



Possible reconfiguration of the Meadow Lake edge with new topographic variation



The river and the lakes organize the space of the Park. Our view of the Park as an ecology of activity calls for a large-scale reorganization of program. As the first phase in the installation of corridors of activity we propose to daylight the Flushing River and to reconfigure the lakes to create a continuous ribbon of water back to Flushing Bay.

RECONFIGURE & RESTORE THE LAKES

Flushing Meadows Corona Park is defined by water. Today, the Park meets Flushing Bay at its extreme northern end. At its southern end, the Park is dominated by the two large lakes, Willow Lake and Meadow Lake, created for the 1939 World's Fair.

The hydrology of FMCP was shaped by humans. The site prior to human interference was a tidal wetland. Between 1906 and 1934, the site was filled with ash and garbage. Historic maps prior to the '39 Fair show the Flushing Creek meandering along widely varying routes through what later became the Park. A tidal dam was built across the Flushing Creek and the Creek was reconfigured into two lakes for the 1939 World's Fair. Further change to the Creek, now configured as a River, came as a result of the grand design for the 1964 World's Fair. The Unisphere, an iconic fountain located in the historic World's Fair Core was built at one end of a long axis that terminated with an enormous circular fountain, called the Fountain of the Planets. The Flushing River was relocated underground in a culvert on either side of the Fountain of the Planets and fed the fountain.

The lakes organize the space of the Park. Our view of the Park as an ecology of activity calls for a large-scale reorganization of program. In addition to the proposed daylighting of the Flushing River we urge the restoration and reconfiguration of the lakes to improve their aquatic health and create a continuous ribbon of water back to Flushing Bay.

The reconfiguring of the lakes' edges also offers opportunities for additional usable Park space (especially along Meadow Lake) and potential wildlife habitat diversity and water quality improvements through the creation of floating islands (inaccessible to visitors) in Meadow Lake. We would propose thinning Meadow Lake slightly and shifting some of the land area from the east side of the lake to the west, where it would be more accessible to more Park users.

An initial report study by water quality expert John Roebig details the many problems with the lakes and provides a number of possible solutions and their respective pros and cons (attached in the Appendix of this report).

Currently, the lakes are highly eutrophic. This is largely due to nutrients in the subsoil seeping up into the water. There is some lead and petroleum contamination. Shallow lake depths limit fish habitat and boating activities. Invasive plant and fish species have replaced more desirable species.

