

VOL. I

NO. 1

OCTOBER

1936



The FLUSHING MEADOW IMPROVEMENT

Official Publication of the City and State Officials in Charge
of Basic Improvements at Flushing Meadow Park to
Provide a site for the World's Fair of 1939

The FLUSHING MEADOW IMPROVEMENT

Official Organ of the Public Officials in charge of Basic Improvements at Flushing Meadow Park

Articles in this publication may be reproduced with or without credit

VOLUME I

October, 1936

NUMBER 1

Flushing Meadow Park To Become Versailles Of America After Fair

**City's Largest Recreation Center Will Have Unique Landscape
Treatment; Provision To Be Made For All Forms of Play**

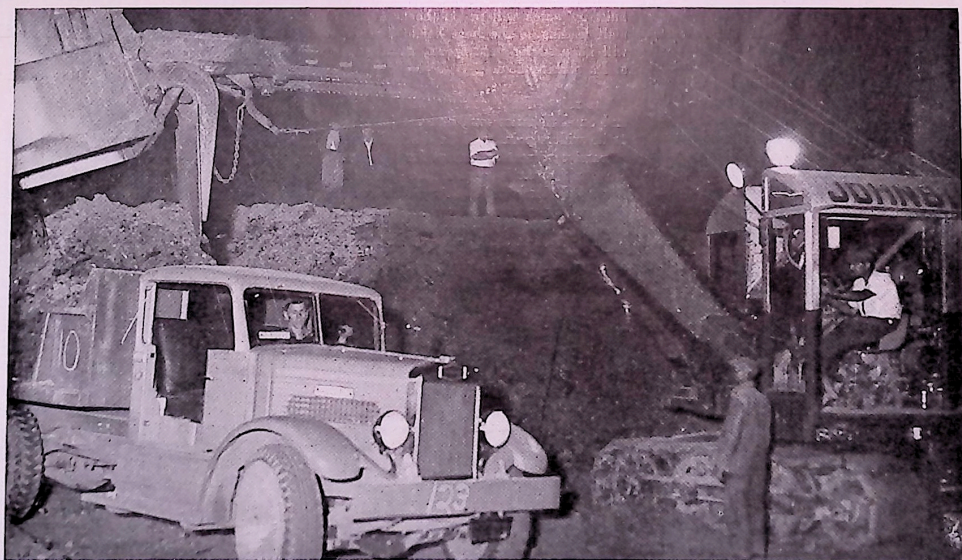
Flushing Meadow Park, site of the World's Fair will be developed after the Fair along lines that will make it unique among parks of the world. In the north area it will combine the formal treatment best exemplified by the world famous park and garden at Versailles with the most extensive active recreation center in the city park system. The entire area south of Horace Harding Boulevard will be developed in informal natural style and will be devoted for the most part, to passive recreation.

Tentative plans of the Park Department call for using most of the area north of

Horace Harding Boulevard for various forms of recreation and entertainment. There will be large athletic fields for baseball, football, field hockey and similar games, open areas devoted to lawn games for all age groups, a battery of tennis courts, a section for other court games and playgrounds equipped with apparatus for boys and girls and adults. Large swimming and wading pools, a pitch-putt golf course, a model yacht basin and an outdoor stage also are proposed for this area.

This section of the park includes the 373-acre tract between Horace Harding Boule-

This bulletin is devoted to information on basic public improvements to provide a site for the World's Fair of 1939. It is compiled under the direction of Robert Moses, Park Commissioner, by a coordinating and progress committee of which Allyn R. Jennings, general superintendent of the Park Department, is chairman. Other members are William H. Latham, Park Engineer; Major Irving V. A. Huie, representing Madigan & Hyland, engineering consultants to the Park Department; Joseph J. Darcy, district engineer of the State Department of Public Works; Arthur E. Howland, chief engineer of the Long Island State Park Commission; Charles U. Powell, chief engineer of the Queens Topographical Bureau, representing the Borough President of Queens, and George E. Spargo, assistant to the Park Commissioner.



NIGHT SHIFT moving fill at site



PAVING west service road. Beginnings of Meadow Lake in middle distance

ward and the Long Island Railroad where most of the Fair Buildings will be located. Some of the buildings will be of permanent construction and will remain after the Fair. As much as possible of the Fair landscaping—walks, drives, malls, pools and planting—will be retained in the park scheme.

In the past, fair grounds have usually disappeared after the demolition of fair buildings, but the Park Department hopes that by working from the start in collaboration with the World's Fair designers a more or less permanent ground plan will be arrived at. This will not only reduce the cost of the ultimate park development, but will perpetuate the dignity and grand scale of the Fair plan. It is planned to save some of the interior courtyards and patios, perhaps replacing the encircling Fair buildings with groves of trees. The sites of other buildings will become lawns for informal recreation or game courts for active play surrounded by the heavy planting that is planned for the Fair.

This retention of the formal Fair layout will create a "Versailles" park of broad tree-lined allées, secluded glades, fountains and water basins, sheltered gardens and courts. This style of landscape architecture is practically unknown in this country, and it has never been utilized in connection with active recreation.

