

# LEGOLAND, NEW YORK PROJECT

PRESENTLY PENDING BEFORE THE TOWN OF GOSHEN PLANNING BOARD ON APPLICATIONS FOR  
SITE PLAN, SPECIAL PERMIT, SUBDIVISION, AND CLEARING/GRADING APPROVALS

## LEGOLAND FLORIDA SITE VISIT REPORT

THE FOLLOWING IS THE COMBINED AND INTEGRATED REPORTING BY THE TOWN OF  
GOSHEN ENGINEER, TOWN OF GOSHEN BUILDING INSPECTOR, AND TOWN OF  
GOSHEN PLANNING BOARD TRAFFIC CONSULTANTS OF THEIR SITE VISIT TO THE  
LEGOLAND THEME PARK IN WINTER HAVEN, FLORIDA

NOVEMBER 8, 2016

## PRELIMINARY STATEMENT

The Town Planning Board is considering site plan, special permit, minor subdivision, and clearing/grading approvals in connection with a proposed development of a theme park to be known as LEGOLAND New York. In order to achieve the requested Planning Board approvals, there is a need to modify the Town's Comprehensive Plan and Zoning Code to allow this type of development. Pending before the Town Board are two local laws that would accomplish those modifications.

The proposed site in the Town is located along the easterly side of Harriman Drive. It consists of approximately 519 mostly vacant acres, of which approximately 140 acres is proposed to be developed. The proposed LEGOLAND New York park will contain many of the elements present in other existing LEGOLAND parks, including those of LEGOLAND California, LEGOLAND Windsor (England), and LEGOLAND Florida. However, none of these, or other LEGOLAND parks in the world, exactly matches what is proposed for LEGOLAND New York.

A site visit to LEGOLAND Florida, annexed earlier this year into the City of Winter Haven, was conducted to assist in the review of the pending Goshen application, mostly to confirm or refute various representations by the Applicant as to how its theme parks operate, the impacts it would have on the environment and community services relevant to the State Environmental Quality Review Act ("SEQRA") process, and legal issues/conditions related to the approval process. The operation of a similar theme park is highly relevant to the obligation of the Planning Board to analyze the proposed site plan of the Goshen facility, and the related special permit elements that it must consider. First hand inspection of such operations as traffic (volume, ingress/egress, and circulation), parking, pedestrian and vehicle interaction, stormwater controls, storage of materials (including flammable materials), receptiveness of the park design layout to accommodate emergency service operators (police, fire, ambulance), etc. provides invaluable information and reference data that greatly assists the reviewing boards and their consultants.

Attending the LEGOLAND Florida site visit was the Town Planning Board Chairman, Town Building Inspector/Code Enforcement Officer, Town Engineer, Attorney for the Town, Planning Board Attorney, and the Traffic Engineers engaged by the Planning Board for review of this project. The Florida site visit commenced at 2:00 p.m. Friday, October 28, 2016 and ended at 5:30 p.m. Saturday, October 29, 2016. A similar site visit was performed in connection with the Amy's Kitchen application, also pending before the Planning Board. The Amy's Kitchen site visit involved a visit to its California and Oregon facilities.

Although it is legal for the Applicant to have paid for all of the expenses of this site visit, the Town Engineer, Attorney for the Town, Planning Board Attorney and consulting Traffic Engineers each paid their own expenses for the site visit. The

expenses for the Town Planning Board Chairman and the Town Building Inspector were paid from the application fee previously paid to the Town by the Applicant. It was the Town representatives that made the decisions as to (i) the local public officials and LEGOLAND Florida personnel that we would meet with to discuss the project, and (ii) what, when and where the Town contingent would observe various activities in and around the park. The LEGOLAND personnel facilitated our requests and never denied us access to any park area or activity that we wanted to observe, nor denied us access to any person to discuss the park and its impacts. At our request, the meetings with the local public officials, several of whom lived within approximately one mile from park, took place without the presence of LEGOLAND personnel in order to encourage frank discussions. During the tour of the areas of the park requested by the Town of Goshen participants, LEGOLAND made available its civil engineer, planner and attorney working on the New York project to answer any of our questions and to assist in relating the observations to the similarities and differences between the Florida facility and the Goshen facility.