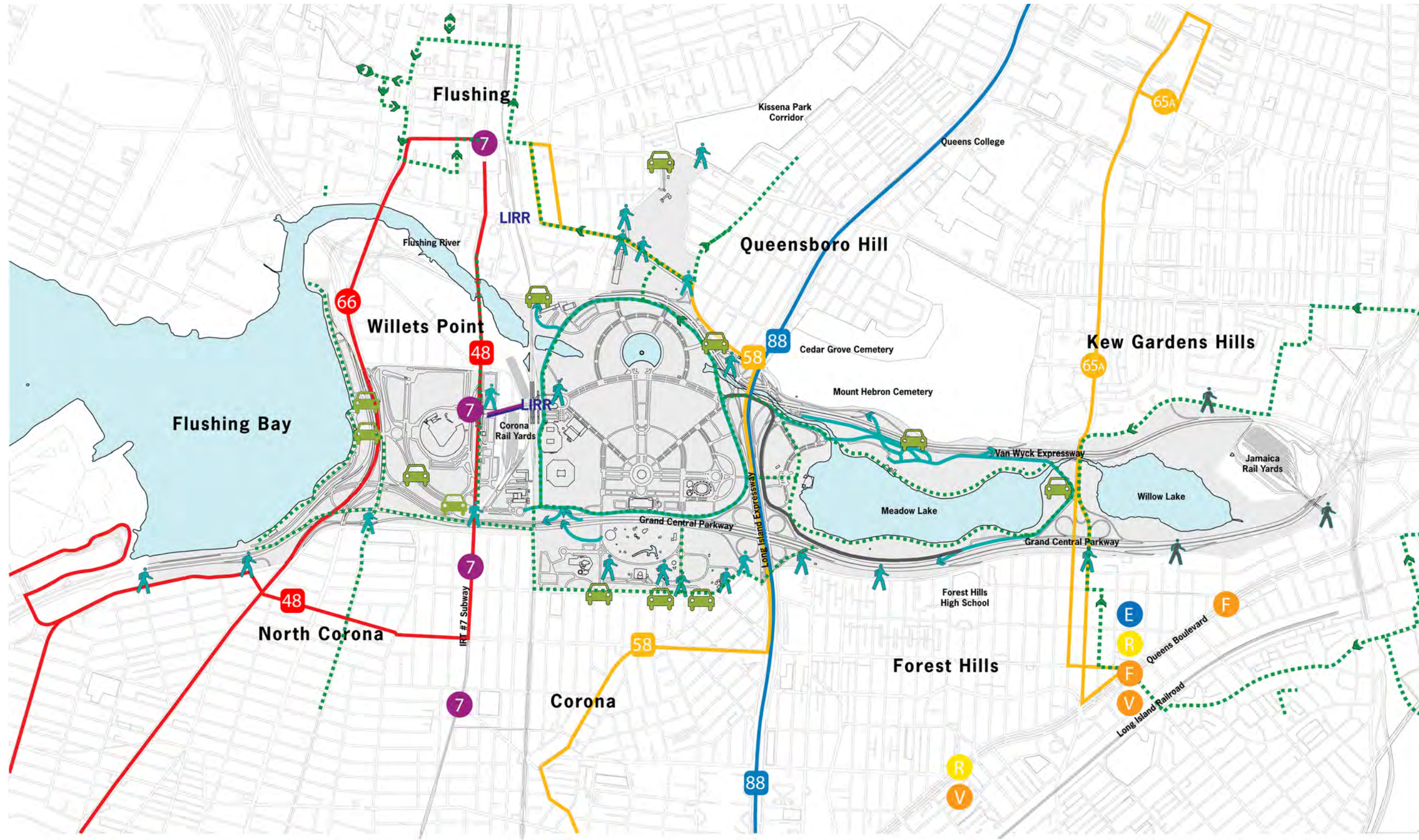
As with the reshaping of the World's Fair Core, a design study should be undertaken taking into consideration the program for the lakes as well as ecological restoration alternatives, as use of the lakes and improved water quality go hand in hand.

An idea that emerged from the Olympic Games proposal – the creation of a site for competitive rowing by joining the two lakes – deserves further consideration. It is likely that the lakes could be linked with a wider, deeper

channel without significantly impacting the ecological characteristics of Willow and Meadow Lakes and their shorelines. In fact, additional dredged material would be valuable resource for the reconfiguration of the lakes' shoreline. This proposal would, of course, require construction of a larger bridge at Jewel Avenue and a redesign of the Park road system.

To realize the lakes' ecological value and their potential as a recreation resource with more usable shoreline and the proposed reopening of the Flushing River, we suggest the following strategies for improvement.

- Selectively dredge both lakes and reconfigure bathymetry and shoreline to improve habitat, aesthetics, recreational activities (e.g. fishing, boating, walking and bird watching).
- Develop a program to improve water quality:
 - Treat stormwater with constructed wetlands (biofilters) to remove a significant amount of phosphorus.
 - If feasible, utilize lake water to spray irrigate upland planted areas to improve water quality before it returns to the lake.
 - Develop long term recommendations for reducing pollution sources, reduce impervious cover and replace pavement with porous pavement in the park to encourage infiltration.
 - Work with MTA to control runoff from the site and perhaps phase out the MTA facility.
 - Work with State and City DOT to control run-off from surrounding highways.
- Treat lake water to remove Snakeheads and restock with desirable species.
- Treat invasive plants (phragmites) with herbicide, remove them, restore substrate and replant with native herbaceous, shrubs, and trees.
- Provide controlled access of pedestrians.
 - Develop river walk along shoreline of Meadow Lake with perhaps planted safety bench to keep pedestrians at safe distance from the lake edge and prevent erosion and provide hardened fishing access points.
 - Restrict access to Willow Lake except for birding groups or scientific studies, and provide some bird blinds for bird watching.