Court games and other forms of organized play probably will be confined to the area just east of Grand Central Parkway. The rest of the exhibit ground on this side of the parkway will be devoted to informal play and general park usage of a passive nature.

West of Grand Central Parkway, and still between Horace Harding Boulevard and the railroad, there will be a sixty acre athletic

field flanked by two local children's playgrounds and a sizable parking field. This section alone will equal in size the largest existing playfield in the park system—the parade grounds at Van Cortlandt Park.

Another major athletic field is proposed for the site of the sixty-three acre city parking lot to be constructed north of Roosevelt Avenue and east of the parkway. This unit will be developed around a central recreation building which will be on the axis of the mall leading to the boat basin. The area will be used for field sports, court games and a parking field.

The rest of the huge park, which is three and one-half miles long and a mile across at its widest point, will be devoted chiefly to passive recreation, except for local marginal playgrounds around the perimeter. North of Northern Boulevard lawn areas bordered by trees and shrubbery will slope down to Flushing Bay and the boat basin. The park development of the shore front will enhance values and protect for all time the parkway and the Northern Boulevard approach to the park.

In the other direction, south of Horace Harding Boulevard, the dominant landscaping feature will be the two large lakes—the Meadow Lake north of Sixty-ninth Road and the smaller Arboretum Lake to the south. Sloping back from the lake shores will be clumps of trees and shrubs. Boats (but not swimmers) will dot the lakes, while horseback riders will be seen winding in and out along the banks.

The separation of the park into active and passive recreation areas follows naturally the character of the tract and the use to be made of it by the Fair. The section between

Horace Harding Boulevard and the railroad was selected for the concentration of building for a number of reasons. It is most accessible to transportation lines and highways. The park is widest at this point with the result that more upland on either side of the Flushing River valley is available to provide good foundation conditions. The old dumps of the Brooklyn Ash Removal Company are located here, a source of sufficient material for any additional fill that may be needed, and the surrounding area is not as completely residential as further to the south.

All of these conditions make this section also most suitable for intensive park usage. An additional factor is that the area will have to be rehabilitated after the Fair. The Fair corporation is required by the terms of its lease with the city to spend its first \$2,000,000 of net receipts in cleaning up and improving the park. In addition to the extensive reconstruction planned for the northern half, local playgrounds will be laid out at intervals around the entire periphery, parking fields for at least 6,000 cars will be built at strategic points and six miles of bridle paths will be laid out around the lakes.

The cooperative planning by Park Department and World's Fair architects has been a unique feature of the design of the Fair site. A general plan for basic work was prepared which would serve the requirements of the Fair and the ultimate park usage and would enable many of the improvements of the former to be retained for the benefit of the latter. In other words, the Park Department is preparing a semi-fabricated product in such a way that when the Fair corporation has finished it and the Fair is over, the city can take it back and use it.

Meadow Grading One-Third Finished

State Highway Works Also
Progressing Rapidly

Dust clouds sweeping over Flushing Meadow Park by day, the blinding glare of arc lights by night attest to the speed with which the work of grading the World's Fair site is progressing. With six months still to go the contractors have completed approximately one-third of their "cut and fill" operations.

More than 2,000,000 cubic yards of ashes have been sliced off the old Brooklyn ash dumps and spread over the park lowlands, while the Meadow Lake has been excavated to the extent of about 200,000 cubic yards of meadow mat. Demolition of some 300 houses and other buildings acquired in condemnation proceedings has been entirely completed.

Mount Corona, the ninety foot high mound of ashes northwest of the intersection of Grand Central Parkway and Horace Harding Boulevard, has vanished completely, and the other hills of the old dumps are fast melting away. At several points the final grade already has been established. These areas include twenty-five acres south of the railroad and west of the river, forty acres along the west bank of the Meadow



READY for building. Grading has been completed in foreground

Lake, ten acres across the lake and several other smaller tracts.

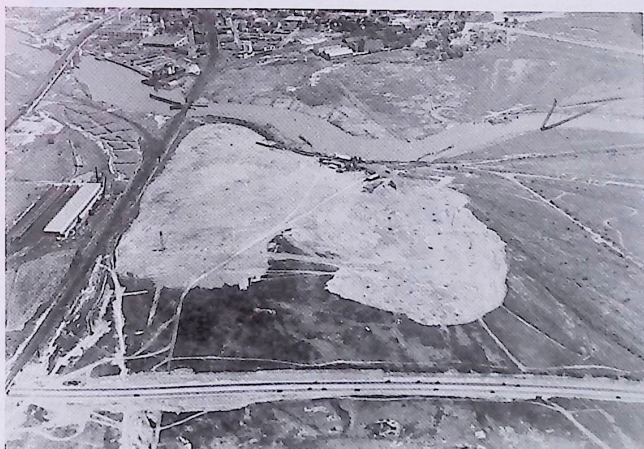
The contractors now have an average of 450 men on the job working three shifts. Eight steam shovels and four dragline derricks keep 100 trucks going day and night. At the current rate, one cubic yard of fill is being moved every two seconds.

