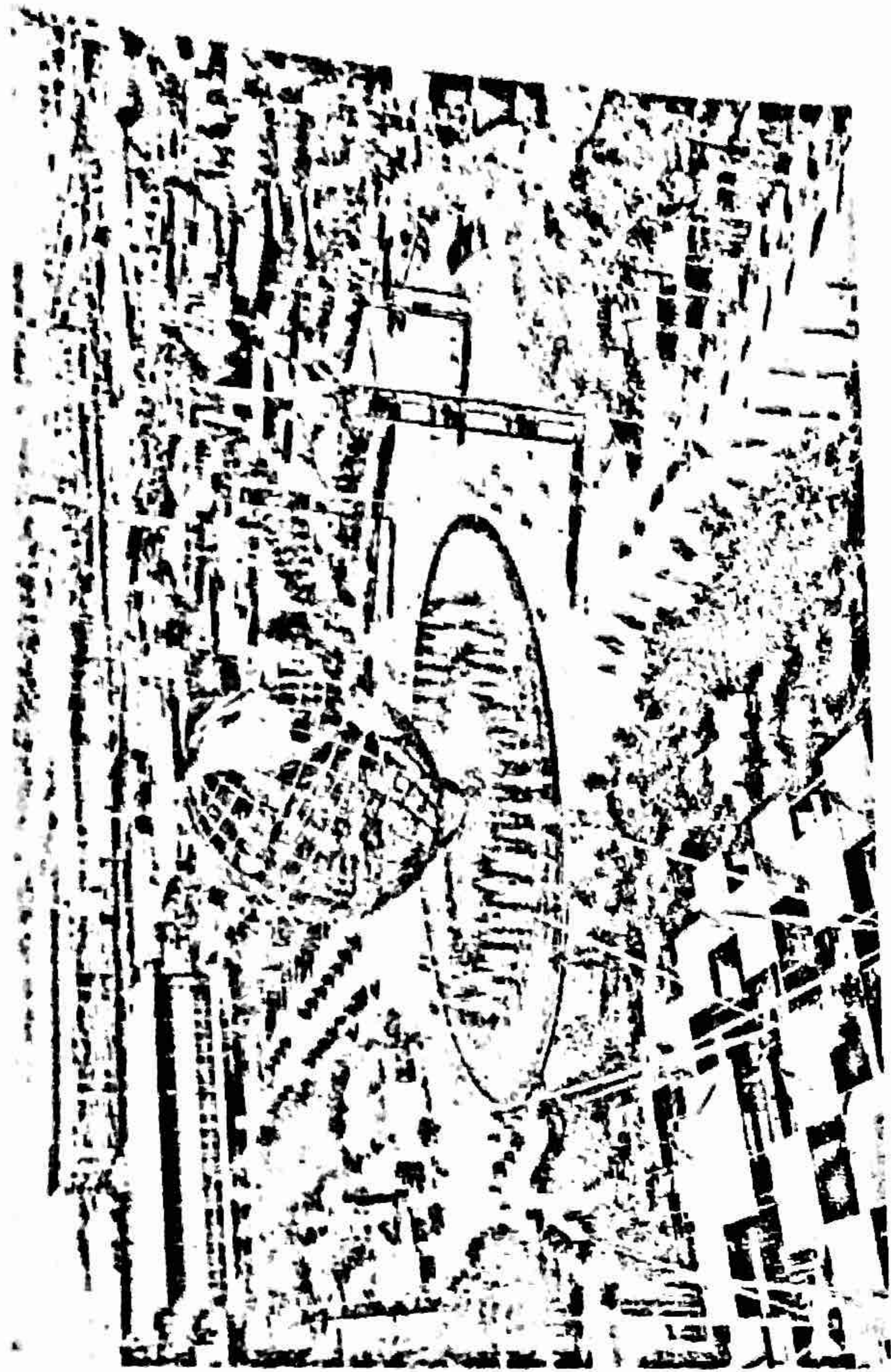
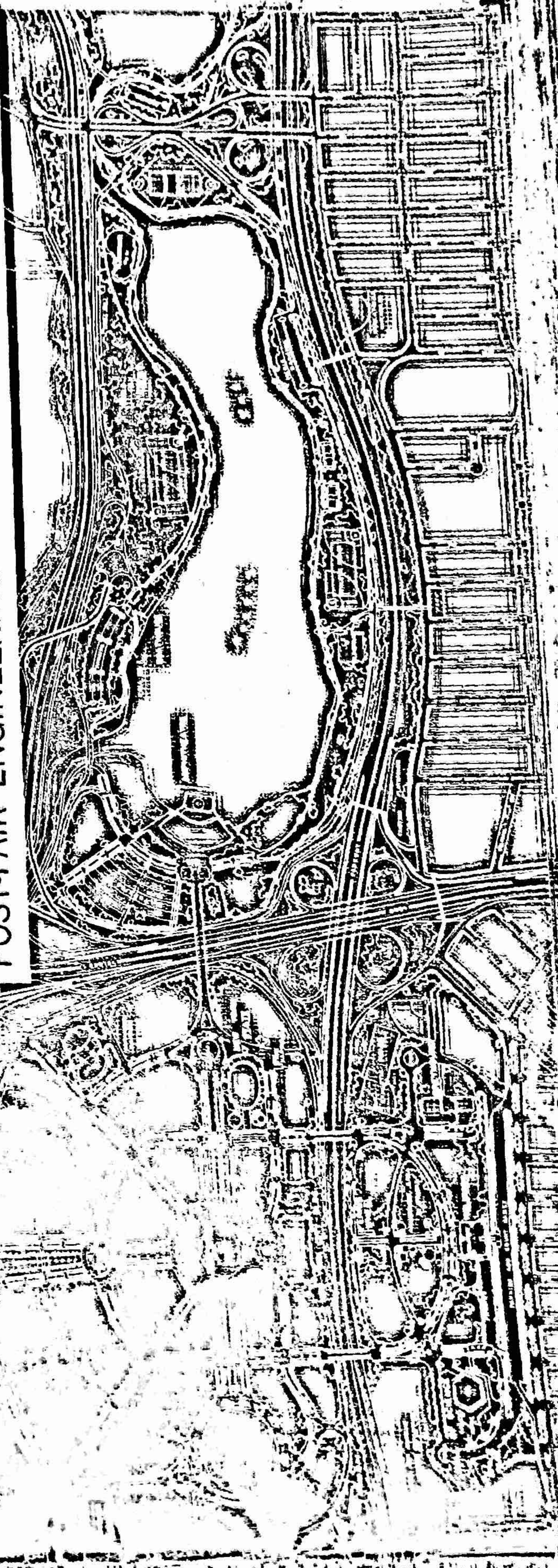