Legend Vehicular Access Open Pedestrian Access Closed Pedestrian Access Open Vehicular Circulation Closed Vehicular Circulation Brooklyn - Queens Greenway

Access and Transportation Map



Pedestrian Bridge across the Van Wyck



Entrance across the Passerelle



Parking near the Boathouse

A detailed study of the transportation system, especially the vehicular, bicycle and pedestrian systems within and leading to the Park, is an essential step towards developing specific solutions.

RECONNECT THE PARK TO THE NEIGHBORHOOD AND CITY

One of the most enduring legacies of Flushing Meadows Corona Park's origins as a World's Fair site is the problem of circulation and access. Highways define the Park; they form most of the Park's longest boundaries, to the east and west. The LIE/GCP/Van Wyck interchange cuts through the middle of the Park severing Meadow Lake from the Core Area. Jewel Avenue separates Willow Lake from Meadow Lake. Getting to the Park by subway can be difficult. The number 7 train serves the West Park and Core areas very well, but getting to the boathouse from the train requires a 1.75 mile walk. As a World's Fair, the Park was designed to be entered and exited from a few controlled points. It was not meant to have a porous relationship to its surroundings. Once inside the Park there is no way to get around the 1,255 acres of parkland except to walk or to drive. Perhaps this is why so many people drive to the park. These problems are compounded by confusing signage and wayfinding systems.

The Parks Department and some of the constituent institutions have long recognized the need for internal circulation within Flushing Meadows Corona Park. Even though a trolley system was established a few years ago, it did not work. The route was too long, and the infrequent and late trains made the system unworkable. Ridership was low. The idea, however, was a step in the right direction.

As part of this study we asked Transportation Planner, Georges Jacquemart to conduct a brief survey of the Park and to comment on what he found. The following notes are drawn from his report (which is included in its entirety in the Appendix) and are supplemented by site observations.

- The scale of FMCP is such that accessibility to the various destinations within the park is difficult. The event locations within the park are spread out and difficult to reach on foot or by bus. Residential densities around the park are also relatively low thus limiting the number of persons that can walk into the park.
- There is only limited public transportation and many of the nearest subway stations are at long distances from the Park. The only subway station actually sited in the Park is served by only one subway line (the #7 line stop at Willets Point Shea Stadium/Citi Field). Other subway lines are further away from the park.
- The NYCT bus routes are not oriented towards serving FMCP. The main purpose of these routes is to serve larger communities in Queens, and therefore tend to pass through the park rather than serving it.
- The LIRR station at Shea stadium/Citi Field which is served by the Port Washington line trains is only open when Shea Stadium/Citi Field is active and during the US Open.
- Queens Cultural Trolley: This trolley bus service had a very long route, serving several low-volume activities with very limited service, and did not serve the subway stations. It operated on Saturdays and Sundays from noon to 6 P.M., and with only 3 runs per day there was not enough flexibility for the users to visit a particular destination.

From his initial observations of the Park Georges Jacquemart suggested a broad range of strategies which could improve conditions. At the same time he noted that a detailed study of the transportation system, especially the vehicular, bicycle and pedestrian systems within and leading to the Park, is an essential step towards developing specific solutions.

One way to create better linkages in the park is to organize the activities in the park in such a way that they are easily accessible by foot, bicycle or shuttle bus. This calls for aligning the activities within a reasonable route so that the users can easily move from one to the other. A string of activities is more accessible than a series of dispersed activities distributed all over the park.

Potential Pedestrian Improvements

Pedestrian access from adjacent neighborhoods is limited due to the barriers created by the expressways all around the park. Some former access points have been closed. Circulation paths in the park are in need of significant repair.