The LEGOLAND Florida site visit provided information that is useful to both the Planning Board and the Town Board in their respective reviews. However, the Planning Board's review is limited by law in its scope to those elements of the project relevant to the site plan/special permit/subdivision/clearing/grading matters, and the non-economic associated environmental matters in accordance with its Lead Agency status under SEQRA for the project, including the environmental impacts of the two proposed local laws. New York State law prohibits the Planning Board from considering adverse economic impacts (including such impacts as they relate to property values, local businesses, and economic development), or the more general questions about whether or not such a project would be good or bad for the Town. State law also prohibits the Planning Board from considering or being swayed by general community opposition to, or support of, the project. In contrast, the Town Board review will largely focus on whether it would be in the Town's interest to modify the zoning law and Comprehensive Plan to allow such a project, as well as the SEQRA review issues. However, in contrast to the Planning Board, the Town Board is free to consider all issues in making its decision (including both economic and non-economic issues).

Following is the report on the LEGOLAND Florida site visit. At the end of the report are various photographs taken by the Goshen participants that reference certain features and events that are referenced in the report.

The purpose of the LEGOLAND Florida site visit was to review the operations, assess community impacts both good and bad and gain insight on design and operations from a first-hand perspective. To accomplish this the two-day inspections was organized as follows:

- Officials Meetings – Separate meetings were scheduled with top ranking Emergency Service Organization (ESO) providers (City of Winter Haven Police Department and Fire Department, and with elected and appointed public officials to review the development from a host community perspective. These were conducted with only the officials and the Town representatives present. There were no LEGOLAND representatives present for these meetings.
- Site Inspections – The Goshen team inspected the Winter Haven theme park site with LEGOLAND representatives and members of their Goshen design team. These inspections were comprehensive and included walking all areas of the park (with the exception of the water park area that the Town of Goshen participants saw no reason to tour the water park area because the Goshen facility will not have a water park). The walking tour (conducted both during daytime operational hours of the park and nighttime hours of the park) focused on sensitive site plan and environmental issues of interest to the Town of Goshen as identified through the SEQRA and site plan review process. These included multiple reviews of patron access facilities (offsite entry, site access road queue, parking and pedestrian flow, etc.), potential pedestrian conflicts with vehicles, visual impacts, light levels, noise impacts and other items as noted below.

The LEGOLAND theme park in Winter Haven contains parking area for vehicles (patrons and employees), a 150 room 5-story hotel, a LEGOLAND theme park (rides, exhibits, instructional/education areas, accessory food and shopping facilities), a wildlife preserve, water park and lakeside waterski show area. The Florida theme park has many of the features proposed for Goshen and the inspection provided the Town of Goshen review team with insight on possible environmental impacts and site plan functioning.

The Winter Haven site includes a long entry access drive, theme park style speed parking, park entry with security inspection, hotel, and other general park features. The entry access drive is shorter than the access drive proposed for Goshen. The site also includes a number of features that are not proposed for Goshen (waterski shows, wildlife nature preserve and water park). These features were not the focus of the inspection. Observations included the functioning of site access, parking, potential vehicle/pedestrian conflicts, back-of-house operations, utilities, solid waste operations, lighting, general property maintenance and landscaping, and other site plan and environmental features were observed as noted below. The Winter Haven features are similar to the Goshen proposal in many respects when properly scaled to reflect the differences in the park sizes and features. The proposed Goshen theme park is a 519-acre campus with approximately 140 acres to be developed. A total of 5,166 parking spaces will be provided on site, including the main guest lot, hotel parking, and staff parking areas. The access roadway in Goshen will be significantly longer than the Winter Haven facility, and will be able to accommodate approximately 500 vehicles, to mitigate, if not eliminate, any backup of any vehicles outside of the Goshen facility. The

proposed Goshen facility will also have a 250-room 4-story hotel and a LEGOLAND theme park. Although the Goshen park is much larger in total area, the area of development is similar, and the parking areas are also comparable.

**I. Officials Meetings**

A. ESOs - The first officials meeting was attended by the Town of Goshen representatives and by Winter Haven (WH) ESO representatives- Charles Bird, Chief of Police; David Castle, Captain, WH Police Uniform Division, and Chris Humphrey, Assistant Chief WH Fire Department. After an introduction of the proposed development in Goshen and the purpose of the visit to LEGOLAND, the meeting was held as a round-table discussion with the ESO representatives on emergency service needs, response times and methods, manpower demands, park facilities, mutual aid cooperation, and a wide variety of ESO issues as noted below.