NEW YORK WORLD'S FAIR 1964-1965 CORPORATION



POST-FAIR ENGINEERING REPORT ... FLUSHING MEADOW



INTRODUCTION

The report which follows is what the title implies, a summary of steps to be taken to restore Flushing Meadow to park use after the Fair. It describes the basic layout, framework, landscaping and structures to be retained, those to be taken down after exhibits are removed, and the restoration to be undertaken before the park goes back to the City.

It is a source of regret to us that the Fair can not complete this great park so that nothing further will be required for many years. Every step we are taking however, follows an ultimate plan which is realizable in the not distant future. The immediate restoration on top of arterial and other costly improvements will provide a nucleus to which the City can add refinements as the surrounding population grows and new sources of funds, such as those provided in Governor Rockefeller's park proposition become available, beginning in 1967 or 1968. Among them are the Science Center, launched largely through the efforts of Paul Screvane, the Zoo and Botanical Garden in the Kissena Corridor, sponsored by Borough President Mario Cariello, and a number of other improvements initiated in the 1964-1965 Fair period.

We believe it is no exaggeration to say that two World's Fairs have produced here in the very center of New York, on the scene of a notorious ash dump, one of the very great municipal parks of our country.

ROBERT MOSES

FLUSHING MEADOW PARK RESTORATION

Flushing Meadow, then the site of the Brooklyn Ash Removal Company's dump described in F. Scott Fitzgerald's "The Great Gatsby" as the Great Ash Farm, was selected for the site of the 1939-1940 World's Fair. This selection came about in connection with the building of Grand Central Parkway, the first limited access highway from Long Island to New York City. The dump was a notorious nuisance, and it would have been impossible to screen it properly from the new parkway which had only a relatively narrow right of way.

Since some of the dump had to be taken for parkway purposes and a search was on for a World's Fair site, the World's Fair Commission, of which Robert Moses was a member, saw an opportunity to provide simultaneously a beautiful right-of-way and an excellent World's Fair site, which would become after the Fair, a great new park very near the geographical and population centers of the City. The land was acquired and Grand Central Parkway was built from the Nassau County line to the then new Triborough Bridge. The Fair was demolished after its two year operating period, and some progress was made on the development of Flushing Meadow Park.

A quarter of a century later when the 1964-1965 Fair was being planned, no site but Flushing Meadow could be given serious consideration. The City's arterial system had grown tremendously and again part of the meadow was needed for highway right-of-way. This time Van Wyck Expressway required land along the east side of the Park. In addition the Northern Boulevard connection between Grand Central Parkway and Van Wyck and Whitestone Expressways needed park area along the head of Flushing Bay.

It was possible to speed construction of the Arterial System and thus to place the 1964-1965 Fair site in the Center of the City's magnificent Arterial System and give it easy highway access from any part of the metropolitan area. In addition the Meadow was served by many public and private bus lines and excellent rail access was provided by the trains of the Transit Authority and the Long Island Rail Road.

During the Fair access by air travel was provided by the Heliport on top of the Port of New York Authority building at the Fair.