Reopen pedestrian overpasses. Create a new pedestrian path between the new recreation center off College Point Boulevard and the pool. Undertake a comprehensive walkway upgrade program.

Transportation Management Strategies

Due to the large variety of activities taking place in the park and the potential overlap of large crowd events such as the Met games, the US Open and various cultural festivals, there is a need to coordinate these events and the associated transportation and parking strategies. A Transportation Management Association (TMA) including representatives from the Mets, NTC, Museum, Zoo, Hall of Science, Terrace on the Park, Parks and Recreation, etc. should be created. This group will communicate among themselves regarding upcoming activities and how to avoid or minimize negative impacts. They will also act as a lobbying group to encourage the various government agencies to improve FMCP. The TMA will also have an important management responsibility in the common use of some of the shared infrastructure elements (parking, roadways).

Transportation and Low Activity Days, High Activity Days and Special Events

Due to the varying nature of activities in the park and seasonal peaks there is a need to have different transportation plans. On low-activity days (weekdays for most of the months except July and August) the plan should allow relatively easy auto access, maybe greater automobile access than is allowed today. During the low-activity days it is desirable to encourage greater presence by larger numbers of visitors, whether they walk or they drive. Providing two-way vehicular access around all or most of Meadow Lake may be one alternative for low activity days. This can be achieved as long as the vehicles are forced to drive slowly, and their speeds are controlled through traffic calming devices (speed humps, speed tables, raised pedestrian crossings, chicanes, etc.).

On high-activity days (weekends throughout the year and weekdays in July and August) vehicular access should be limited to offer more room to pedestrians, bicycles and shuttle buses.

Special event days will require transportation and parking programs tailored towards each event which involve expansion of the shuttle bus, including special shuttle buses to/from the Jamaica Station, and park-and-ride services to/from other large parking areas.

Separating the Transportation Modes or Shared Pathways with Traffic Calming

A key question is to what degree the various travel modes (auto, shuttle, bicycles, pedestrians) in FMCP should have their own right-of-way. Whereas separate rights-of-way or lanes may be desirable, this may be difficult to achieve and may require additional pavement in the park. Another option would be to share the pathways among the various users. Shared pathways are feasible as long as the speeds of the faster modes (auto, bicycles) remain limited.

String of Activities

One way to create better linkages in the park is to organize the activities in the park in such a way that they are easily accessible by foot, by bicycle or shuttle bus. This calls for aligning the activities within a reasonable route so that the users can easily move from one to the other. A string of activities is more accessible than a series of dispersed activities distributed all over the park.

These six proposals are our initial response to the multi-faceted problem of transportation and access, which is so fundamental to the Park's future as a place that is easy to get to and to get around in, while not being sacrificed to the endemic proliferation of asphalt that symbolized so much twentieth century urban design. As we move to a more sustainable model for future development we must look to ways in which parking takes up less room and does less damage to the environment. Mayor Bloomberg's policies for greening parking areas will help, and we propose that not only all new parking areas be built to these standards but that existing ones be retrofitted to meet the same standards using such techniques as porous pavement and vegetated bioswales as well.

We have suggested other strategies which could go further. These include the development of parking decks over the existing MTA yards that sit between the NTC and the Shea/Citi Field complexes. This strategically located area could be expanded to include the site of the present Olmsted Center if or when the Parks Department is relocated to a more appropriate home (within the Park or elsewhere).

Bicycle Circulation and Strategies

Many of our survey respondents noted that FMCP is an ideal biking park. The park is too big to be traversed on foot, but one travels easily by bicycle along the flat terrain from one end of the Park to the other.



The plan proposed for the Park after the 1939 World’s Fair included the first ever dedicated bicycle path in the New York City Parks system. Still today, many of our survey respondents noted that FMCP is an ideal biking park. The park is too big to be traversed on foot, but one travels easily by bicycle along the flat terrain from one end of the Park to the other.

