

## **Chapter 6: The Master Plan**

This chapter provides a description of what will be done in the park in terms of natural resource protection, recreation resource development, management and operations. The actions described here are based on the analysis in Chapter 5 and the analysis in the preferred alternatives.

Cumulatively, the actions described below present OPRHP's long-term vision for the rehabilitation and enhancement of public use facilities at Midway State Park. It will require a least a decade, and likely longer, to complete all of the actions described below. The pace at which these improvements will be undertaken will be determined by the availability of funding, which is a function of the size of OPRHP's annual capital budget and the need to balance investments in Midway State Park with many other competing capital rehabilitation priorities in the Allegany Region and the entire State Park system.

### ***Classification***

Midway State Park will be classified as a Historic Park. This classification is appropriate because, in addition to recreation resources and water access, there are significant historic resources in the park, including the amusement rides, the buildings, the waterfront activities and the picnic areas. Another major factor in the decision to recommend the Historic Park classification is the goal to continue the use of Midway State Park in its historical context as a family oriented amusement park and as an active park that provides recreational opportunities.

### ***Designations***

No resource area designations are being made at this time. Further study is recommended on the rare Kidneyshell Mussel that has been found off the Midway State Park shore to investigate the designation of a Natural Heritage Area in the future.

### ***Natural Resource Protection***

#### **Water Quality**

##### ***Vegetated swales for stormwater management***

The master plan uses the natural topography of the site to catch and slow stormwater runoff through the use of vegetated swales at the bottoms of terraced areas. The plan directs foot traffic to specific areas on the slope through stairs and walks, and uses vegetation to stabilize the remaining areas of slope. The vegetated swales are created by deepening the toe of the slope to accommodate the use of soil mixtures that quickly absorb surface water. The selection of plant materials is important to facilitate plant survival during times of heavy water inundation or drought.

##### ***Permeable pavement and reinforced grass parking areas***

With the use of permeable pavement surfaces, the necessity of trafficable surfaces does not need to be diminished in order to reduce stormwater runoff impacts. The majority of pedestrian walks, areas that are necessary in the pavilion grove, areas of the parking lot and areas adjacent to the Hippodrome all use permeable pavements.

The types of permeable paving that are used in the plan are identified in Appendix A.

### ***Shoreline Restoration***

It is important to the future health and development of Midway State Park to treat the shoreline with care. The shoreline has more than one function in the context of the park and therefore the stabilization recommendations reflect the context and recreational use of the park in addition to its environmental health. The three defined levels of use are as follows.

- ***Heavy vegetation stabilization***

In the North Natural Regeneration Area at the north end of the park shoreline, a dense planting of native shoreline species will be used to slow water as it approaches the shore, thereby reducing erosion. This will also to absorb the water that often “stands” in this area. This type of shoreline treatment sets the stage for natural regeneration of plant materials to occur.

- ***Minor vegetation stabilization***

In the north part of the Waterfront Multiuse Zone, a less structured introduction of vegetation will be used. This area has important view corridors, and stabilization vegetation will be used rather than natural regeneration. This treatment will also be used in the Low Intensity Waterfront Access area along the shoreline south of the Hippodrome.

- ***No use of vegetation at Hippodrome Bulkhead***

The Waterfront Multiuse Zone immediately surrounding the Hippodrome will not receive any vegetation shoreline stabilization. This area relies on a concrete bulhead that protects the Hippodrome structure from variations in water level, storms, and erosion. This concrete wall cannot be removed and replaced with vegetation because the building itself is integrally tied to this bulkhead and its structural stability would be compromised with its removal. A public access boardwalk will be built in this area.

It is also recommended that the plant material that has naturally seeded in at the base of the break wall be removed and structural repairs be made to the break wall that are in keeping with the historic nature of the property

### **Natural Regeneration of Open Fields**

Portions of the existing large open fields that are not altered as part of this master plan will be managed as natural regenerations of reduced mowing rather than be mowed continuously.

### **Waste Water**

Wherever possible, consideration will be given to the use of alternative sewage treatment methods, such as composting toilets, and collection and recycling/reuse of rainwater and greywater.

## ***Recreation Facility Development and Programs***

### **Natural Regeneration Area**

This area will have interpretive trail loops through the forested area and a new boardwalk along the shoreline.