The 1939-'40 Fair was planned with the Park in mind so that when the 1964-'65 Fair plan was finally adopted it was of necessity very similar to the plan of the previous Fair. Most of the existing trees were saved and some of the existing pavement and utility systems.

During the planning and construction of the 1964-1965 Fair, every effort was made to provide facilities which, while necessary to the Fair, would also be of permanent use in the future park. These include pools, fountains, plantings, streets, paths and walks,

utilities, benches and toilet facilities. As with the 1939-'40 Fair

some buildings were planned as permanent features of the Park inherent in the design and construction of the Post-Fair Park is the question of what buildings and structures should be retained for City Park use and related purposes. In this connection the Fair Corporation's planning for the Post-Fair Park has been based on the premise that buildings not useful for Park or closely related purposes do not belong in Flushing Meadow unless they are on the periphery reached independently of the Park interior road and path system.

A further important consideration is that if an exhibitor's building is to be converted for permanent use, funds for the conversion should be provided by the exhibitor, up to the amount he would otherwise be required to spend for demolition, with any additional funds being provided by a source other than the Fair Corporation.

The 1964-1965 Fair produced some exceptionally artistic pavilions and there have been many suggestions that some of them be kept permanently in the Park. However, these pavilions were built under a special Building Code as temporary special purpose structures and in almost all cases, conversion for permanent use would be prohibitively expensive and would serve no useful Park purpose.

THE MAYOR'S COMMITTEE

In order to help decide which structures should be kept in the Park a Committee headed by William F. Shea, Director of the Budget, was appointed by Mayor Wagner in February, 1965. This Committee will make its report to the Mayor on July 23, 1965.

The Fair Corporation has worked closely with the Mayor's Committee and is in substantial agreement with all of its recommendations except as to the New York State Exhibit which the Committee does not recommend for retention. The World's Fair Corporation on the other hand strongly believes that this building should be retained in the Post-Fair Park.

BUILDINGS AND STRUCTURES

Buildings and structures covered in this report, which we believe should remain in the permanent Park, are divided into three general categories: Permanent buildings from the 1939-1940 World's Fair; buildings built for the 1964-1965 World's Fair and paid for by the City or the World's Fair Corporation; buildings built and paid for by exhibitors.

PERMANENT BUILDINGS FROM THE 1939-1940 WORLD'S FAIR
(shown in Orange)

The City Building will be returned to its former use for ice skating and roller skating after the exhibits are removed by the Park Department, with provision to keep the dramatic "Panorama Around

Wagner

New York" awaiting the completion of a permanent place in the new Civic Center.

The State Amphitheatre will be returned to use as a public swimming facility after the water ski show is removed and necessary renovations accomplished by the World's Fair Corporation.

The Boathouse does not require any major renovation work and will be returned to the Park Department for appropriate use.

BUILDINGS BUILT BY THE CITY OR FAIR FOR THE 1964-1965 WORLD'S FAIR (shown in Purple)

The Hall of Science is a permanent structure built by the City. This facility, together with the Space Park—which we hope will be obtained from the Federal government as an adjunct of the Science Center—will be operated by a non profit educational corporation whose Board of Trustees has already been selected.

The Administration Building of the Queens Botanical Garden, built by the City, is a permanent structure. It houses the Administrative activities of the Queens Botanical Garden.

The Singer Bowl, built and paid for by the Fair Corporation will be reconditioned and retained for recreational, athletic and musical programs and turned over to the Park Department for operation. The Metropolitan Opera Company has been studying this structure for possible use in connection with summer music programs.

The Administration Building, built and paid for by the Fair Corporation, will be turned over to the Park Department for use as the Park Department Headquarters for the Borough of Queens.

The Entrance Building at the terminus of the Pedestrian overpass crossing the Long Island Rail Road was paid for by the City. It will house Park Department facilities and public toilets.

The Post Office Building, built by the Fair Corporation, will be used by the Department of Public Works of the City.

The Maintenance Building, built by the Fair Corporation, will also be used by the Department of Public Works.

The Press Building, built by the Fair Corporation, will be used by the City Police Department.

BUILDINGS BUILT BY EXHIBITORS (shown in Red)

The Unisphere, constructed by the United States Steel Corporation and donated to the Fair, will remain as a focal point of the Park, providing generations of New Yorkers with a spectacle that has thrilled millions of Fair-goers.

The Heliport, built and paid for by the Port of New York Authority, will remain to serve the Park with its spectacular tower restaurant. Located next to the Hall of Science and the proposed amusement area, this facility, with adjacent automobile parking areas and easy access from Grand Central Parkway, Long Island Expressway and Roosevelt Avenue, will provide restaurant and lounge facilities for

the Park.

The World's Fair Marina, modernized and enlarged for operation during the Fair, is a permanent facility. It will be operated by a private corporation under supervision of the Park Department. The Marina is connected directly to Shea Stadium and the Central Area of the future Park by roads and paths.