In order to facilitate shifting this material from one part of the grounds to another the

contractors have built their own private macadam road, twenty feet wide, paralleling Grand Central Parkway Extension from Horace Harding Boulevard to Sixty-ninth Road. It took just five days to construct this mile long pavement. Fill is now being dumped south of Sixty-ninth Road. At Strong's Causeway a temporary channel for Flushing River has been built which carries it under the causeway in five forty-eight-inch pipes. These are equipped with flaps to prevent the tide from flowing in south of the causeway and hindering the work.

Construction of the west service road of Grand Central Parkway Extension South of Horace Harding Boulevard and north of the Long Island Railroad tracks is about 45 per cent completed. This job is being done under a \$203,871 contract let by the State Department of Public Works. The two sections of the road will have a total length of almost two and one-half miles. The concrete pavement is thirty feet wide.

Work is scheduled to begin shortly on another State contract, the construction of a bridge to carry the east service road under Roosevelt Avenue. John Meehan & Son of New York City submitted a low bid of \$154,733.80 for the work. The service road, consisting of two twenty-two-foot pavements separated by a mall, will be the main thoroughfare to the Fair from the boat basin and municipal parking field to the north. The department of Public Works also has advertised for bids for the construction of permanent channels for the Flushing River under Horace Harding Boulevard and Sixty-ninth Road.



CENTER of Fair as it Looks Today

End of Vesuvius

Smoking Riker's Island to Be Beautified For Fair

Riker's Island, New York's notorious East River Vesuvius, is not going to be permitted to mar the approaches to the World's Fair or cast its unsavory pall of smoke over the Fair grounds. With the cooperation of the Departments of Parks and Correction, the Commissioner of Sanitation has formulated a procedure which will transform the ugly gray dumps which loom up off the mouth of Flushing Bay into green knolls and meadows by 1939.

Rigidly controlled in accordance with a pre-arranged plan, the dumping of refuse on the island will cease entirely during the period of the Fair. Trees and shrubs planted on the outer slopes during 1938 will soften its bleak appearance and effectively screen

visible evidences of dumping in the interior during the next two years. The cost of the proposed improvements is estimated at \$100,000, not including the cost of the grading which will be done with relief labor.

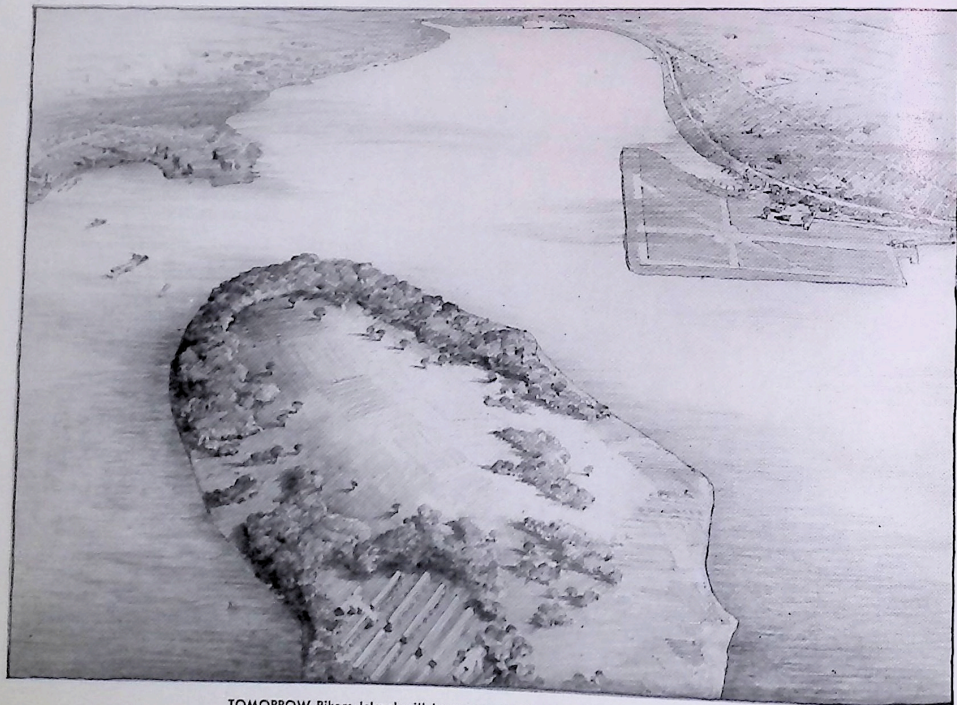
The first scow-load of Manhattan refuse was towed to Riker's Island in 1895. No one knows how many cubic yards of ashes, scrap and occasional garbage have passed through Hell Gate since then, but in recent years the annual haul has totaled 4,000,000 cubic yards. The original sixty-acre island has spread over 330 acres. From a maximum height of five feet above mean low water it has risen to 120. The pressure of the weight above has forced millions of yards of fill down into the river mud to be washed away by the tides.

