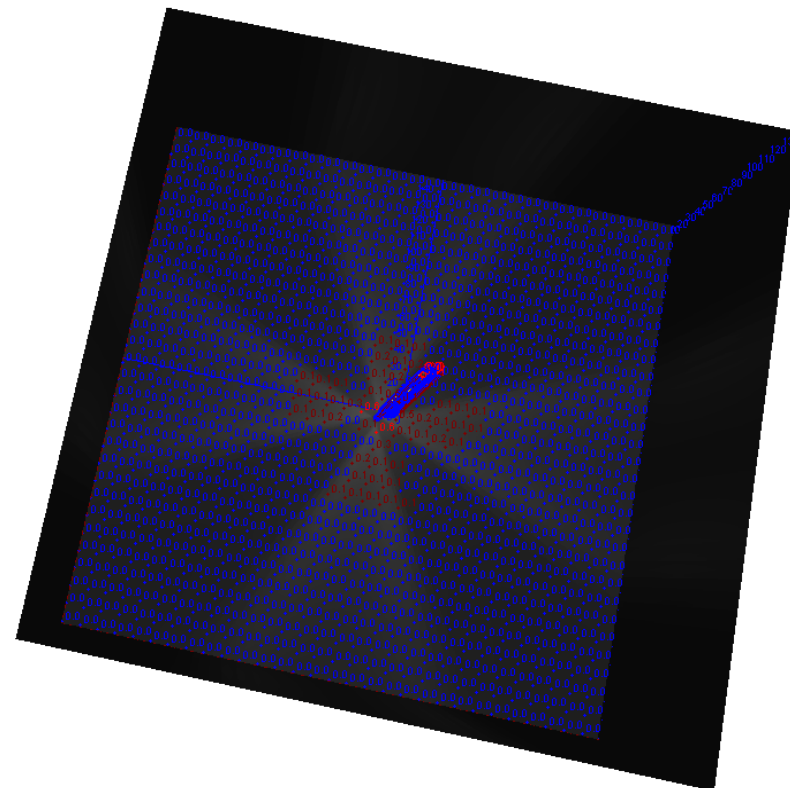
Not to Scale

Drawing No.

Summary



View #1



Current View

ZIPLINE EVACUATION PROCEDURES

IF POWER TO THE ZIPLINE IS LOST THE MOTOR BRAKE WILL APPLY AND SLOW THE CART TO A STOP, IF MOVING. IF THIS OCCURS THERE ARE WAYS TO BRING THE CART TO A SAFE UNLOADING POSITION.

- 1. RELEASE MOTOR BRAKE AND ALLOW GRAVITY TO BRING THE CART DOWN THE CABLE (SEE FIGURE 1).
- 2. RELEASE MOTOR BRAKE. IF GRAVITY ALONE IS NOT ENOUGH, ROTATE DRIVE WHEEL MANUALLY TO PULL THE CART DOWN (SEE FIGURE 2).
- 3. IT IS UNLIKELY, BUT IF NEITHER OF THE ABOVE METHODS CAN BRING THE CART DOWN, THE MAIN CABLE CAN BE LOWERED USING THE BATTERY POWERED WINCH PROVIDED WITH THE ZIPLINE (SEE FIGURE 3).