The New York State Building, built by the State of New York, is strongly recommended by the World's Fair Corporation for retention in the Post-Fair Park. We believe the towers of this structure constitute a natural tourist attraction. Moreover, the theater would be ideal for the Marionette theater and its related workshop, which are now inadequately accommodated in Central Park. The pavilion or tent would provide a covered area for athletic events, dancing and concerts similar to those which have proved so popular as part of the New York State Exhibit. The Governor has recently signed legislation authorizing transfer of this building to the City subject to an appropriate agreement with the City as to the amount of work to be performed by the State to convert the various structures for permanent use.

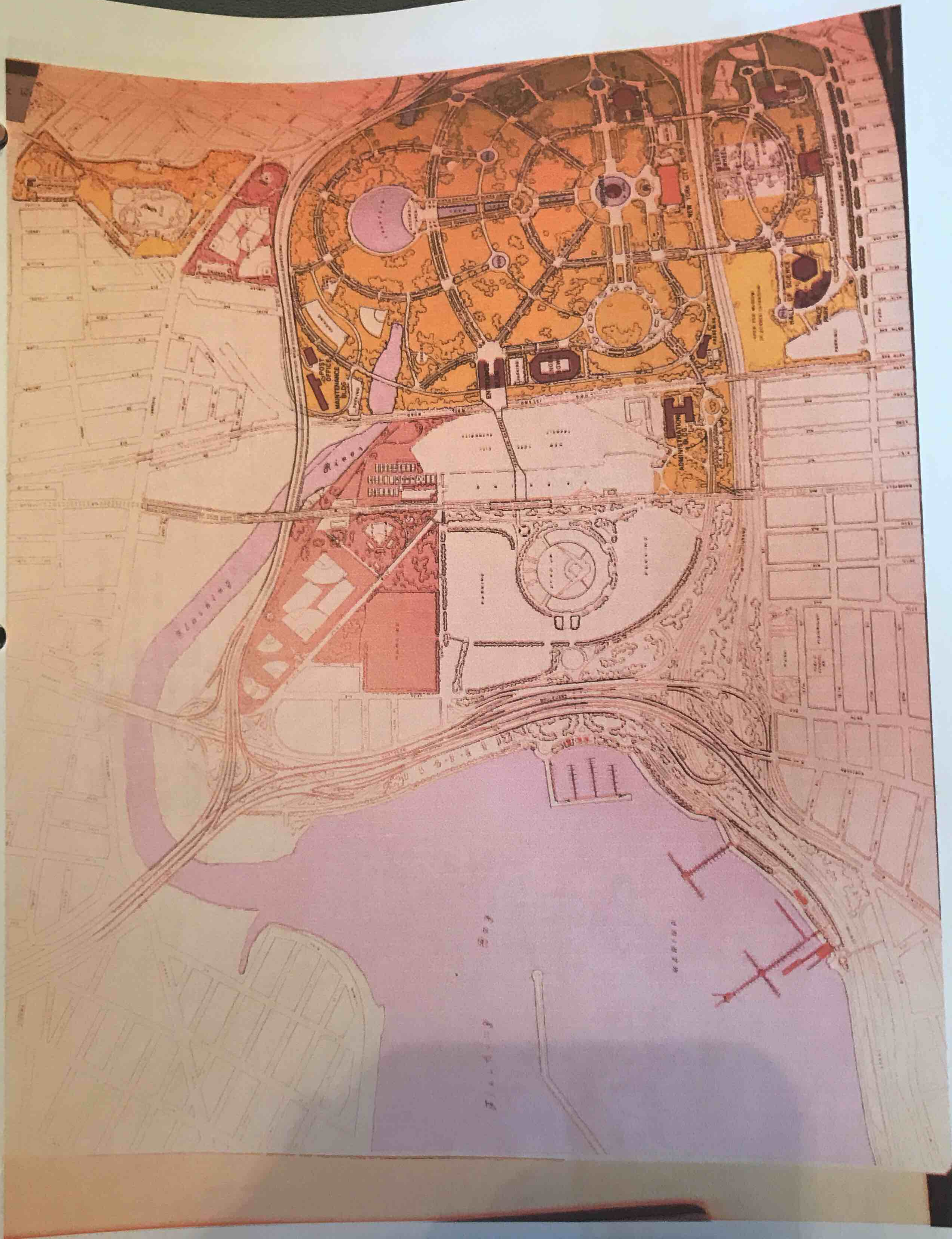
The Greyhound Building is recommended for retention, subject to a satisfactory arrangement with Greyhound, for use by the City Fire Department.

The Ferris Wheel, constructed by the United States Rubber Company, is recommended for retention subject to the company performing certain exterior modifications at no cost to the Fair or the City. This structure would be the central feature of a proposed amusement area to be located in a portion of the Transportation area of the Fair lying west of the Grand Central Parkway. The amusement area would be developed by a competent concessionaire within the concepts of modern park planning and under control and supervision of the Park Department.