### **Waterfront Multiuse Zone**

The waterfront at Midway State Park is part of the original attraction that led to its formation. Additionally, public access to the Chautauqua Lake shoreline is a priority project of the New York

State Open Space Conservation Plan (DEC 2006) and one of the major factors in the OPRHP's decision to purchase the property. Midway State Park will offer lakeshore access and connectivity to Chautauqua Lake in several ways.

### ***Tour Boat Dock***

A new seasonal dock, capable of accommodating Chautauqua Lake tour boats, will be designed and installed. The historic connection between the park and the lake will be re-established and will enhance the patron experience with the possibility of arriving at the park by water. Fishing will be allowed from the "T" section of this new dock when tour boats are not present.

### ***Hippodrome***

The historic Hippodrome building will be restored and become the focal point for activities in the waterfront area. The first floor will be upgraded for potential four-season use and be re-designed to accommodate new functions such as the park office, arcade games, and a restaurant and improved museum. The second floor will accommodate roller skating and special events. The concession and park services areas will be designed to be more efficient. Maintenance functions will be moved to a new building dedicated to that purpose. Other renovations, such as replacement of the clerestory, exterior restoration, accessibility and egress will be completed at the same time. Sustainability concepts will be incorporated in the restoration and design.

### ***Carousel and Carousel Roundhouse***

The historic carousel will remain in its current location. The roundhouse structure will be rehabilitated.

### ***Arcade Building***

The existing Arcade building is not structurally sound and will be removed. (See Appendix B for State Historic Preservation Office (SHPO) memo on adverse impact and mitigation measures.) The new open space will be used to provide improved pedestrian circulation, to define the historic axis of the park and to open up the lakeshore to the public. The new space will also become part of a new amphitheatre. The arcade games will be relocated to the redesigned first floor of the Hippodrome building.

### ***Existing Park Office***

The existing park office will be removed and this area will become the southern end of the historic axis of the trolley era of the park. (See Appendix B for memo of adverse impact and mitigation measures.) An artifact such as a trolley car or other railroad related structure, may be added as an interpretive feature to help define the original trolley route through the park.

## **Low Intensity Waterfront Access**

### ***Car Top Boat Launch/Transient Small Craft Dock***

A new car-top boat launch for canoes, kayaks, etc., will be installed at the southern end of the park shoreline for use on a seasonal basis. Cars will be able to park near the launch area while loading and unloading equipment. An improved transient day-use boat dock will also be added. Transient small craft will be able to dock during park operating hours only.

### ***Ice House and Residence***

These two structures will be taken down to open up views to the lake, to allow for improved lakeshore access and a new car top boat launch/transient boat dock, and to provide better circulation around the Hippodrome building. (See Appendix B for SHPO memo on adverse impact and mitigation measures.)

### **Shoreline Access**

The park shoreline will be divided into three sections. The vegetation treatment of these three areas was previously described in the Natural Resource Protection section. In part of the Waterfront Multi Use Area, a raised boardwalk trail will be constructed to allow patrons to enjoy the beauty of the area and lake vistas. The boardwalk will have benches and feature interpretive signs.

The section in front of the Hippodrome contains an existing concrete bulkhead which must remain in place. A raised boardwalk promenade that will withstand heavy pedestrian use will be built in this area in order to highlight lake vistas and waterfront views. The boardwalk will also allow tables and chairs for patrons to sit and enjoy the lakefront ambience.

The remainder of the Waterfront Multiuse Zone and the Low Intensity Waterfront Access area will have less dense shoreline plantings that will allow direct shoreline access by park patrons. This area will also contain the car top boat launch/transient boat dock which will provide a new access point to Chautauqua Lake for these activities.

### ***Ice Fishing***

Access to ice fishing will continue to be allowed from the shore of the park.

## **Lower Operations/Maintenance Area**

### ***Park Manager's Residence***

A year-round home will be built for the park manager and family. The structure will be near the Chautauqua Avenue entrance, south of the trolley axis terminus, and will be similar to the nearby residences to the south of the park in Maple Springs.