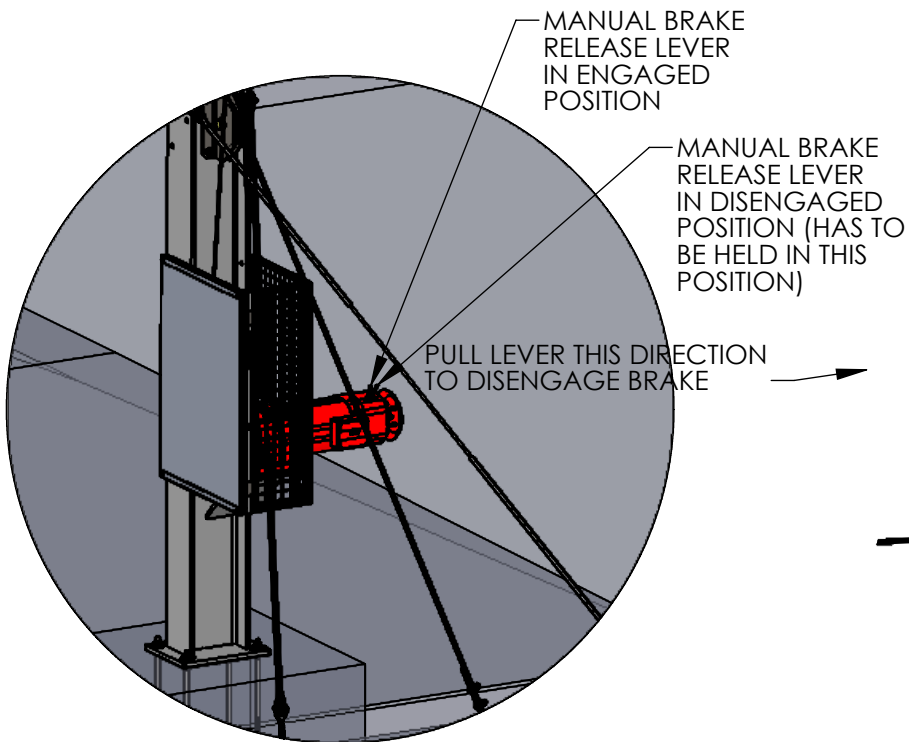
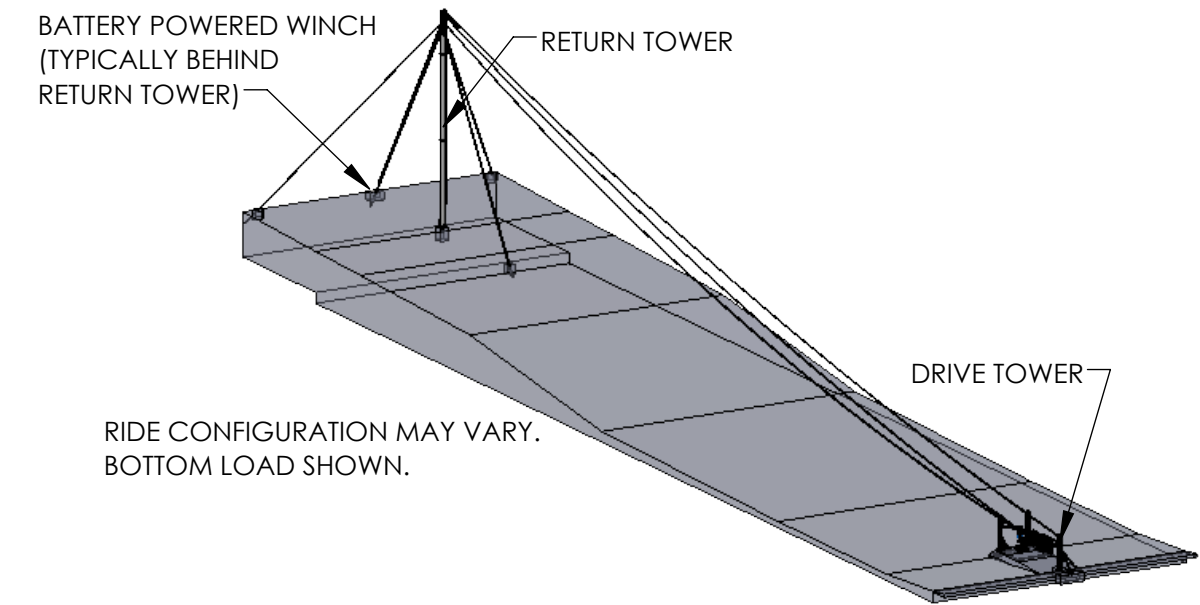
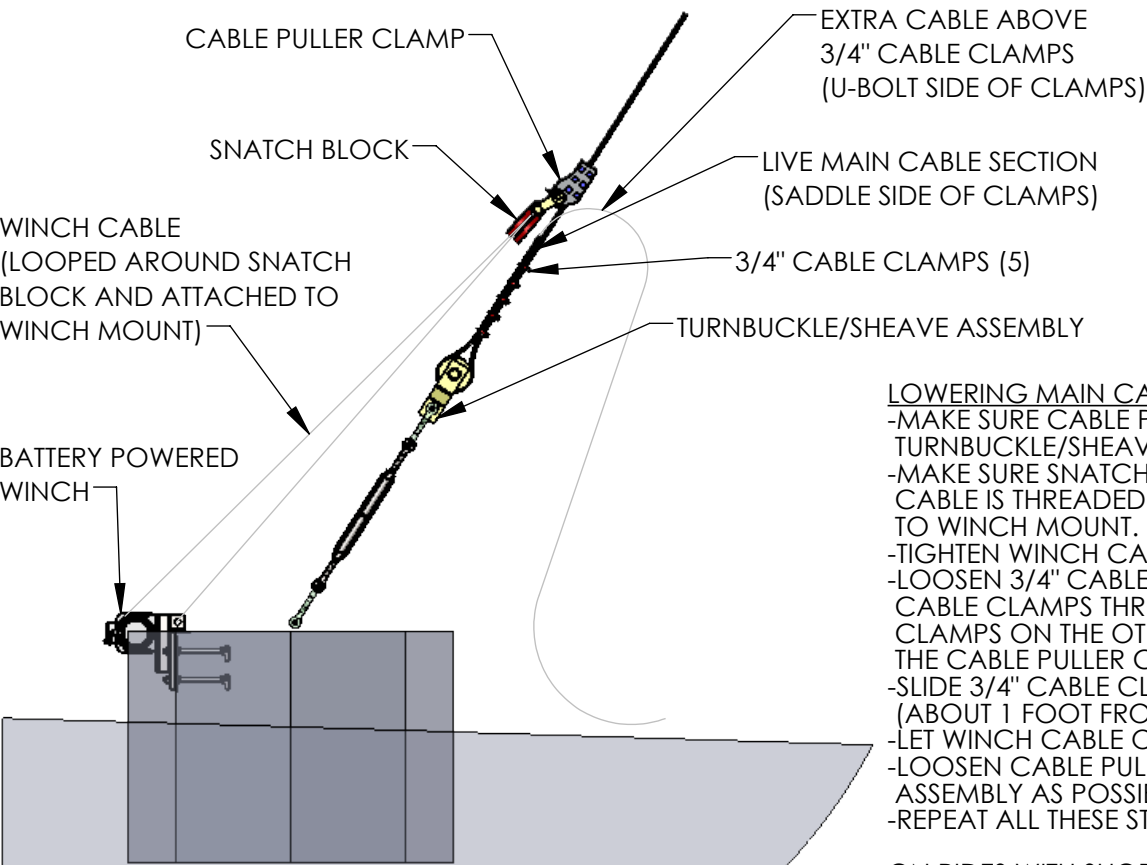