Early in the "development" of Riker's Island a dummy engine and flat cars were imported to carry the refuse inland from the two docks. The rickety tracks were moved about constantly, creating ridges and filling in valleys. When the fires which have been the island's chief claim to public notice first started or how, no one can recall, but they

have been smouldering for years, to the everlasting annoyance of nearby residents of the Bronx and Queens.

About 100 acres in the Northwest corner of the island are now occupied by the city penitentiary. Dumping is confined to the eastern two-thirds. The established bulkhead lines permit the filling of an additional ninety-five acres of land under water, most of it at the east end. When dumping is completed at some as yet undetermined date in the future, it is expected that the fill will have settled and compacted itself sufficiently to slope up from the shores to a maximum height of fifty-five feet in the center. At that time the island will have a total mass of 120,000,000 cubic yards.

The plan for improving the dump for the fair involves primarily the creation of an outer landscaped rim, eight-five feet high, and the restriction of dumping thereafter to an interior bowl which will accommodate, it is estimated, about 10,000,000 cubic yards of refuse. Of immediate importance is the filling of the eastern end of the island and the northern edge by the Fall of 1937 so that



TOMORROW Rikers Island will be covered with meadows, dotted with trees



TODAY the island is a dump for refuse

they can be covered with decomposed material and prepared for planting in the Spring of 1938. The report on the plan recommends that 4,000 feet of temporary bulkhead be built at once, pointing out that to await the completion of the proposed permanent stone bulkhead would endanger the entire project.

A low-lying area along the southwest shore outside the bowl should be filled in and prepared for seeding with grass by September, 1938, the report states. It recommends that the high dumps just back of the penitentiary be regraded to form the western rim of the bowl. This would require moving 550,000 cubic yards of material. Another 600,000 cubic yards would be taken out of the bowl to provide suitable decomposed matter for topsoiling to a depth of three feet the areas to be planted. Unloading scows along the south shore would be discontinued after 1938. The fires on the island, it is believed, can be put out if sufficient water is made available.

Certain plants already have shown their ability to thrive on the island under adverse conditions, and these and similar hardy species are to be used in the contemplated