1. The ESOs emphasized the need for mutual cooperation with all law-enforcement including Sheriff, state police, local police and park security. Their experience with LEGOLAND cooperation has been very positive.
2. The ESOs were of the opinion that the LEGOLAND employee staff training was important and beneficial – this includes many trained in CPR and trained paramedics. They also felt that LEGOLAND’s onsite health clinic was well operated. [During a visit later in the day, the Town of Goshen people spoke with the on-duty supervisor for the health clinic. They have four bed areas to treat patients and had two patrons in the facility at the time.] Some of the common treatments were for dehydration and lacerations, most often inflicted accidentally by other children bumping into each other.
3. In 2011, the park was developed while in the unincorporated area of Polk County. In April 2016 the land of the park and some surrounding area was annexed into the City of Winter Haven, although the City always provided municipal water and sewer service to the park. Florida has mutual aid for all emergency services, including police and fire protection. EMS is provided County-wide. Consequently all emergency services in the area have been serving in a backup or secondary due capacity since the park reopened as LEGOLAND. The Police Chief advised they received 47 calls from April 2015 through October 2016. Of those, 22 were for medical emergencies and 12 were false alarms. We will be following up regarding other calls to the Polk County Sheriff’s Office during this time frame. By contrast, there is approximately 60 calls a year for vandalism in the nearby Gold’s Gym parking lot.

4. It was reported that there has been no problem regarding pedophiles at the park; the only incident recalled was a registered offender who was found working with an independent contractor on a project on LEGOLAND property, but outside of the theme park area.
5. In the event of medical emergencies that cannot be handled onsite, individuals are either transported to medical facilities from the clinic or from a staging area as coordinated with site security.
6. The WH Assistant Fire Chief advised there were 12 calls from August through October – some were informational calls and there was one bomb threat. The bomb threat required clearing the park, which the Assistant Fire Chief said was performed efficiently. The result of this first bomb threat at the park was an initiative for additional training that has been scheduled. The Assistant Chief advised he could provide additional data if we wanted it.
7. The ESOs advised that they conduct regular drills and training, emphasizing the importance of these activities. Training is done in the off-peak season, generally 4 times a year. Access through remote gates can be controlled remotely and the camera system was considered excellent. They have received no noise complaints from the noise at LEGOLAND, except during the time when fireworks are performed, which is somewhat frequent at this site due to year round holidays. They report that traffic in the area is busy without LEGOLAND, and there is no obvious impact from the LEGOLAND park traffic. Traffic has never backed out to the public road and they have never observed the parking lot full.
8. The park hires off-duty uniformed police officers to patrol the park on busy days.
9. The ESOs believe access to the park as presently configured is adequate; they do not require large fire trucks to pass through the park.
10. Police discussed license plate recognition capabilities, which is used by the Police Department for specific individuals.
11. The police advised there were very few calls on traffic accidents or other calls regarding traffic; they classified it as a minimal impact.
12. The Fire Department has a 100-foot aerial ladder and the five-story hotel is not a problem for them.

13. The police did indicate that they had been involved, on occasion, regarding the sale of fraudulent tickets, which they said is an issue for all theme parks and entertainment venues.

B. Public Officials - The second officials meeting was attended by the Town of Goshen representatives and by Winter Haven (WH) Public Officials – Brad Dantzler, Mayor; Michael Stavres, Interim City Manager, Merle Bishop, Growth Management Director; Erick Labbe, Planning Manager; and Katie Worthington, Chamber of Commerce. After an initial description of the proposed Goshen project the meeting was again conducted as a round-table discussion. The issues in this meeting were focused on zoning, community impacts, fiscal impacts, traffic, complaints and responses to pointed questions on a wide variety of development and local community impacts as noted below.

1. LEGOLAND was annexed into the City of Winter Haven limits recently, after a period of discussion between the City and LEGOLAND officials during which both agreed there were mutual benefits, which included increasing the city tax base, partnership ventures, and other benefits.
2. The public officials believe LEGOLAND has acted as the catalyst to spur new business development in terms of restaurants, better brands of companies relocating there, increased hotel development, and the general level of interest in increased investing in the area, including “mom and pop” businesses. They noted an increased developer interest in the main roadway corridor near LEGOLAND and discussed their current efforts in cooperation with LEGOLAND to ensure zoning promotes desirable development.
3. Because of LEGOLAND and other development driven by LEGOLAND, the officials advised their tourist tax has increased 18% over last year.
4. The public officials are of the opinion that LEGOLAND has added value to the area, increased occupancy and “acted as a catalyst for development.”
5. The mayor and other officials advised that LEGOLAND was not a source of citizen complaints, and that noted that LEGOLAND since its opening has not required the County or City to hire additional police, fire or EMS personnel.
6. There are residential units within close proximity to the site and a few of the public officials at the meeting live in close proximity to LEGOLAND and have first-hand knowledge of impacts. They report the only noise they hear, or hear about complaints from the public, are when the park has fireworks, which last five to ten minutes in length of time. They felt light

