

**A. INTRODUCTION**

Under the 2012 *City Environmental Quality Review (CEQR) Technical Manual* guidelines, urban design is defined as the totality of components that may affect a pedestrian’s experience of public space. An urban design assessment considers whether and how a project may change the experience of a pedestrian in a project area.

The USTA Billie Jean King National Tennis Center (NTC) Strategic Vision (the proposed project) would result in a series of improvements on the project site, as described in Chapter 1, “Project Description.” This chapter considers the potential of the proposed project to affect urban design and visual resources on the project site and in the surrounding area, and provides an assessment of existing and future conditions with and without the proposed project for the project site and a study area surrounding the site.

**PRINCIPAL CONCLUSIONS**

As described in detail below, this analysis finds that the proposed project would not have any significant adverse impacts related to urban design or visual resources. Instead, the proposed project would substantially improve the circulation, landscaping, and visitor amenities within the NTC site, and thus would enhance the pedestrian experience within the project site. The height of several structures—and the total bulk of structures—on the NTC site would increase in the future with the proposed project; the most notable elements would include: two new parking garages that would be built on existing surface parking lots in the northeast and northwest corners of the site, along Meridian Road; and the relocated Grandstand Stadium (Stadium 3) that would be built in the southwest corner of the site. These incremental increases in height and bulk would be modest relative to the existing facilities, and would not be inconsistent with the surrounding park land context. The NTC is already highly visible in this section of the park, and the trees and other landscaping to be provided along the site’s perimeter, including adjacent to Stadium 3 along United Nations Avenue North and adjacent to Parking Garage B and the Passerelle Building, would serve to moderate the visual presence of the new site elements from most locations. The proposed project would not alter the visual character of the surrounding area, except to make certain sections of the NTC site more prominent in directly adjacent views. With the exception of the modest change to park land acreage, the elimination of one lane of the three-lane United Nations Avenue North, and the relocated connector roadway, the proposed project would not result in any changes to natural features, open spaces, or streets in the study area.

Therefore, the proposed project would be consistent with the existing urban design characteristics of the study area and would not result in any significant adverse impact related to urban design and visual resources.

## B. METHODOLOGY

This analysis has been prepared in accordance with CEQR procedures and follows the guidelines of the 2012 *CEQR Technical Manual*.

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed “as-of-right” or in the future without the proposed project.

The NTC project site is not subject to zoning. However, the proposed project would result in physical changes to the project site that would be visible to pedestrians from public areas, including Flushing Meadows Corona Park and the Passerelle ramp. Therefore, the proposed project meets the threshold for a preliminary assessment of potential impacts to urban design and visual resources.

The *CEQR Technical Manual* defines urban design as the totality of components that may affect a pedestrian’s experience of public space, including: streets, buildings, visual resources, open spaces, natural resources, and wind. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment. The analysis provided below addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed project (the No-Action and With Action condition, respectively).