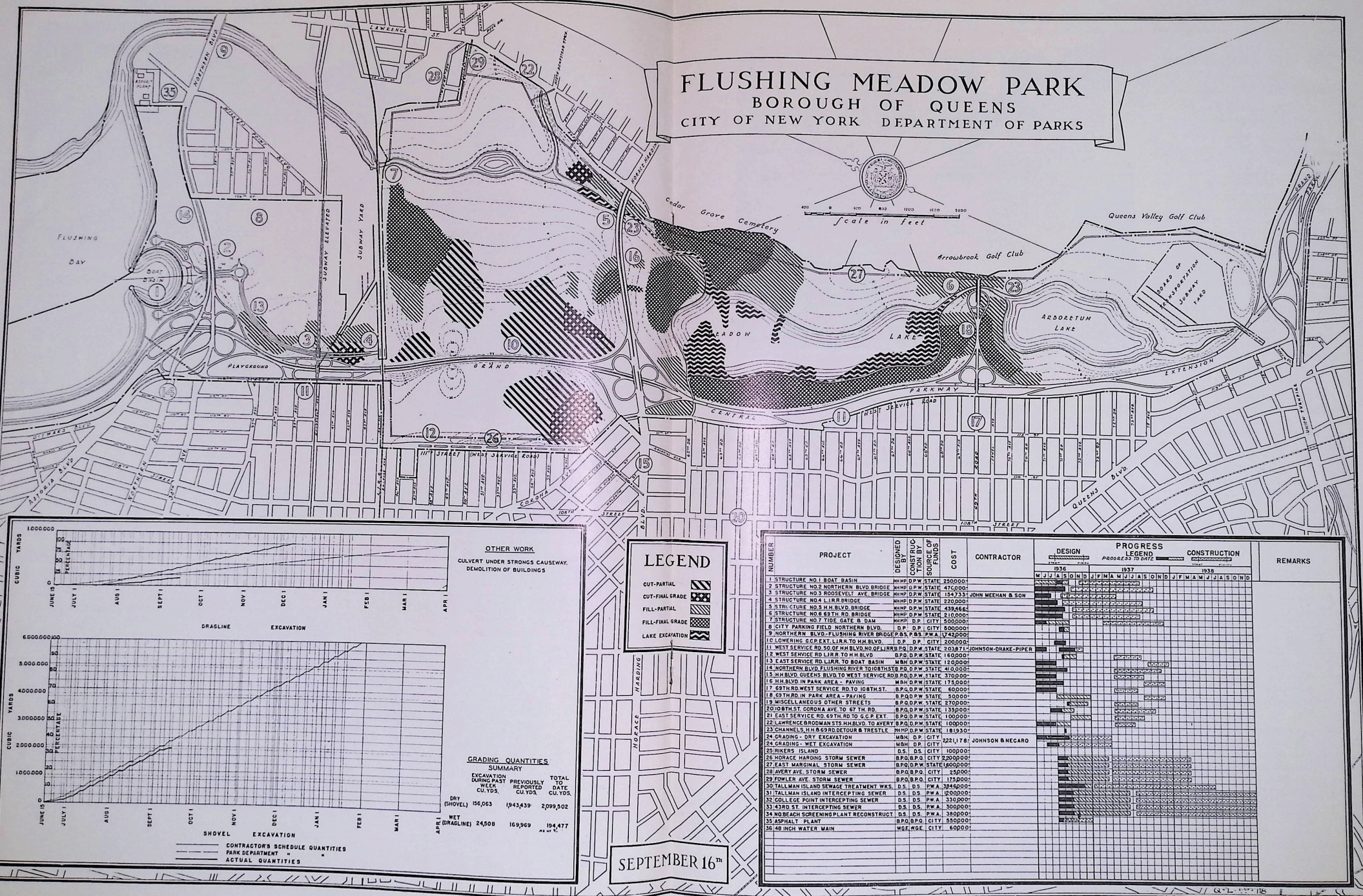
AND MORE refuse

planting, which will cover 150 acres. Recommended rapid-growing, drought-resistant trees are black locust, ailanthus, gray birch, poplar, Russian olive, box elder and catalpa. By 1939, it is thought, such trees would form an effective screen fifteen to twenty feet high. The report advises that the Park Department plan for landscaping the Department of Correction grounds be carried out.

Plan City Exhibit

Selection of an official New York City exhibit for the World's Fair is under consideration by a Fair Commission of twenty-six citizens and public officials. The ten citizens on the Commission were appointed recently by the Mayor. They are Dr. Nicholas Murray Butler, Fannie Hurst, Surrogate George A. Wingate, Miss Mary E. Dillon, William M. Calder, George Meany, Mrs. George A. Wyeth, Mrs. Peter Sammartino, Warren Ashmead and Mrs. Bertha Elizabeth Dreyfus. Other members of the Commission previously announced include the members of the Board of Estimate and eight aldermen.

FLUSHING MEADOW PARK
BOROUGH OF QUEENS
CITY OF NEW YORK DEPARTMENT OF PARKS



MAP and CHART Showing Progress of Basic Improvements at Site

No Hot Dog Stands

Area About Site Protected By City Zoning Rules

Every precaution is being taken by the City of New York to prevent improper mushroom development of the area adjacent to the fair. All of the territory surrounding the site has been rezoned to an average depth of 500 feet, the new plan constituting the largest of its kind approved by the Board of Estimate since the original zoning of the entire city in 1916. The area covered by the change equals in size all of Manhattan south of Fourteenth Street.

Additional regulations affecting advertising and amusement devices are being prepared for adoption by the Board of Estimate.

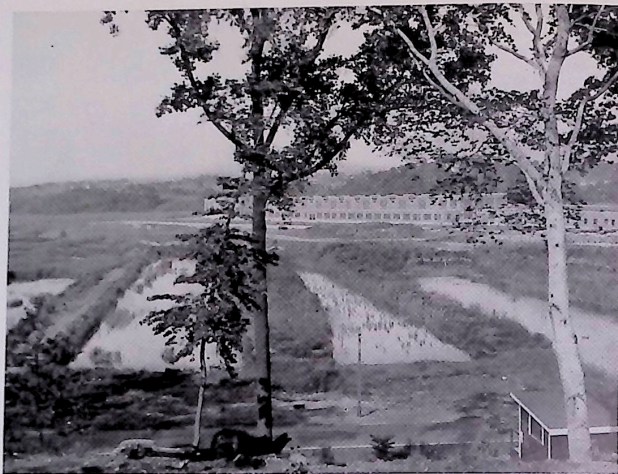
Visitors to the exposition will not find its environs marred by gas stations, tourist camps, parking fields, huge bill boards, hot dog stands and cheap side shows. The World's Fair enabling act, passed by the 1936 Legislature, provided in Section 4 as follows:

"... such Board of Estimate and Apportionment shall have the power to regulate and limit signs, billboards, and advertising devices, and shows, exhibits, amusements and displays in the area of Queens county contiguous to and immediately surrounding the lands occupied by the World's Fair and any violation of such regulations shall be a misdemeanor...."

"The Board of Estimate and Apportionment shall have power to set aside areas within the borough of Queens, but outside the area covered by the aforementioned lease, to be occupied as tourist camps and parking spaces for vehicles during the period of the World's Fair and to prohibit such tourists camps in other areas...."

The zoning regulations already adopted by the board change as many streets as practicable adjacent to the fair grounds to residential use. Only one district has been allowed to remain unrestricted. This is the section north of the Long Island Railroad and east of Grand Central Parkway Extension. Heavy planting will screen this area from the fair.