FIGURE 1



- LOWERING MAIN CABLE**
- MAKE SURE CABLE PULLER CLAMP IS TIGHTENED ON CABLE, AS CLOSE TO TURNBUCKLE/SHEAVE ASSEMBLY AS POSSIBLE.
 - MAKE SURE SNATCH BLOCK IS SECURED TO CABLE PULLER CLAMP, AND THAT WINCH CABLE IS THREADED THROUGH SNATCH BLOCK AND LOOPED BACK AND ATTACHED TO WINCH MOUNT.
 - TIGHTEN WINCH CABLE TO TAKE ALL TENSION OUT OF TURNBUCKLE/SHEAVE ASSEMBLY.
 - LOOSEN 3/4" CABLE CLAMPS AND PUSH SEVERAL FEET OF EXTRA CABLE FROM ABOVE 3/4" CABLE CLAMPS THROUGH CLAMPS AND SHEAVE. PULL THE CABLE THROUGH SHEAVE AND CLAMPS ON THE OTHER SIDE. THIS SHOULD LEAVE PLENTY OF SLACK IN THE CABLE BETWEEN THE CABLE PULLER CLAMP AND THE TURNBUCKLE/SHEAVE ASSEMBLY.
 - SLIDE 3/4" CABLE CLAMPS DOWN CLOSE TO TURNBUCKLE/SHEAVE ASSEMBLY (ABOUT 1 FOOT FROM SHEAVE BOLT, ABOUT 4"-6" BETWEEN CLAMPS) AND RETIGHTEN.
 - LET WINCH CABLE OUT TO PUT ALL TENSION BACK ON TURNBUCKLE ASSEMBLY.
 - LOOSEN CABLE PULLER CLAMP AND SLIDE IT DOWN AS CLOSE TO TURNBUCKLE/SHEAVE ASSEMBLY AS POSSIBLE, THEN RETIGHTEN.
 - REPEAT ALL THESE STEPS AS NECESSARY UNTIL CART IS IN A SAFE UNLOADING POSITION.