We suggest that a park-wide bicycle sharing program, similar to that operating in Paris and other European cities, could be initiated to provide a valuable asset for the Park and, potentially, gain valuable publicity. There are already two concessionaires that rent bicycles in the Park, but bike sharing is slightly different.

The details of a bike sharing program would need to be established by a study, but a broad vision for such a pilot plan would look something like this:

Arrival

The park user arrives at the Park by subway and exits the number 7 train crossing the Passerelle directly into the Park’s grand entrance. Signs clearly indicate the bicycle station nearby.

The Bike

The park user leaves a credit card deposit, driver’s license or green card in exchange for a bicycle for each member of the family.

The Ride

Riding along designated bike paths, the park users have an easy 12 minute ride to the boathouse or a 7 minute ride to the Botanical Garden. At the destination, copious specially designed bike racks make it easy to lock the bike with the integrated bike lock. All of the bikes used in the program have integrated locks. They are specially designed bikes, whose parts are not standard and are not interchangeable with standard bikes in order to deter theft, and integral baskets to carry personal items.

The Visit

After visiting the Botanical Garden, it is a gentle 11 minute ride to Meadow Lake area for a quick spin around the lake or a picnic by the water. The integrated basket makes it easy to carry anything you need with you.

The Return

Because the park user arrived by subway, he or she will also leave by subway. The bike is returned to the kiosk located near the Passerelle building, and the collateral is returned.

Bike sharing already works city-wide in several European cities. A recent exhibition at the Storefront for Art and Architecture surveyed bike share programs in Paris, Barcelona, Stockholm, Oslo, Copenhagen, Frankfurt, Lyon and Pamplona. Paris’ program launched in July of this year put 20,000 bikes on the streets of Paris, free for the first 30 minutes.

As the FMCP pilot program grows it will become more like bike sharing in Europe. The kiosk can be automated. This technology already exists and is used in all of the above cities. As the program grows the number of kiosks will grow as well. Because the system is automated and computer-controlled, users will be able to pick up a bike at the subway and return it elsewhere.

There are several street furniture and marketing companies that already run bike sharing programs world-wide. New York City has already contracted with one of them for bus shelters and public toilets. All of the technology exists and is readily available.

Bike sharing is a sustainable solution for one of the most persistent problems in the Park, and the very constraints that make FMCP so hard to traverse (lack of access) make it ideal for a pilot bike sharing program that could blossom into a larger model program for the entire city.





Porous paving in parking lots increases infiltration and reduces runoff



Natural rip-rap edging and planting protects and enhances shoreline



Over-flow parking on reinforced grass reduces paved footprint



Constructed wetland restores the health to water body and provides cleansing of runoff from surrounding paved areas



If Flushing Meadows Corona Park is truly to be reborn as the Park of the Future, then it is imperative that the Park position itself at the vanguard of sustainability.

SUSTAINABILITY & THE PARK

We propose the following:

- The Park become a laboratory for sustainable design where professionals could undertake serious research and where the public could come to learn about sustainability.
- To create greater programmatic density along well defined routes, or “corridors of activity.” This will allow programs to feed off one another by proximity. By concentrating program along these corridors, other areas of the Park will become less dense areas of passive recreation or, as with the proposals for Willow Lake, ecological preserves.
- Re-naturalize passive recreation areas through the introduction of varied terrain and more diverse trees and plants. They will connect to the newly contiguous river and lake system whose edges will become intimate areas for relaxation and suitable habitats for local flora and fauna.
- The entire Park’s drainage and paving systems should be evaluated and improved to reduce flooding and improve ground water quality. If possible the new Citi Field parking area should be designed in conformance with the PlanNYC’s standards for green parking lots, with porous paving and bioswale drainage channels.
- Other environmental interventions proposed include:
 - Innovative lighting systems
 - Photovoltaic collectors on the NYS Pavilion
 - Energy efficient transportation systems to discourage the use of the automobile and improve connection between Park activities

The current proposals for Citi Field parking, while not appearing to meet all the City’s current design criteria for sustainable parking lots, do incorporate extensive planting beds within the paved areas while the bus parking area, currently under construction, utilizes porous paving.