pollution and glare is not a problem, particularly with the park hours (early closing time). They stated that a major developer recently bought approximately 300 acres across the lake from the park for high-end housing.

7. In terms of traffic, they advised that the general area has received an increase in traffic due to development but there were no problems they could associate with LEGOLAND. The traffic issues they were aware of concerned remote bottlenecks not near the park.
8. In terms of impacts on adjacent areas, they advised that building lots on Lake Summit with a direct view of the park have recently been developed with some of the highest value residential properties in the area. In terms of community involvement, they advised that LEGOLAND is a partner on most community and philanthropic projects. They stated that LEGOLAND is very respectful of the area and has demonstrated no intention to change or rebrand the community. Instead, they report that LEGOLAND has revitalized the area and encourages the visitors to its park to experience the other community attractions.

Just inside the gate at the park was set up a permanent large booth administered by the local chamber of commerce to direct people to other businesses and community attractions in the area. They reported that rarely does a community event occur that LEGOLAND is not involved with in some manner. LEGOLAND recently sponsored a 5K run for a charity, a golf tournament, and they bring every 2<sup>nd</sup> grader in the county to the park. It was noted that LEGOLAND was known to say yes to numerous charitable causes.

9. The LEGOLAND development was approved by the county with site plan review under a hospitality/tourist zoning district. In the county planner's opinion, a Planned Unit Development (PUD) zone would allow the municipality to impose reasonable development requirements (this may also be accomplished by an overlay district).
10. They advised that there was an independent report commissioned that had determined that there was a \$1 billion positive impact from LEGOLAND in the last five years in Winter Haven. LEGOLAND not only provides jobs for local residents, but they hire local contractors and vendors.
11. It was reported that local realtors note that there are increasing home sales, with increasing values, in the area, especially in the vicinity of LEGOLAND. The governmental assessor for the area (Polk County)

confirmed that property values in the area had risen since LEGOLAND Florida opened.

12. One of the City planners was emphatic that the City could not ask for a better, more responsible and accountable property owner. He noted that LEGOLAND complies with all approvals and are very easy to work with regarding Code compliance, and are very transparent, accessible and accommodating.

II. **Site Inspection** – The following are a few items we observed in terms of environmental impact and site plan development.

- A. **Traffic** – The Goshen team made a point of observing the traffic conditions at the site access on multiple occasions. There appeared to be no large rush of traffic either entering or exiting the park at one time. The parking seemed to feather in and feather out, with people entering and leaving during a larger window of time. It was dissimilar to the traffic entering/leaving a sports event, for example.

Generally, traffic and parking conditions were observed during the closing peak hour Friday evening, peak hour on Saturday morning, mid-morning Saturday, late day Saturday. The WH site is accessed from a four-lane roadway at a signalized intersection that has two left turn lanes with a dedicated green turning movement. The total signal cycle time is a little over 2 minutes 30 seconds with 30 seconds dedicated to the left turn movement into the park. The entry intersection leads to a long 2-lane entry drive (3,500 feet +/-), shorter than the proposed Goshen design (4,100 feet +/-), which provides substantial room for a queue if needed. The Goshen design will accommodate 500 cars in queue if ever necessary. Before parking, patrons in WH must stop at a booth and pay for parking. In Goshen, patrons will pay for parking when leaving, which will further alleviate backup queuing.

At the peak hour, the signal timing at the entry from the public street to the LEGOLAND access drive allowed all vehicles queued at the light to make the left for the cycles observed. Vehicles making a right turn into the site were essentially unrestricted with either a green signal or right on red. Although the morning peak hour occurs when the park opens, our observations of the filling of the parking lot indicated a modest flow of patrons throughout the morning resulting in the lot filling to that day's attendance by early afternoon.