ON RIDES WITH SHORT RETURN TOWERS THE WINCH MAY BE ON EITHER THE DRIVE OR RETURN TOWER END.

SOME RIDES MAY HAVE THE WINCH CABLE THREADED THROUGH AN EXTRA SHEAVE ON THE TOWER. IN THESE INSTANCES, THE CABLE PULLER CLAMP SHOULD ATTACH TO THE CABLE IN FRONT OF THE TOWER (ON THE CART SIDE), AND THE WINCH CABLE SHOULD LOOP AROUND THE SNATCH BLOCK AND ATTACH TO THE TOWER.

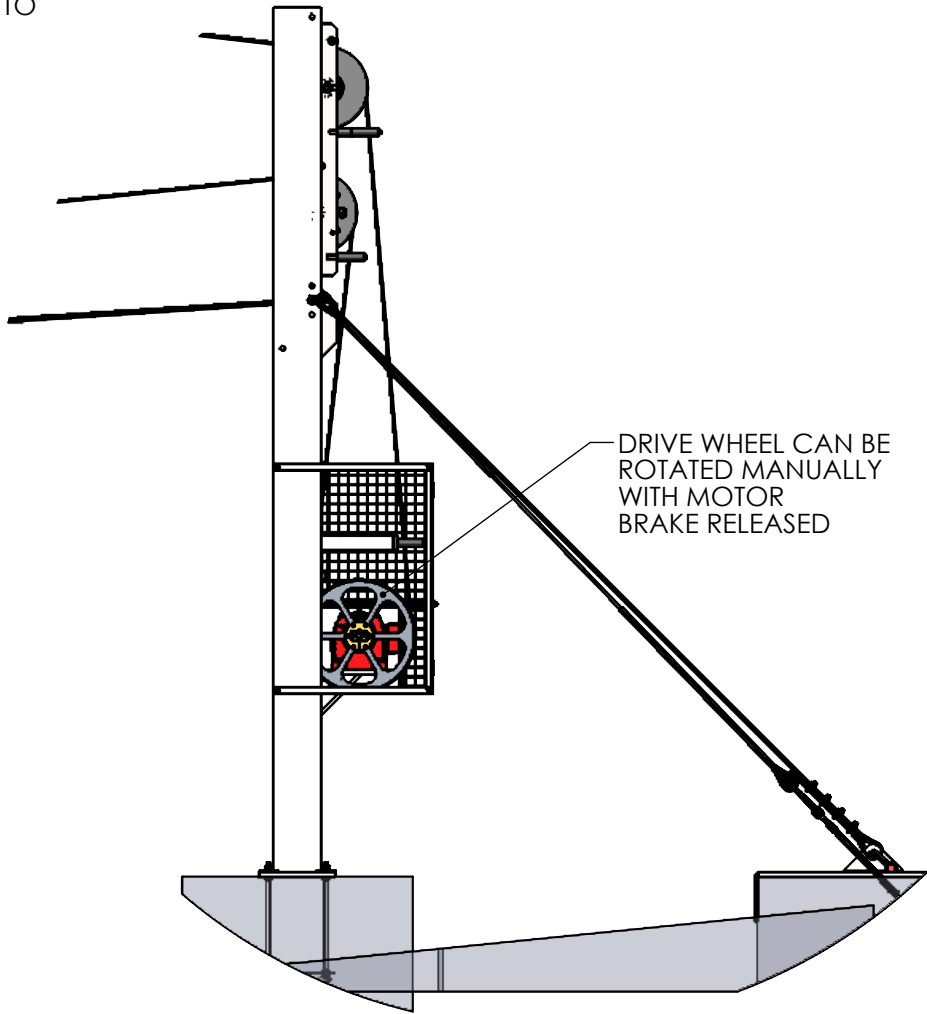


FIGURE 2

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ZIPLINE EVACUATION PROCEDURES