One of the most critical circulation deficiencies at FMCP has been the link between the Marina Area and the Historic World’s Fair Core. The current design for Citi Field incorporates a link between the Marina and the Core within its layout of parking and pedestrian pathways. Furthermore, the Mets have replaced the north stairway leading to the #7 subway/Passerelle.



Possible reconfiguration of the Meadow Lake with new floating islands



“...The canoe trip passes many of the most active areas of the Park. After paddling by the Pool and Skating Rink, one enters directly into the easternmost portion of the World’s Fair Core. Previously, the Flushing River ran through this part of the Park in an underground culvert; now it slips past the festival ground located on the site of the former Fountain of the Planets. A break in the terrain offers a view along the old Beaux Arts World’s Fair axis all the way back to the Unisphere”.

LONG TERM VISION

A Page from a Guidebook of the Future

Flushing Meadows Corona Park is defined by its connection to water. To the north, the Marina zone of the Park skirts Flushing Bay, the source of the Flushing River. The River, which meandered through the site before the ash heaps and before the World’s Fairs, does so again. It branches off from the bay separating the thriving Willets Point development from the Downtown Flushing Corridor and enters FMCP through a tide gate which controls the water level in Meadow and Willow Lakes.

It has become popular for boaters to launch a canoe or a kayak from the area just beyond the tide gate and paddle the entire length of the Park from the Pitch ‘n Putt all the way to the Nature Center located on Willow Lake at the extreme southern end of the Park. On any given day, one often sees cars with boat trailers parked in the tree-lined lot on the site of the former Allied Building.

The canoe trip passes many of the most active areas of the Park. After paddling by the Pool and Skating Rink, one enters directly into the easternmost portion of the World’s Fair Core. Previously, the Flushing River ran through this part of the Park in an underground culvert; now it slips past the festival ground located on the site of the former Fountain of the Planets. A break in the terrain offers a view along the old Beaux Arts World’s Fair axis all the way back to the Unisphere. On many summer weekends, this view is obstructed by massive crowds gathered for one of the Park’s many weekend festivals.

Continuing past the Festival Ground, the river dips under a pedestrian bridge connecting the World’s Fair Core to the Garden and Recreation Area. As the canoe approaches the boundary between the Core and the Meadow Lake areas, one notices a change in the waters edge. Under the LIE/Van Wyck interchange, vegetative swales remediate some of the stormwater which runs off from the elevated highways. This is one of the measures that has led to a dramatic improvement in water quality in the Park in recent years.

Entering the Meadow Lake area, boaters old enough to remember will note that the lakes have a completely different shape than they did when they were created for the 1939 World’s Fair. These changes are not merely aesthetic. Selective dredging in the lakes was used to create a new profile along the lake bottom. The bathtub section of the man-made lake was modified to more closely resemble a natural body of water.

Once inside the Meadow Lake zone, boaters are free to explore some of the intimate coves created when the lakes were reconfigured. The lake edges are no longer dominated by the invasive phragmites; they were eradicated along

with invasive fish species as part of the lake remediation allowing the reintroduction of several native fish species into the lakes. The reconfigured edge of the lakes is also home to several native species of plants, which are closely monitored by volunteers from the Nature Center at Willow Lake. This new biodiversity is a direct result of the shallow overland flow of water through the site.

In the middle of the lake, the canoers navigate around a new island. Like the other major changes to the Lake Areas, the island is not just aesthetic. Boaters are prohibited from docking here because, like a peat bog, the island floats in the lake and is merely anchored to the lake bed. A vital part of the Park’s sustainable strategy for cleaning the water, the floating island plays host to billions of tiny microorganisms which eat algae and keep the lake water clear.

Passing close to the edge of the lake, the boaters notice that the lakes’ edges, once dominated by phragmites, are now free of the invasive plant. In different areas of the Park, the lake edge is handled in a variety of new ways. In some areas, wooden boardwalks allow land-bound Park users to walk directly over the lake. In other areas, sandy and rocky beaches provide spots for sunbathing in the sweltering summer sun. The rocky beaches are also a popular spot for fishing.