Only the main avenues leading up to or paralleling the grounds, such as Roosevelt and Corona Avenues, 108th Street, Horace Harding Boulevard and North Hempstead Turnpike have been zoned for business. Similar restrictions have been placed on the percentage of ground in any one lot which can be utilized for buildings. At some locations they will prevent the erection of anything but private houses and the garden type of apartment house. The maximum height permitted at any point is 100 feet and some sections are restricted to seventy-five feet.



LOCATION of proposed arboretum. Subway yard in background

Largest Willow Grove

Trees To Be Feature of Arboretum Planned For Site After Fair

An arboretum devoted to native plant material will replace the parking areas south of Sixty-ninth Road in Flushing Meadow Park after the Fair is over, according to plans prepared by the Park Department. A feature of the botanical display will be the largest collection of native willows in the world.

A variety of other trees and shrubs indigenous to this country also will be planted. Arboriculturists consider the location particularly suitable for the growth of plants. It extends from Grand Central Parkway and Union Turnpike north to Sixty-ninth Road. Excluding the Independent Subway yard, which occupies thirty-two acres at the lower end, but including the Arboretum Lake, it covers 133 acres. Situated in a shallow valley, the sides of which will provide shelter from the wind, the tract is well-watered and contains both marsh land and higher ground.

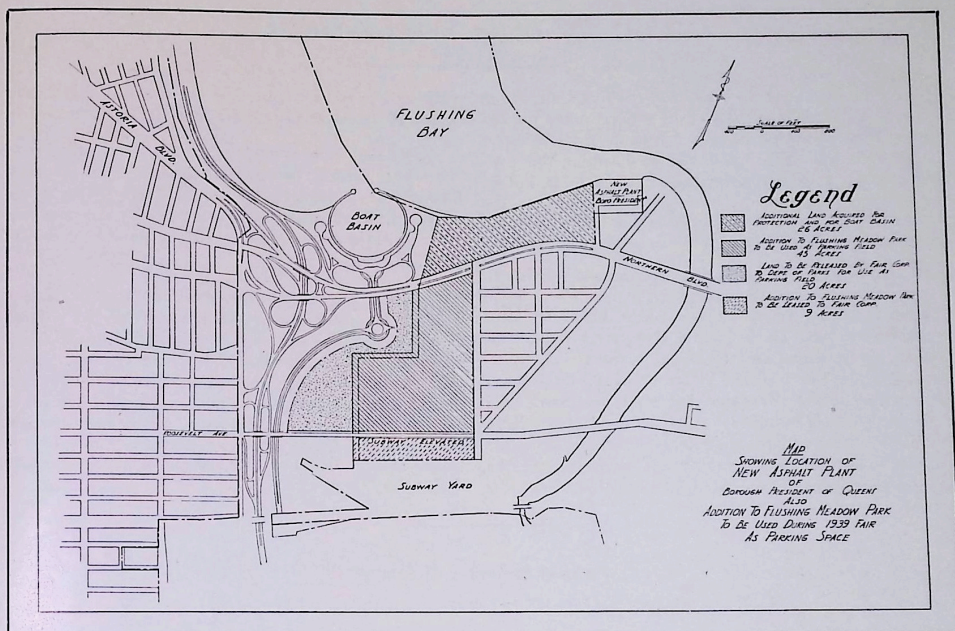
The arboretum will be developed as an informal park with emphasis on plant composition for landscape effects rather than on grouping of plants by species as in the usual botanical gardens and arboreta. Trees will be labeled, but the effect will not be that of a museum. The ecological system will be followed, or, in other words, special consideration will be given to the mutual rela-

tions between plants and their environment.

Water-loving trees will be placed in moist locations, for example, and there will be no attempt to force a plant to adapt itself to an environment for which it is not suited. Trees and shrubs which do not naturally grow on low-lying ground will not be used in such situations. In this respect the arboretum will be similar to the "habitat groups" at the American Museum of Natural History.

Landscape architects believe they can do this and still have a large selection available. A pinetum or pine grove and a hemlock grove probably will occupy part of the higher land. Other trees which may be used in the drier locations are oak, beech, sweet gum, dogwood, hawthorne, honey locust, gray birch and flowering apple trees. Shrubs will include bayberries, azaleas, kalmia, rhododendrons, native roses and sumacs.

The willow trees will be planted along the shores of the lake and in other moist areas. It is planned, if possible, to have every one of the dozens of native North American species of the genus *Salix*—all sorts, shapes and sizes—represented. In addition to being suited to low ground they are easy to transplant and grow rapidly. Other trees which will be set out along the lake shore are red swamp maples, alders, tulip, tupelo, swamp magnolias, swamp white cedar, and holly trees. Beneath them will be clumps of viburnum, hazel, alder, witch hazel, huckleberry, swamp azalea, inkberry, winterberry, spice bush, holly, June berry, ferns and such flowers as iris, loosestrife, marsh mallow, cardinal flower and lobelia. Bright-colored water lilies will be planted in the lake itself.