UNLESS OTHERWISE SPECIFIED		DOCUMENT NO.	
* DIMENSIONS ARE IN INCHES [MILLIMETERS] * ANGLE ±1°		ZIPLINE EVACUATION PROCEDURES	
* MATERIAL MILL FINISH ACCEPTABLE			
GENERAL TOLERANCES			
.XXXX (ANY LENGTH).....	±0.0005 [0.02]	MDL: A. LAWYER	08/31/16
.XXX (ANY LENGTH).....	±0.005 [0.15]	DRN: A. LAWYER	08/31/16
.XX (ANY LENGTH).....	±0.01 [0.25]	CHK:	
.X (ANY LENGTH).....	±0.05 [1.30]	APP:	
FRACTION, HOLE DIAMETER.....	±1/32" [0.80]	REVISION: 001+ SIZE B	
FRACTION, 0 - 240 [0-6096].....	±1/16" [1.50]	SHEET 1 OF 1	
FRACTION, >240 [6096].....	±1/8" [3.00]	SCALB:1024	



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Emergency Evacuation Plan -Soaring Eagle Zip Line

In the case of an emergency stop, mechanical, and/or electrical failure there are multiple ways to safely evacuate the patron from the cart, load/unload, and queuing locations. The ride manufacturer does not require any third-party involvement for the safe recovery of the passengers. There are several different methods of recovery depending on the severity of the issue.

If the ride is operating and is in motion; and a power outage situation occurs, the ride automatically applies the brakes and decelerates the passenger cart to a safe stop. This ride will also be tied into the facilities automatic backup generator. This will enable the ride to automatically have power 6 seconds after an electrical grid power outage. The operator can then easily return the passenger cart to the home position via a couple button presses.

If for some reason there existed a situation where there was a power outage and generator failure, the ride can be manually brought back to the home position by manually releasing the brakes, and through a mechanical advantage point the passenger cart can be manually driven back into the home position by cranking the drive wheel.

In the event the passenger cart can't be retrieved because of a cause preventing the cart from traveling on the line.... The main cable can be safely lowered through the use of a battery powered winch that exists on the bottom of the main tower supplied by the ride manufacturer. This would allow the passenger cart to be lowered safely to the ground in any situation.

Although not required by the manufacturer, the castle also owns various lift equipment, which can reach up to 80 feet in height.

Mike Baier



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Hours of Operation Addendum

Existing Hours:

The current outdoor operational hours are shown on an approved site plan dated March 14, 2001

Note 6. Park Hours March through Nov - 9am to 12pm (midnight)

Note 7. Go Karts and batting hours March through Nov open 9am -11pm everyday.

(The restriction on the batting cage and go karts were established because there were two neighbors in close proximity to those activities and things have since changed. Those 2 dwellings are no longer existing)

The site plan approved by the town of Chester dated 8/4/11

Note 10. Amplified music to be off by 10:00 pm

Proposed Hours:

Hours of operation for all activities in village and town of Chester

8:00 am to 1:00 am

(Outdoor recreation amplified music in town to end 10:00 pm)

3.7 Environmental Restrictions

The following conditions must be adhered to in regard to weather conditions.

1. It is not recommended that the Soaring Eagle zip ride be operated during the following weather conditions
 - a. Thunder/Lightning Storms
 - b. Rain Storms
 - c. Snow Storms
 - d. Winds exceeding 33 mph
2. It is recommended that the cable tensions be monitored/checked for proper height during extreme temperature fluctuations. For example, on extremely hot days the main cable (3/4") will have a tendency to lengthen. In this scenario the ride height of the cart would need to be adjusted.
3. After periods of snow/ice storms, accumulation on the cable is likely. It is recommended that the operator cycle the zip ride at least six times. This is to ensure proper operation prior to opening the ride of the public.
4. It is recommended that during thunder/lightning storms that the system be entirely shut down by turning the power supply switch to the off position. The onboard electronic system could be damaged if operator under such conditions.
5. After carefully monitoring weather conditions, if the temperature is going to drop below 10° F for an extended period of time, it is recommended that the battery in the cart be removed and properly stored in a warm and dry place.