Some of the Park’s playing fields and lawns come quite close to the water. The Park’s maintenance staff is very careful to minimize the use of fertilizers and pesticides which could return the lakes to their former nutrient-rich state. In some of the grassy areas, the grass has been left long: low cut grass is more attractive to the Canadian Geese whose droppings are detrimental to water quality.

Access to Willow Lake is restricted to only a few entrances and exits to help preserve the delicate wetland which has been allowed to take hold there; however, it is still possible to paddle a canoe all the way to the new Nature Center. On some days, boaters must navigate around the aeration systems, installed to help maintain the water quality. Most find it a small price to pay for cleaner water.

Another popular way to navigate through the Park is by bicycle. Since the introduction of New York City’s first bike sharing program, Park users don’t even need to bring their own bicycle. Visitors who take the #7 train can find the Park’s largest bike station located directly adjacent to the Passerelle building. Using the automated system, they simply unlock a bicycle and head off along one of the Park’s dedicated bike paths.

The bike paths converge in the Core area, but they take visitors anywhere they want to go in the Park. Biking in



Newly reconfigured Meadow Lake edge

“...FMCP has become a world-renowned laboratory for sustainable design. Thanks to the cooperation of all of the community and institutional stakeholders, the theme of sustainability runs through every project”.

the Park is easy because paths for pedestrians and cyclists are separated from one another and are clearly delineated. The newly installed signage system makes navigation to all of the Park’s attractions and institutions simple.

Many visitors use the bikes for more than just recreation. The Park is very large, and bikes are the easiest way to get around. Bike paths connect not only the institutions and attractions, but also the sports fields, playgrounds and the areas for passive recreation. Many of the sports fields have been relocated to be densely packed along major bike and pedestrian paths. The Park’s signage system clearly shows the way.

On days when there are special events in the Park, trolley service provides convenient transport from the Park’s major entrance points. Several times every summer, the Park offers a FMCP history tour of the Park with a highly knowledgeable guide from the Queens Museum of Art. Even on days when the Park is most crowded, dedicated circulation for bikes, pedestrians and motor vehicles keeps everyone safe.

The dense corridors of activity along these well-defined travel routes have made Flushing Meadows Corona Park a much safer place. As the sky grows dark, the lights come on. Even visitors who stay in the Park longer than they planned need not worry. It is easy to find one’s way back to the activity corridors, where the lights are bright and the distance and direction to the nearest exit is clearly marked. As the Park darkens, solar powered LEDs light up the bicycles and the bike paths.

Away from the dense activity corridors, the reconfiguration of the Park has allowed for the creation of new, intimate areas for quiet recreation. Park users can travel off of the main paths and relax in a variety of different kinds of landscape. When the lakes were dredged, excess fill was relocated to the land to create some much needed topographic relief. The rolling hills in these naturalized areas make them unsuitable for soccer or baseball, but highly inviting for a picnic.

Even though the Park is known world-wide as a center for research into sustainable design, and because it attracts regional visitors, many people still drive to FMCP. The situation for cars has become much better in recent years. After a comprehensive traffic study, the Park circulation system has been completely reconfigured. Car traffic has been mostly separated from the cyclists and pedestrians, who now dominate in the Park. The new vehicular circulation connects a rational network of parking lots which are calibrated to account for the newly developed neighborhoods around the



“...FMCP is still a neighborhood park. Local residents still cross the street to picnic by the lake or to take their children to the playgrounds. Because of recent improvements in the Park, FMCP is also one of the premier destination Parks in the City. Flushing Meadows Corona Park has always been the Park of the Future. It continues to be so, today”.

Park. The new parking lots are finished in porous paving which greatly reduces the amount of stormwater runoff contaminating the lakes and the Flushing Creek. The remaining stormwater flows into bioremediation swales, which help to keep the groundwater cleaner.