LEGOLAND Florida has paid parking upon arrival. Entry to the park was observed on Saturday, October 29, 2016 between 9:30 and 11:00 AM. The toll both at the entrance had six (6) kiosks; however, only four (4) were in operation during the PDE observation, due to lack of demand for any additional toll kiosks. Vehicle processing times were observed to be in the range of 30 to 45 seconds

per vehicle. The maximum observed queue never exceeded five or six vehicles. Attendance in the park was 8,051 visitors and 1,350 vehicles, plus hotel patrons and employees and their respective vehicles on October 29, 2016, which may approximate an average day for the Goshen project, although it is estimated that the park will have significantly more visitors during peak days. In further mitigation of the traffic flow, LEGOLAND New York is proposing to process parking payments upon exiting, which will maintain any queuing internal to the site.

Peak exiting flows were observed on Friday, October 28, 2016 between 4:30 and 6:00 PM and found that the flow dispersal was uniform and there were no significant back-ups at the signalized driveway serving the site from Cypress Gardens Boulevard. The exiting flow is restricted to three lanes exiting and queues never extended past one cycle of the traffic signal.

In discussions with City of Winter Haven officials, they indicated that traffic congestion in the area is minimal during the months that the LEGOLAND New York project will be in full operation.

It will be important to consider that the LEGOLAND New York facility will not be a year-round theme park like the ones that currently operate in Florida and California. The park located in Windsor, England does not operate year-round. This facility should be considered when determining the difference in operations between a year-round and partial year facility.

In separate meetings with City of Winter Haven officials, which included police and fire officials, it was reported that there are limited problems associated with the traffic flow around the LEGOLAND Florida facility. This was confirmed by the Captain, as well as the Chief of Police, who reports that they do not have to assign traffic control officers to regulate the signalized intersection at Cypress Gardens Boulevard or at adjacent intersections, except for perhaps once or twice a year when the inbound flow is associated with the highest peak attendance.

Traffic safety is reported to be at a very high-level and the local police authorities report minimal calls to the park on traffic related matters. Most accidents tend to be minor fender benders in the parking lot and not of a significant nature.

The City Fire Chief indicated that they have routine training at the park to handle emergency events and are notified on how to access the park with emergency vehicles. There is a secondary vehicular access to the park on the north end that could be utilized by emergency vehicles for more direct access if the emergency event is located in that portion of the park.

LEGOLAND management reports the ability to control delivery times to not coincide with the peak arrival or departure times of the visitors, as the park managers do not want to have these conflicts at their busy times. Deliveries occur to a back of house facility and then are transferred to smaller vehicles that bring the goods to the specific destinations on site. It should be noted that since LEGOLAND Florida was built using the infrastructure from the prior theme park, many of the back of house operations are not ideal for their operations. They intend to design the LEGOLAND New York back of house operations to be more efficient to suit their specific needs.

- B. Pedestrian/Vehicular Movement – For the most part the parking plan functions well for theme park style speed parking with efficient parking and separation of pedestrian and vehicular movements. However, we noted an area of congestion with exiting vehicles and pedestrians. This was where the park patrons exit the park and first enter the parking lot on departure. Exiting cars are directed to pass through this main area of pedestrian travel. This may be partially a function of present construction in the lot during our visit (parking area near park entry was having solar panels installed under a renewable energy project with the local power utility company, with secondary benefits of covered/shaded parking). In any event, the site plan reviewed by the planning board should review circulation to ensure parking is designed to avoid pedestrian/vehicle conflict to the greatest extent practical.
- C. Stormwater – The stormwater quality basins in LEGOLAND Florida were well designed and maintained. They provided an attractive visual benefit for an otherwise standard engineering site feature. They would be good to replicate in Goshen to the extent practical (recognizing that some particular landscaping is related to the Florida environment). The areas we observed included similar practices to those required in the DEC design guidelines including low impact design practices.
- D. “Back of House” – This area for LEGOLAND Florida is for their administrative offices and functions, and has a functional roadway of adequate width that provides a free flow of pedestrian and vehicular traffic around the park for maintenance and operational support. The vehicular travel observed was very sparse and low speed. The shared use of the paved roadway space for maintenance and delivery vehicles with pedestrians was working adequately. The Goshen team walked these roads a number of times, and at different hours, and encountered a variety of vehicles (trucks, pickup trucks, security vehicle, pickup with solid waste trailer, golf carts, others). There was no conflict between our group (15 persons) and the vehicles; a sidewalk along these back of house roadways would most likely be unused by pedestrians.