The Japanese Wall — Retention of the Japanese Pavilion is not recommended. However, it is hoped that a satisfactory arrangement can be made with the Japanese government to retain the sculptured stones making up the exterior walls of this building. If the Japanese government will remove and store these stones at no cost to the Fair and the City, they can be used at a later date in the construction of a wall designed to serve as the main feature of a Japanese garden. This new garden would be constructed adjacent to the existing Garden of Meditation and, together with it, would provide an important feature of the future Park.

RESTORATION PROGRAM

The following portion of this report divides Flushing Meadow into several areas for the purpose of describing the program of restoration and improvement and estimating the costs and indicating sources of funds.



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PARK RESTORATION BY WORLD'S FAIR CORPORATION

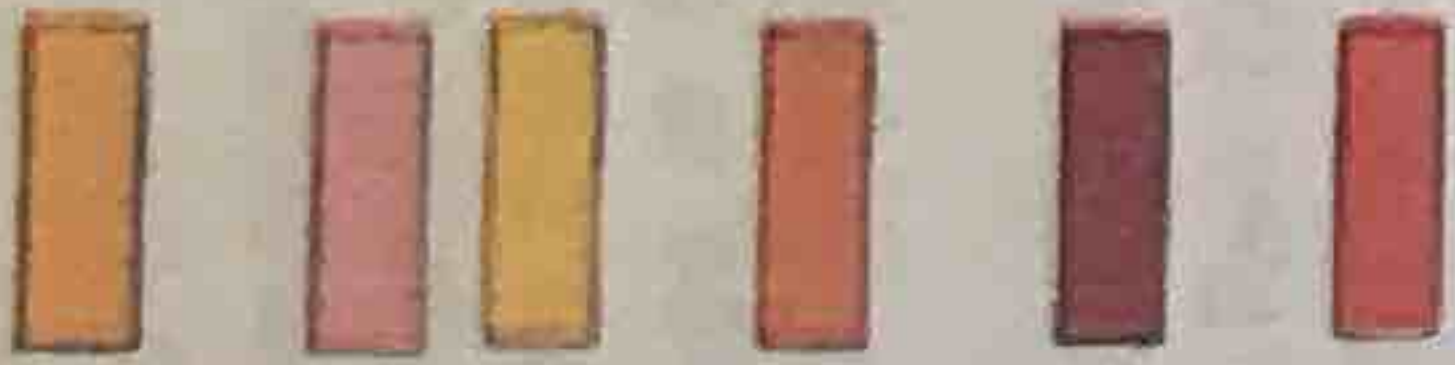
PARK IMPROVEMENTS BY OTHERS

AREAS SET ASIDE FOR USE BY EXISTING SEMI-PUBLIC AGENCIES

PERMANENT BUILDINGS FROM THE 1939-1940 WORLD'S FAIR

BUILDINGS BUILT BY THE CITY OR FAIR FOR THE 1964-1965 WORLD'S FAIR

BUILDINGS BUILT BY EXHIBITORS



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ANDREWS & CLARK, INC.
CLARKE & RAPUANO, INC.