A Transportation Management Agency established for the Park helps keep everything running smoothly especially on days when the US Open overlaps with a Mets game. In order to ensure that the Park remains open and available for other Park users, an electronic signage system operated by the Transportation Management Agency directs cars to areas where they can park safely and legally. A shuttle system delivers visitors to the stadiums on time and with minimal disruption to local users and area residents.

For most Mets games and for large gatherings and festivals held at FMCP, visitors can park in the Citi Field parking garage. By stacking parking vertically, the overall footprint taken up by cars in the Park has been greatly reduced. Instead of the vast field of parking which was initially planned, the Citi Field parking garage has left ample space for additional green areas just west of the original Shea Stadium Site. This green corridor connects the Marina area to the World's Fair Core area through the Sports Complex, establishing new access to Flushing Bay.

During the week, the Citi Field parking structure is also used by the Parks Department. As one of the most recent improvements in the Park, the MTA/LIRR rail yards have been decked over and turned into new parkland. The “temporary” 1964 World's Fair administration building, which once housed the Olmsted Center, has finally been demolished. A new Olmsted Center now sits on top of the rail yards. Located much closer to the subway station, the new Olmsted Center is an entirely modern facility, including climate controlled archives and a permanent exhibition about the history of the New York City park system.

With all of the changes to Flushing Meadows Corona Park, attentive long-time visitors will notice two things. The first is how the essential ethos of the Park has remained unchanged. Soccer is still played widely in the Park. Thanks to a new system of lighting powered by photovoltaic cells, it can be played longer. People still come to jog and ride bikes in the Park. Because of the reconfigured path system routing them along dense corridors of activity, they are safer. Families still come to grill and picnic in the Park. The cleaner lakes and introduction of more varied terrain, flora and fauna makes their long afternoons more relaxing.

The second thing one notices about Flushing Meadows Corona Park is that all of the changes in recent years are centered around one theme. FMCP has become a world-renowned laboratory for sustainable design. Even the new comfort stations sprouting all over the Park are treated as opportunities for innovation in sustainable power and waste management. Thanks to the cooperation of all of the community and institutional stakeholders, the theme of sustainability runs through every project.

An alliance of FMCP institutions has led to collaborative exhibitions between institutions like the Hall of Science, Queens Museum of Art, Queens Theatre in the Park, the Queens Botanical Garden, and the Queens Zoo. Even the Mets and the USTA/NTC have gotten in to the action. The demolition material from the old Shea Stadium was used to create a new landscape for the Core Area. The USTA/NTC has taken on sustainability as a priority and is quick to show the world their commitment to the environment during the two weeks in September when the US Open is played in the Park.

Flushing Meadows Corona Park is still a neighborhood park. Local residents still cross the street to picnic by the lake or to take their children to the playgrounds. Because of recent improvements in the Park, FMCP is also one of the premier destination parks in the City. Recently, the Parks Department installed a series of plaques explaining the history of the World's Fairs at each of the remaining World's Fair Sites. Flushing Meadows Corona Park has always been the Park of the Future. It continues to be so, today.

CREDITS

This report on the future of Flushing Meadows Corona Park is the result of a three year process which began with the award of a grant from The J.M. Kaplan Fund to the NYC Department of Parks & Recreation. The J.M. Kaplan Fund, concerned for some time over the condition of the Park, had previously helped fund the Department's effort to create a data base using state-of-the-art Global Information Systems technology called the ESRI Personal Geodatabase: Flushing Meadows Corona Park Restoration Framework Plan.

The contract to carry out the Strategic Framework Plan was awarded in 2005 to a multi-disciplinary team headed by Quennell Rothschild & Partners, landscape architects and Smith-Miller + Hawkinson, architects.

Led by Assistant Commissioner Estelle Cooper and her Project Director, Meira Berkower, the Department provided continuous assistance and guidance to the Project Team.

The Project Team, which has involved a number of people, from the lead firms to their many sub-consultants included:

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