WHERE City parking field will be located. Map also shows location of new asphalt plant

Fair to Bring Queens New Asphalt Plant

**Larger Works Costing \$550,000 to
Be Ready Jan. 1, 1937**

A World's Fair basic improvement that will benefit primarily the Borough of Queens is the new \$550,000 asphalt plant and corporation yard to be built on State barge canal property at the mouth of the Flushing River between Willets Point Boulevard and Harper Street.

The existing Rodman Street plant occupies land needed for the Fair. The city has agreed to move it, and State authorities consented to the immediate transfer of the unused barge canal terminal to the city for a nominal sum. Plans for the new building are being prepared by Frank S. Parker, Manhattan architect, and a contract is expected to be let by the Borough President before the end of the month. The five-and-one-half-acre development will be complete by the first of the year.

Occupying two acres more ground than the old plant, the new one will be able to produce almost three times as much asphalt or a maximum of 1,000 tons a day. This increased capacity is expected to be

of particular value in meeting the demands for pavement resulting from the fair. The plant will have more storage space, and various facilities will be better coordinated.

Buildings will be one and two-story, of simple white brick construction with factory type windows, surrounding a large court. Equipment at the present yard will be used for the cold mix plant where patching asphalt is produced. The hot asphalt plant will be entirely new. Other units will include a boiler house; oil tanks; storage space for sand, stone, cement, etc.; garages; blacksmith, plumber, steamfitter, tinsmith, repair and machine shops; supply rooms, and offices.

City to Operate Fair Parking Field

**Fees From 12,000 Car Lot Will Pay
For New Sports Area**

One of the largest parking fields at the World's Fair will be operated by the City of New York itself, according to a plan prepared by the Park Department which has

been approved by the Board of Estimate. After the fair the lot will become an athletic field.

The board has authorized the purchase of eighty additional acres of land extending from Forty-first Avenue to Flushing Bay east of 126th Street. The assessed value of this property is \$673,665. Twenty-six acres north of Northern Boulevard will be utilized in developing a boat basin and for proper landscaping of the shore front adjacent to the fair. Nine acres south of Roosevelt Avenue will be turned over to the Fair Corporation for parking of chartered buses. In return the corporation will surrender to the city twenty acres north of Roosevelt Avenue to be added to the remaining new land for the parking area.

The field will cover sixty-five acres, and after subtracting driveways and landscaped areas there will be available space for about 12,000 automobiles.

Construction of the field, including filling and paving, will cost an estimated \$500,000. The grading has been designed to fit in with the ultimate development of the athletic field. It is anticipated that the cost of both land and construction can be paid off during the life of the fair by a parking charge which probably will be 50 cents. The field will be designed so that there will be no interference at any time with a free movement of cars, which will be parked in double rows between wide alleys.

Cost Of Basic Improvements

Recent experience in actual construction work and in the making of detailed plans and estimates has demonstrated that there must be revisions in the final estimates of cost of the basic improvements at the Flushing Meadows. The original estimates were made in good faith, but on the basis of necessarily inadequate information. The figures herewith presented, while not absolutely final, are up to date and as accurate as they can be made at this time.

It should also be noted that they include rough estimates of the cost of the State and City exhibits, and of proposed federal improvements which have not been authorized as yet. The principal changes in the figures are due to increased cost of bridge construction, to revisions in the sewer plans, to the shifting of all sewer construction to the city, including assessment work, and to the inclusion of estimates for the city and state exhibits. It will be further noted that while the figures covering the additional cost of land, grading and surfacing for the new parking space are indicated, it is anticipated that the

parking fees to be collected by the city will aggregate a sufficient amount to pay for this land and its improvement.

The 1936 state appropriations for the completion of the Grand Central Parkway extension are not included. The revised figures leave the proposed future state appropriations substantially as they are, excepting that an actual estimate of the cost of the State Exhibit for 1937 and 1938 is added.

As to city charges, \$7,000,000 in special bonds for Fair improvement was provided by Chapter 543 of the Laws of 1936. The total cost is estimated at \$11,333,812. The additional cost can be met by charging land acquisition to park funds authorized by Section 169 of the Charter, and by apportioning part of the sewer cost to the street improvement fund to be paid out of assessments as originally suggested. These are, however, matters for the Comptroller and the Board of Estimate and Apportionment to decide.