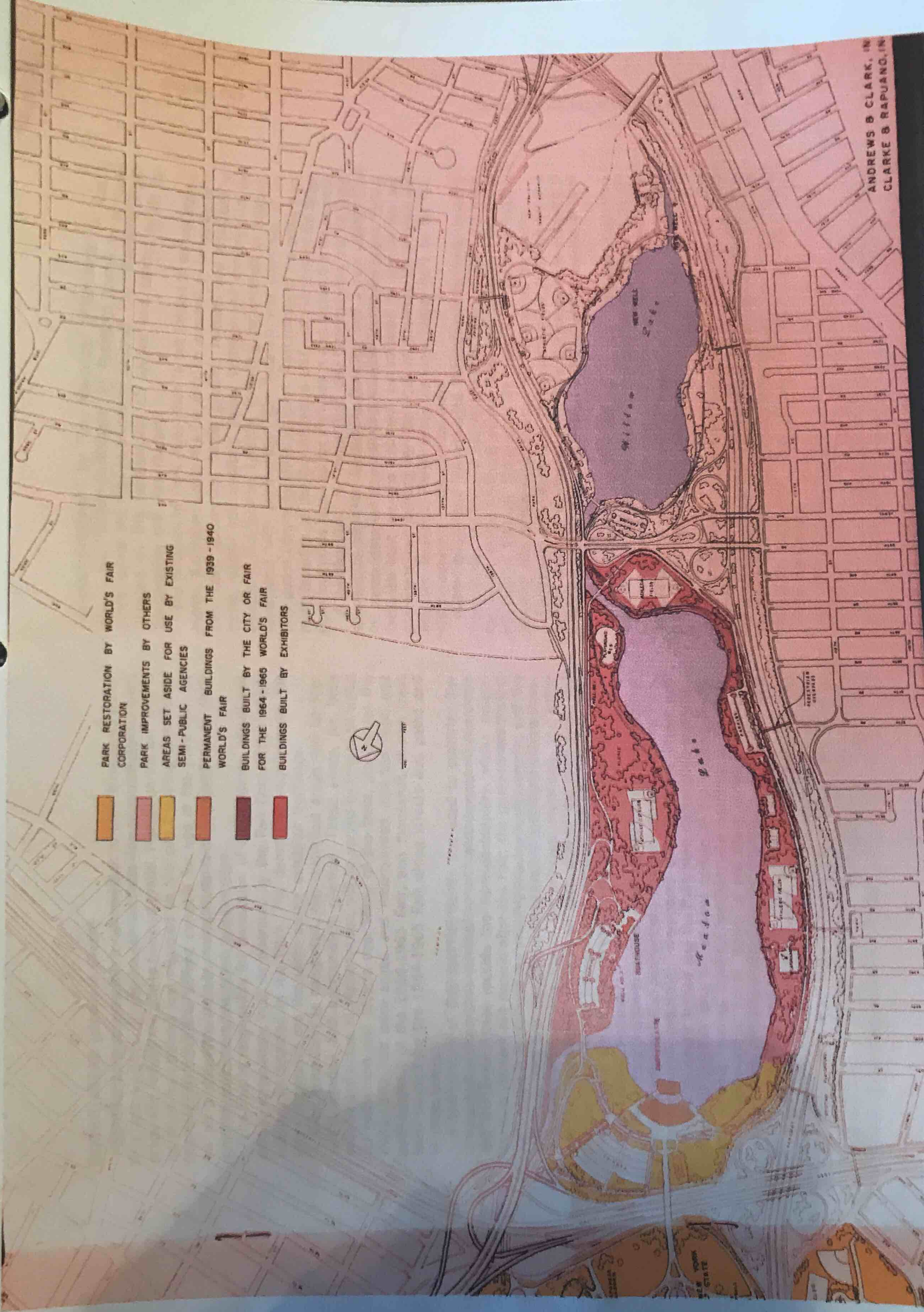


EXHIBIT AREAS (shown in Green)

Exhibitors are responsible for demolition of their structures which they are required to remove to at least four feet below finished grade and restore the site to finished grade. Topsoil on the exhibitor's lot must be retained and replaced on the site following demolition. Plantings of trees and shrubs suitable for use in the park will, so far as practicable, remain as permanent planting either in their present positions or on more suitable sites.

The Fair is responsible for demolition of all buildings, structures and appurtenances built or operated by the Fair Corporation which will not be retained in the Park. The demolition requirements for these structures are the same as for exhibitor buildings.

After demolition is completed, the disturbed areas will be topsoiled, seeded and appropriately planted. These areas, for both passive and active recreational use, will be served by tree-lined walks for pedestrian and bicycle use. Many of the trees planted for the 1939-1940 Fair were saved and incorporated into the road and path systems of the 1964-1965 Fair, and thousands of new trees were planted for the 1964-1965 Fair along streets and paths and in open areas.

A combination of City and Fair funds was used to construct the streets and paths above referred to and also several of the pools and fountains. These include the Pool of Industry, whose central fountain element will remain after the Fair; the pools of the central mall where it is planned the arching fountains will remain; and the reflecting pool and the pool and fountains around the Unisphere. The Astral Pool, at one end of the principal cross-axis, the Lunar and the Solar Pools, situated on each side of the main axis, and the two pools in the transportation section will also remain. It is hoped that it will be possible to keep certain simple fountain effects as permanent features.

The sanitary and storm sewers, water supply system and electrical conduits were installed permanently and will serve the future Park. The permanent pedestrian overpasses over Lawrence Street and between Roosevelt Avenue and the Park were constructed under the combined City-Fair program as were certain of the parking fields, park lighting, fencing, drinking fountains and benches. In addition, the Department of Public Works of the State of New York constructed three permanent pedestrian overpasses, one over the Long Island Expressway and two over Grand Central Parkway.

In addition to construction under the combined program, the Fair Corporation constructed certain additional roads, paths, utilities and fences which will remain as part of the restored Park. Another important feature provided by the Fair Corporation is the sculpture that will remain in the Park. The "Rocket Thrower" by Donald DeLue, "Freedom of the Human Spirit" by Marshall Fredericks, the

"Armillary Sphere" by Paul Manship, "Free Form" by Jose de Rivera and "Forms in Transit" by Theodore Roszak are permanent pieces which will stay as presently situated. The "Column of Jerash" donated by the Government of Jordan and erected by the Fair Corporation will also remain.

The problem of Park restoration is not limited to surface improvements. Extensive costs are involved in removal of temporary facilities, both above and below ground, revision and adjustment of water, storm and sanitary sewer systems and conversion of the electrical distribution system, including replacement of temporary luminaires with permanent light fixtures, and conversion of fire and police communication systems. Restoration of the public swimming facilities at the Amphitheatre and modifications to the Singer Bowl and pools required for Park use is also included in the program.