In LEGOLAND Florida, the back of house area alongside the roadway could use some clean up. Although some storage of spare parts for rides and park features would be expected, any abandoned rides not intended for future use should be removed. Some of the stored materials were a function of abandoned materials from the Cypress Gardens park that predated LEGOLAND and will not be relevant in Goshen. Nevertheless, the special permit should require reasonable provisions for clean-up and removal of abandoned facilities.

Electric needs are significant for a theme park, with refrigeration for food, air-conditioning, amusement rides and lighting. The areas for transformers and electric service should be coordinated with Orange & Rockland to ensure these facilities are properly located and protected. The same is true for the location of onsite generators (with fuel source and containment). The conditions in the back of house at LEGOLAND Florida were somewhat scattered, which was at least partially a function of the prior park use and adaptation to the existing site features.

- E. Water/Fire – LEGOLAND will receive water from a public water supply. Fire protection will be required throughout but some site areas have limited structures and fire protection needs. The location of fire hydrants at WH reflected these varying site needs. The Goshen ESOs should review the plans to confirm adequate fire protection is provided. In particular, the park at LEGOLAND Florida was arranged to provide access via the maintenance road (back of house) for a full-size fire truck (pumper) but internal park areas are not wide enough for a fire truck. The facilities needed to bring hose to the hydrants in the park should be reviewed by the Town of Goshen ESOs.
- F. Wastewater Treatment – The existing LEGOLAND Florida, similar to the proposed Goshen facility, sends its wastewater to a public sewer system. The facility has a number of wastewater pump stations. The stations we observed were clean with no visible surcharge and without significant odor. Access for maintenance appeared adequate. We discussed potential special wastewater issues considering the standard operations at the park. Other than typical domestic wastewater discharge, the only unique operation we discussed was the washing of LEGO bricks. This is accomplished in a standard laundry wash or in a dishwasher. The design engineer advises this does not present any special treatment or disposal concerns. However, the waste stream proposed for the Goshen park will need to satisfy the requirements of the local Village of Goshen sewer discharge law and/or regulations.
- G. Visual – The proposed use includes a few structures with potentially significant height measurements that may be visible off site. The taller structures with potential for offsite visibility include the four-story hotel and the approximately 40-foot high dragon roller coaster. This issue will be part of the environmental

review that will provide information on these structures within the context of the natural and developed topography as well as landscaping and other screening features. As far as LEGOLAND Florida is concerned, offsite visibility given the flat topography and the landscape buffering is limited to the five-story hotel, an “Island in the Sky” moving observation feature (not proposed in Goshen, and to be de-commissioned in the future at the LEGOLAND Florida site) and the dragon roller coaster. We found these had very limited offsite viewing impacts, with the exception of the Island in Sky (again, not proposed in Goshen).

- H. Lighting – The park was observed at shut down (5pm) and later. Although the park officially closes at 5 pm on most nights, this is the time when no one is allowed to get on a line for an attraction. However, anyone on line is allowed to remain. Additionally, the stores and eating facilities remain open as the guests leave. This results in the last of the patrons staying for up to an hour or so after the listed closing time. During this period, the site lighting is at its brightest level. The lighting levels were observed by the Goshen team and found to be low level lighting for the most part. Some areas of the park had new LED lighting that was brighter. During the later evening times, after the patrons had left and the park was closed, the Goshen team walked the park as the lights were turning off. At that time flashlights were needed in many areas due to darkness. From hotel rooms facing the park it was noted that the park at nighttime was virtually dark.

The Building Inspector did walk around the park area between 5:30 a.m. and 7:00 a.m. to view any light pollution from the parking lot and park. He noted that at the brightest it would be described as “subdued.” He noted that although he could safely walk on the walkways and lots without risk of hazard, he would not have been able to play catch with a ball.

Overall, the lighting levels never excessive, but reasonable conditions regarding lighting operations should be included in any action of the Town of Goshen Planning Board for site plan and special permit purposes.

- I. Noise – During the operating hours of the park there was noise from patrons in the park which would be expected. However, at no time did the noise appear excessive, the loudest of which was mostly limited to the roller coaster patrons during the brief time of the ride’s dip in elevation (and then, only if you were near that ride), and inside the hotel lobby areas which are designed to have almost continuous play time for children. Off site it was difficult to hear any noise. As noted above, the police and other public officials (a few of whom lived within a mile of the park) receive no noise complaints other than the brief time that there are firework displays. At the end of the day there were the usual noises of the cleanup of the park, which was not excessive and could not be heard off-site. There was noise emanating from the cooling units of the hotel, which at about 50

feet away were less than the 60 dba bottom reading on the hand held noise meter of the Building Inspector.