### ***Service Entrance***

A service entrance will be created at Chautauqua Avenue. This entrance will serve the car top boat launch, manager's residence, Hippodrome deliveries, park services and waste removal. There will be limited, short-term parking at this entrance.

## **Central Pavilion Area**

The configuration of the picnic pavilions will change to allow for improved pedestrian circulation, accessibility and access to the carousel. A new public restroom/comfort station will be built in this area. Pavilion #1 will be restored to its original historic design. This pavilion will be used as a model for the renovation of the other pavilions. Two pavilions that were destroyed by tree fall in the summer of 2008 (#2 and #3) will be replaced at new locations. Pavilions #7 and #8 will be taken down and replaced at different locations to open up the space around the carousel. Pavilions #4 and #5 will remain in their locations but will be renovated to more closely match the historic era of pavilion #1. A new pavilion, #9 will be constructed at the northern end of the pavilion area. All pavilions and walkways in this area will feature barrier free design. (See Figure 10)

The large pavilion #6 will be divided into two smaller pavilions in order to increase the flexibility of pavilion rentals. These new pavilions will also be upgraded to the style of pavilion #1. The

renovation will also include barrier free design and the ability to join these two pavilions (now called 6A and 6B) into one large pavilion to accommodate larger groups.

## **Upper Picnic Grove**

The upper picnic area, known as the grove, will remain a passive recreation area used for family picnicking. Picnic tables and barbecues are provided. This picnic area will have direct access to and from the amusement ride area and will have comfort station facilities nearby. The area will also support protection of featured native trees by limiting vehicular access. Expansion of the existing area to the west will enhance lake vistas.

## **Amusement Ride Area**

The collection of rides existing at the park is part of the historic context and contributes to the National and State Register listing. The park will continue to operate, preserve and maintain the rides. The amusement ride area will operate as a family oriented amusement park with the major emphasis on rides for young people.

The new layout of the rides enhances pedestrian safety and circulation. The new configuration of the circumferential train ride will eliminate many of the pedestrian crossings. The Go-Cart Track will be moved east from its present location, closer to Route 430. This will open a corridor for pedestrian circulation from the new entry building to the Hippodrome and the lake shore. The miniature golf course will be rearranged to allow room for the new Go-Cart placement. New plantings throughout will create restful areas and contribute to stormwater management.

A new concession stand and comfort station will be constructed in the amusement ride area.

Midway State Park will be seeking acquisition of historic amusement rides from the same eras that are represented in the present collection. These rides may be of two kinds. First are inoperative rides acquired for parts to use to keep the rides in the existing collection operating. Second are operating rides not currently represented at Midway State Park which fit with the park vision and goals and add to the park patron experience. In this second group are replacements for rides that were known to have been at the park in the past. An area just to the west of the existing rides is reserved for this expansion.

## **Upper Operations/Maintenance Area**

### ***Main Entrance***

A new comfort station and information kiosk will be built on either side of the walkway between the new parking area and the rest of the park. This arrangement will improve pedestrian traffic flow and provide patrons with information about the park and its history.

### ***Maintenance Facility***

Park efficiency and service will be improved by building a new park maintenance facility near the parking lot, gateway building and water supply. This building will provide adequate storage and centralized maintenance facilities. A staff locker room/break room will be provided that will replace those spaces lost with the removal of the ice house and residence structures.

## ***Cultural Resource Protection***

### ***Archeological***

Areas of archeological concern have been found in this park. Where any proposed development is proposed in or near the areas, the SHPO guidelines will be followed.

### ***Historic***

The park is listed on the National and State Historic Registers. Any actions which will affect the structures or other historic resources of the park will be reviewed by the SHPO. (See Appendix B for SHPO memo on adverse impact and mitigation measures.)

## ***Operations***

### **Park Support Facilities**

#### ***Entrances***

The park will have a new main entrance configuration on Route 430. These entrances will use existing curb cuts and will be one way openings to the highway with separate entrance and exit. The current main entrance will become a secondary service entrance serving the north picnic areas of the park. A second service entrance will be at the south west corner of the park at Chautauqua Avenue. This entrance will serve the park manager's residence, the car top boat launch and deliveries to the Hippodrome building.