A parking field for more than one hundred cars will be added adjacent to the New York City Building and a new parking field for seven hundred cars will be built near the Amphitheatre. Parking facilities built for the Fair will be retained to provide bus and passenger car parking for the Hall of Science, the Helipoint and adjacent facilities. Three other parking fields, built by the Fair, will be retained in the central area.

Public toilets will be provided throughout the Park, including those at the Entrance Building situated south of the Long Island Rail Road, at the Helipoint, at the New York State Pavilion, and at the Hall of Science. Existing toilet facilities in the New York City Building and in the Amphitheatre will also serve the public.

Demolition and restoration of the exhibit areas, to the extent it will be paid for by the World's Fair Corporation, is estimated to cost \$7,262,000. Many additional millions will, of course, be spent by the exhibitors.

The restoration by the exhibitors and the Fair Corporation together with the construction performed by the City and the Fair Corporation prior to the Fair, will create a Park that will provide adequately for the immediate needs of the local community. It will also be the basis for development into one of the finest Parks in the City.

The preparation of plans for the removal, demolition and salvage operations will be completed by October 1, 1965, and exhibit removal and demolition operations will begin by November 1, 1965. By October, 1966, the Park Restoration will be substantially completed. On January 1, 1967, all work for which funds are available will be completed.

HALL OF SCIENCE AREA

(shown in Yellow)

This area has been set aside for the future expansion of the Science Center and will be administered by the Board of Trustees

of the Hall of Science. The existing fountain will be converted to a pool. Appropriate existing roads and walks and a portion of the parking lot will be retained and the remaining area will be graded and seeded. The work involved is minor. The costs are included in costs for restoration of the Exhibit Areas.

QUEENS BOTANICAL GARDENS AND ZOO AREA (shown in Yellow)

This area is set aside for future development. No work is contemplated in the immediate future, that is until private and municipal funds are made available.

LAKE AND LAWRENCE STREET AREAS (shown in Light Red)

The areas east and west of Meadow Lake and between Van Wyck Expressway and Lawrence Street were developed almost exclusively as parking areas by the Fair Corporation. There are, therefore, few roads, utilities, and little landscape treatment suitable for incorporation into the Post-Fair Park. These large open areas, with suitable pedestrian and vehicular access, will be developed for active athletic use. During the construction period of the 1964-1965 Fair, four wells were built to provide six million gallons of pure, fresh water daily to the Lake. This compensated for the loss of natural drainage cut off by surrounding residential and highway construction. Chemical treatment was also added to control weed growth and keep the water clear.

Under the restoration program discussed herein, two additional wells will be constructed in the Willow Lake area. This will provide a greater water flow through the lake system and improve the quality of the water in Willow Lake.

On the west side of Meadow Lake an additional pedestrian overpass will be built over Grand Central Parkway at 67th Avenue. A children's playground, with comfort station, four softball fields, two football fields, game courts and a picnic area will be served by a parking field with a capacity of about two hundred cars. The parking field will be accessible from Grand Central Parkway.

The east side of Meadow Lake will have a four hundred car parking area field, which will take the overflow from the Amphitheatre field. Completing the facilities will be the reconditioned boat house, a picnic area, a children's playground with comfort station, one football field and two softball fields.

The Lawrence Street area will have a one hundred and twenty-five car parking field, serving the three baseball and two football-soccer fields. A comfort station will be provided for the athletic fields and the children's playground.

The development of the Lake Areas to include engineering and administration is estimated to cost \$3,030,000 in addition to the \$440,000 Lawrence Street Area Improvement cost. It is planned

that such work will be done by agencies other than the World's Fair Corporation.

FLUSHING MEADOW PARK ADDITION (shown in Light Red)

The acquisition of the Flushing Meadow Park Addition by the City will permit construction of an extensive athletic area between Willets Point Boulevard and the Flushing River. There will be a Junior Stadium with a seating capacity of three thousand, a clubhouse with locker, concession and comfort facilities, eight new tennis courts (to supplement the sixteen existing courts) two new baseball fields, two new football and soccer fields, two new softball fields, and a senior citizens' area. Development of these park facilities, including demolition in the area of the proposed parking field on the west side of Willets Point Boulevard, is estimated to cost \$1,960,000. This work which will include demolition of the existing buildings, will be undertaken by agencies other than the World's Fair Corporation.

SECURITY

Security of the Fair site during the demolition period is necessary to protect the millions of dollars of investments of the City and the Fair in existing permanent park improvements.

The Fair Corporation will provide watchmen at the gates and to patrol the general Fair area, including World's Fair buildings.

Exhibitors and Demolition Contractors will be required to provide watchmen services for their work areas and will have full responsibility to secure those areas.

Rigid controls will be exercised over the entrance and exit of vehicles. All vehicles will be required to obtain a permit to enter the site. An approved manifest of contents will be required to leave the site. Damage to any permanent facility or appurtenance will have to be reimbursed immediately; failure to do so will be cause for revocation of vehicle permits. Designated Fair site entrances will be open from 6:00 a.m. to 7:00 p.m., Monday through Saturday. The site will not be open on Sundays or at night.