- J. Security – When entering the park you proceed through security gates, where pockets are emptied and every person is scanned by a hand-held magnetometer, with no exceptions. We were advised that all employees are given a background check and are tested for drug and alcohol testing pre-employment, and randomly during employment.

### III. Recommendations

- A. Town Board - Zoning – In the Town Board’s deliberations on zoning, you may wish to consider some of the items noted below which are the result of our discussions with the ESOs, local officials and site inspection.
  - 1. The observations in Florida showed that noise levels at say 100-feet from the park were similar to background levels with some minor excursions. A buffer distance of this width or more should protect adjacent properties from noise impacts.
  - 2. We found limited light pollution from the site. The Board, or the Planning Board as a condition of any approval, could impose a reasonable requirement of 0.1 foot-candles at the boundary line, with no offsite glare which is a standard typically applied by the Planning Board.
  - 3. The Town Board may want to require coordination meetings between on-site security/EMS forces and your police, in conjunction with other area law enforcement officials (Sheriff, FBI, State Police).
  - 4. If Counsel advises it is appropriate, the Planning Board could make a condition of approval for on-site training and review of site access by local police and fire.
  - 5. The WH Planners recommended PUD zoning to allow for reasonable development conditions. This can also be accomplished by the Overlay District that is currently being considered. The Town Board may want to review this with Counsel.
  
- B. Planning Board – Site Plan, Special Use Permit – In connection with the review of site plan and special use permit conditions as well as the SEQRA Lead Agency’s environmental review and findings, we recommend the Planning Board consider the recommendations included in this report. Some of these include the following:
  - 1. Requirements for cooperative training and access to the park for your ESOs in coordination with LEGOLAND staff.
  - 2. Designing the parking traffic flow to minimize pedestrian and vehicular conflicts.

3. Require that Stormwater quality basins that are visible to the public be designed with architectural features providing a pleasing appearance, while still performing the engineering functions for which they were designed.
4. The back of house roadway should be designed to provide adequate access for all emergency vehicles.
5. The back of house should be orderly and arranged to provide adequate flow of maintenance and delivery vehicles as well as park personnel.
6. The back of house should not store abandoned equipment that is not intended for reuse or for parts. Storage should be limited to a reasonable period of time unless there is a plan developed for disposal that is approved by the Building Department.
7. The Goshen ESOs should be provided the opportunity to review the site plans to confirm adequate fire protection and safety provisions are provided and to make recommendations to LEGOLAND through the Planning Board.

[FOLLOWING ARE VARIOUS PHOTOGRAPHS TAKEN BY THE GOSHEN  
TEAM DURING THEIR INSPECTION OF THE SITE]













Potential Conflict Pedestrian and vehicles



Emergency golf cart with full stretcher



Back of House – Storage trailers (not proposed for Goshen)



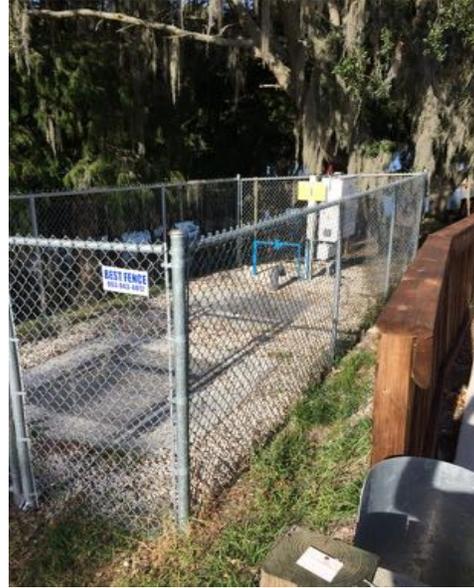
Entry – Security shortly after Opening



Parking and Entry Road with Booths at Park Opening



Wastewater Pump Station - Typical



Stormwater Quality Basin



Back of House – Landscape Management Storage



Back of House - Generator



Back of House - Solid Waste Management



Park area



Wildlife area tree preservation



Small Solar Panel Array in Park



Back of House - Pocket Stormwater Management



Back of House – Fuel storage in double containment



Parking Lot Fill Status -- 10 AM











