#### ***Parking***

A new, three tiered parking area will provide the number of parking spaces needed for park patrons and staff. This new parking area will be in the unused open field in the southeast corner of the park. A comfort facility and information kiosk will be constructed between the new parking area and the rest of the park. The highest use area will be conventionally paved and provide 300 spaces. The next highest use area will have pervious paving and an additional 300 spaces. The third area will provide overflow and event parking on reinforced lawn area for another 300 spaces. The arrangement also provides for improved bus and truck circulation and parking. The three levels of development reduce the initial cost of constructing the parking lot and reduce stormwater runoff impacts.

#### ***Walking Trails***

A new system of walking trails will be developed at the park. This will be a significant new recreation opportunity for park patrons. The new trails will take advantage of the natural resources at the park with one trail along Maple Springs Creek, another on a boardwalk by the lake shore, and other trails through the forested area at the north end of the park. Amenities will increase user safety and barrier free design. Interpretive panels will be located at key points on the trails.

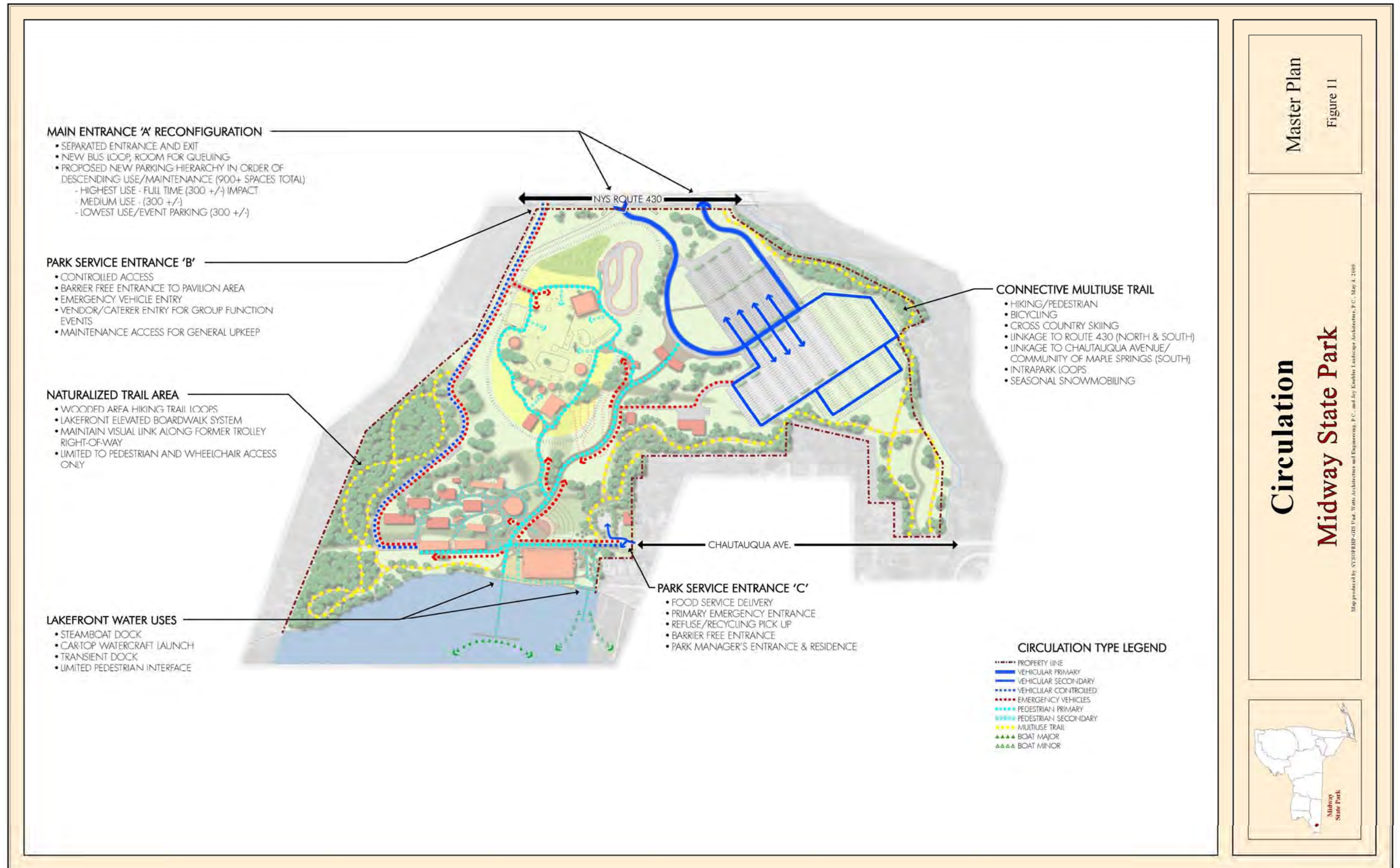
#### ***Snowmobiles***

A portion of the new parking lot will be designated for snowmobile trailer parking. A new trail, along Maple Springs Creek to Chautauqua Avenue will provide for snowmobile use in the winter. This will provide connection to existing snowmobile trails outside the park and will increase the recreational opportunities for snowmobilers in this area. "Rules of the Road" to reduce user conflicts will be established and well signed at the trail heads.

***Lighting***

A new lighting scheme, using dark sky protocols and historic period style lighting where appropriate, will be installed throughout the park. This will include improved lighting at all entries, parking lots and walkways. (Figure 13)

Figure 11 Circulation



Master Plan  
Figure 11

**Circulation**  
**Midway State Park**





### **Acquisitions**

Acquisition priorities for the park are for lands that could be used for parking or buffering the park from surrounding communities.

### **Implementation**

This plan presents a long-term vision for the rehabilitation and construction of improvements to Midway State Park. The plan envisions short term (5-10 years) capital improvements of approximately \$5 million. The pacing of plan implementation will depend on the availability of capital funds to advance the proposed improvements, which need to be sequenced with other pressing capital investments in the Allegany Region and across the entire New York State Park system. It will require at least a decade, and likely longer, to complete all of the park improvements recommended in the plan.