Only station wagons, trucks, construction and demolition equipment will be permitted on the Fair site after January 1, 1966. Private vehicles will not be permitted at any time after the close of the Fair. Workmen's parking will be permitted in designated areas outside of specified entrances.

Appropriate Fire and Safety standards and all other World's Fair rules and regulations will be strictly enforced.

Fire protection will be provided by the City Fire Department after January 1, 1966.

A limited number of Emergency Reporting Phones will be provided by the Fair Corporation on the site. Required telephone service will be provided by each Exhibitor and demolition Contractor.

POST FAIR FLUSHING MEADOW PARK PRELIMINARY ESTIMATE

WORK TO BE PERFORMED BY WORLD'S FAIR*

Exhibit Areas

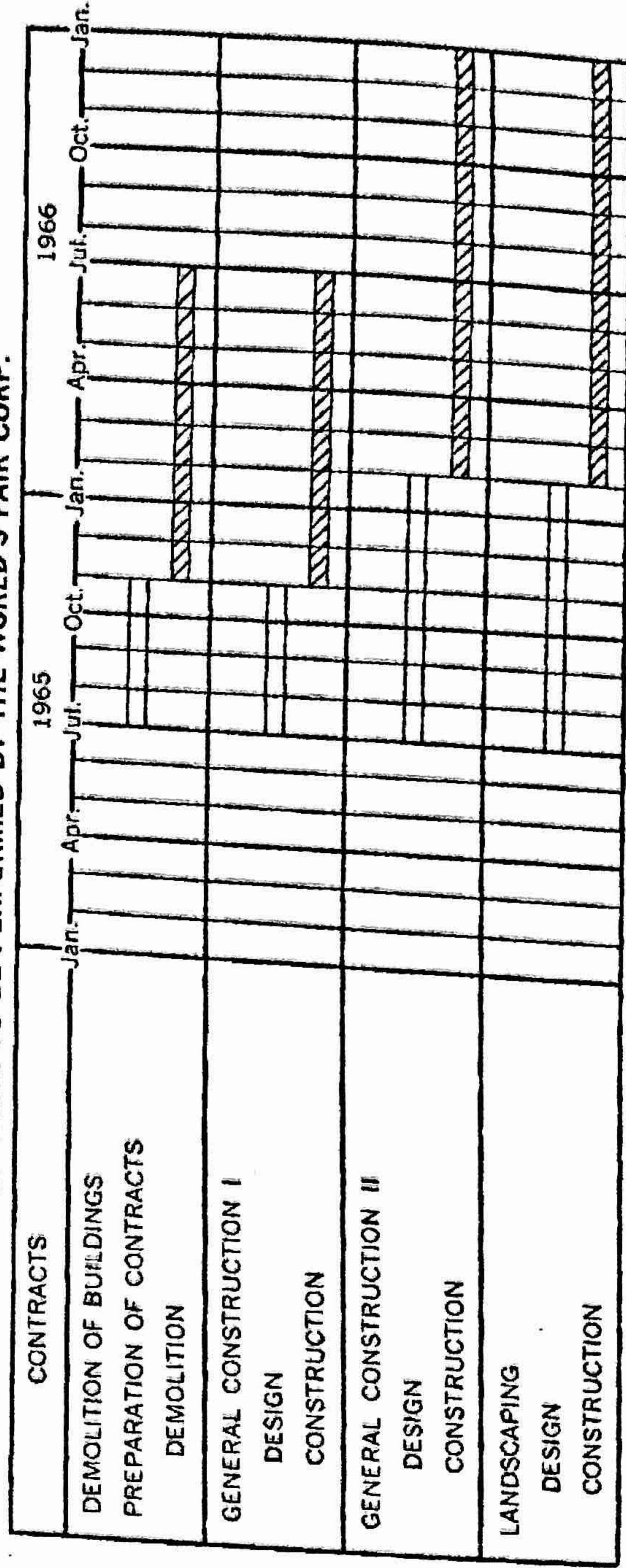
Demolition of Buildings Restoration	\$2,500,000 3,865,000
Engineering, Administration, Site Security, Emergency Reporting System, Control of Flushing River	\$6,365,000
Total	\$ 897,000 \$7,262,000

*These figures do not include general and administrative expenses of the World's Fair Corp.

WORK TO BE PERFORMED BY OTHERS

Meadow Lake East Construction Cost	\$1,125,000
Meadow Lake West Construction Cost	1,480,000
Willow Lake Construction Cost	150,000
Lawrence Street Area Construction Cost	400,000
Flushing Meadow Park Addition Construction Cost East of Willets Point Boulevard	1,780,000
Engineering and Administration	495,000
Total	\$5,430,000

PROPOSED SCHEDULE OF WORK TO BE PERFORMED BY THE WORLD'S FAIR CORP.



DESIGN
CONSTRUCTION