Revised Estimates of Cost of BASIC IMPROVEMENTS AT THE FLUSHING MEADOWS

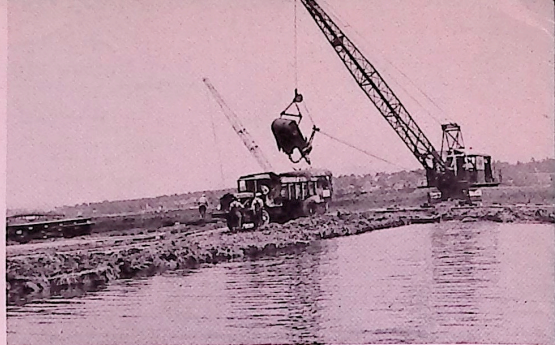
	BY NEW YORK CITY		BY NEW YORK STATE			BY THE FEDERAL GOVERNMENT
	WHOLLY OR PARTLY CHARGEABLE TO THE FAIR	COLLATERAL AND NOT CHARGEABLE TO THE FAIR	1936	1937	1938	
Land						
337.51 Acres Condemned for Site.....	\$1,617,374 (1)					
80 Acre Parking Field to be operated by City..	714,085 (1) (2)					
Railroad Property Condemned—1½ acres...	11,990 (1) (2)					
Preparation of Maps.....	75,000					
Legal Work.....	12,240					
	<u>\$2,430,689</u>					
Improvement of Site						
General Grading Contract.....	\$2,186,185					
Demolition of Buildings.....	34,993					
Treatment and spreading of Meadow Mat.....	490,000					
Dredging, Bulkheading and Harbor Improve- ments at Flushing Bay (18' depth).....						(8)
Boat Basin.....			\$ 250,000			
Tidal Gate and Dam.....	500,000					
Grading and Paving Parking Field.....	500,000 (2)					
Engineering	294,625					
	<u>\$3,915,803</u>		<u>\$ 250,000</u>			
Drainage and Sewers						
Marginal Storm Sewers—east and west of park Engineering (Queens Borough President)...	\$4,000,000 (3)					
Tallman's Island sewage treatment works....	50,000					
Tallman's Island intercepting sewer.....		\$3,816,000 (4)				
College Point intercepting sewer.....		1,200,000 (4)				
42nd Street intercepting sewer.....		330,000 (4)				
North Beach Screening Plant reconstruction..		300,000 (4)				
Water Main—Horace Harding Boulevard.....		380,000 (4)				
Engineering, Real Estate, etc.....		60,000				
(Department of Sanitation)		1,099,000 (4)				
	<u>\$4,050,000</u>	<u>\$7,215,000</u>				

	BY NEW YORK CITY		BY NEW YORK STATE			BY THE FEDERAL GOVERNMENT
	WHOLLY OR PARTLY CHARGEABLE TO THE FAIR	COLLATERAL AND NOT CHARGEABLE TO THE FAIR	1936	1937	1938	
Roads						
West service road south of Horace Harding Blvd. and north of Long Island Railroad...			\$ 203,871			
Horace Harding Blvd.—west service road to Queens Blvd.....				\$ 370,000		
West service road—Horace Harding Blvd. to Long Island Railroad.....				160,000		
East service road—Long Island Railroad to Boat Basin				120,000		
Paving Horace Harding Blvd. in park area...				175,000		
Paving 69th Road—park area.....				50,000		
East Service Road—69th Road to Grand Central Parkway Extension.....				100,000		
Northern Blvd.—Flushing River to 108th St. Lawrence & Rodman Sts.—Horace Harding Blvd. to Avery Ave.....				410,000		
69th Road—West service road to 108th Street				60,000		
108th Street—Corona Ave. to 67th Road...				135,000		
Miscellaneous Streets				270,000		
Lowering Grand Central Parkway Extension, detour, permanent paving and landscaping.	\$ 200,000					
Engineering	88,395					
	<u>\$ 288,395</u>		<u>\$ 203,871</u>	<u>\$ 1,950,000</u>		
Bridges						
Roosevelt Avenue			154,733			
Long Island Railroad.....			220,000			
Northern Boulevard			470,000			
Horace Harding Boulevard.....			439,466			
69th Road			210,000			
Channels, Horace Harding Blvd. 69th Road, Detour and Trestle.....			181,930			
			<u>\$1,676,129</u>			
Miscellaneous						
Improvement of Riker's Island.....	\$ 100,000					
New Asphalt Plant.....	550,000					
City Exhibit	1,200,000 (5)					
City Commission	25,000					
State Commission			\$ 90,000			
State Exhibit				\$ 750,000 (6)	750,000 (6)	
Federal Exhibit.....						(8)
	<u>\$1,875,000</u>		<u>\$ 90,000</u>	<u>\$ 750,000</u>	<u>\$ 750,000</u>	
Grand Total	\$12,559,887	\$7,215,000	\$2,220,000	\$2,700,000	\$ 750,000	(8)
Less cost of liquidating parking field.....	1,226,075					
Net total	\$11,333,812					
Authorized to date.....	7,000,000		2,220,000 (7)			
Balance to be paid for out of street improvements, park or other funds as determined by Comptroller and Board of Estimate and Apportionment	\$ 4,333,812					

- (1) Assessed Value plus interest for one year.
- (2) Cost to be liquidated by parking fees collected during fair.
- (3) Part of cost may be paid from street improvement fund and assessed.
- (4) Application has been made for P.W.A. loan and grant in this amount.
- (5) Probable cost.
- (6) Probable cost of state exhibit spread over two years.
- (7) Not including Grand Central Parkway Extension improvements.
- (8) Cost not determined.



LAST of Mt. Corona



BIRTH of a Lake

PROGRESS FOR FAIR AND PARK



BUSINESS as Usual

STEAM SHOVELS ATTACKING

"NOR Gloom of Night"