The first phase of capital improvements will likely require five years or longer to complete. Phase I options include renovation and restoration of the Hippodrome and Carousel Roundhouse, renovation, reconfiguration and construction of picnic pavilions and new comfort facilities, removal of the arcade building and moving the arcade games to the Hippodrome.

### **Priorities**

**Table 1 Short and Long Term Priorities**

<b>Period</b>	<b>Main Features</b>
<b>Short Term (5-10 year) Priorities</b>	<ul style="list-style-type: none"><li>• Renovation and restoration of the Hippodrome</li><li>• Renovation and restoration of the Carousel Roundhouse</li><li>• Renovation, reconfiguration and construction of picnic pavilions</li><li>• New comfort facilities</li><li>• Removal of the arcade building and move the arcade games to the Hippodrome</li></ul>

<b>Period</b>	<b>Main Features</b>
<b><i>Long Term Improvements</i></b>	<ul style="list-style-type: none"> <li>• Maintenance and ride storage facilities</li> <li>• Park manager’s residence</li> <li>• Construction of dock suitable for tour boats</li> <li>• Construction of transient day use dock and car top boat launch</li> <li>• Removal of residence and ice house buildings</li> <li>• Construction of vegetated swales and other stormwater management</li> <li>• First phase of the new parking lots</li> <li>• Amphitheatre</li> <li>• Site amenities, grading, paving</li> <li>• Reconfiguration of the park access roads, entrances, grading and pedestrian walkways</li> <li>• Relocate current park office</li> <li>• Construct information kiosk and comfort facilities at park entrance</li> <li>• Shoreline rehabilitation and improvements</li> <li>• Amusement ride area improvements</li> <li>• Finish parking lots</li> <li>• Site work (lighting, plantings, grading)</li> </ul>

## **Relationship to Other Programs**

### ***Draft Chautauqua Lake Local Waterfront Revitalization Program (LWRP)***

The Chautauqua County Planning Department has prepared a draft LWRP for the Chautauqua Lake Communities. The plan for Midway State Park is in compliance with the elements of this draft LWRP. (Chautauqua County, 2007)

### ***Midway State Park Friends Group***

Friends Groups, which are non-profit organizations, formed to support the operations of OPRHP facilities, exist for many of New York’s State Parks and Historic Sites. Currently there is no Friends Group at Midway State Park. It is encouraged that one be formed in the next 24 months.