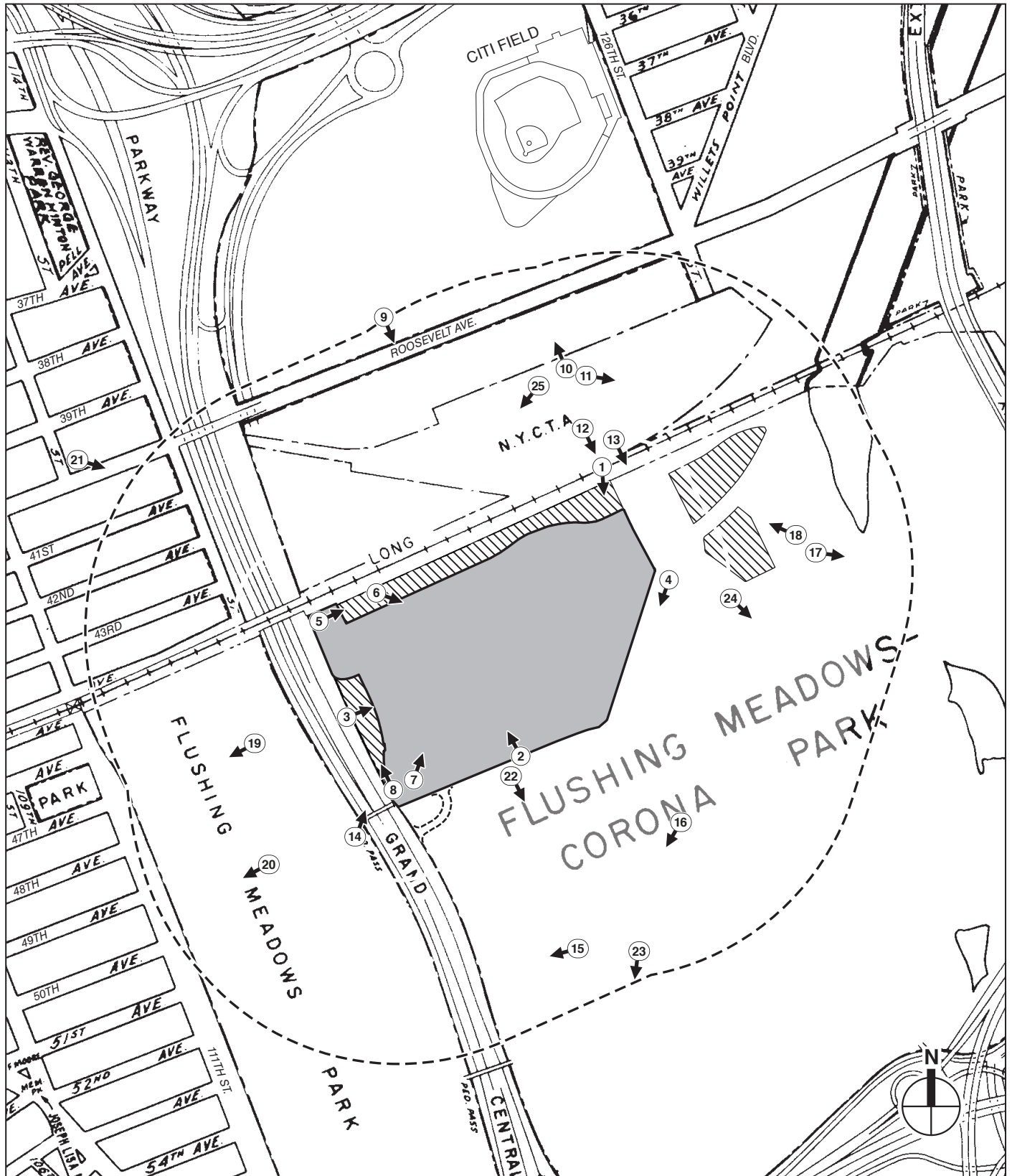
According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The land use study area may serve as the initial basis for analysis; however, in cases where significant visual resources exist, it may be appropriate to look beyond the land use study area to encompass views outside of this area, as is often the case with waterfront sites or sites within or near historic districts.

The project site is located within Flushing Meadows Corona Park in Queens. Consistent with the analysis of land use, zoning, and public policy, the study area for the urban design and visual resources analysis has been defined as a ¼-mile radius around the project site (see **Figures 6-1 and 6-2**).<sup>1</sup>

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. The proposed project would not involve any substantial new building construction that could affect wind conditions, and thus a pedestrian wind analysis is not warranted.

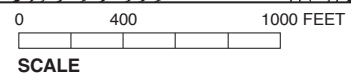
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<sup>1</sup> **Figure 6-2** is the most recent publicly-accessible aerial photograph (2010). The aerial does not reflect more recent site plan changes to the NTC, which are shown on Figure 1-4.



- Project Site
- National Tennis Center Land not Affected by the Proposed Project

- Study Area Boundary (1/4 Quarter Mile Perimeter)
- 1 → Photograph View Direction and Reference Number



Note: Roads within the NTC site are not included in the lease

Urban Design and Visual Resources Reference Map  
Figure 6-1



- Project Site Boundary
- Study Area Boundary (1/4-Mile Perimeter)



Urban Design and Visual Resources  
Aerial Photograph of the Project Site and Study Area  
**Figure 6-2**

## C. EXISTING CONDITIONS

### URBAN DESIGN

#### *PROJECT SITE*

The project site consists of a 37.48-acre portion of the 42-acre NTC site within Flushing Meadows Corona Park. The project site includes the 35.3-acre portion of the NTC bounded by Meridian Road, United Nations Avenue North, and Path of the Americas; the 0.94 acres that would be added to the site along the southern and western boundaries; the 0.94-acre Lot S1, located west of Meridian Road at the northwest corner of the site; and the approximately 0.3-acre relocated connector road area, which would remain under City ownership and control. The project site includes surface parking lots at the northwest and northeast corners of the site; three stadiums along the northern side of the site, decreasing in size from west to east; surface tournament courts along the western and southern edges of the site, some of which have bleacher-style seating; and a micro-stadium (Court 17) and the ±245,000 gross square foot (gsf), 60-foot-tall Indoor Training Center at the southeast corner of the site (see **Figure 6-3**). The stadiums on the site include, from west to east, the ±362,000-gsf, 120-foot-tall Arthur Ashe Stadium; Louis Armstrong Stadium; and the Grandstand Stadium (both of which are approximately 70 feet tall and collectively comprise approximately 117,000-gsf of enclosed space, approximately 280,000-gsf total). The Indoor Training Center is a multi-purpose tennis pavilion, clad in red brick and metal panels along Path of the Americas and with a glass façade near the Passerelle Building and northeast corner parking lot (see View 1 of **Figure 6-4**). There is a tennis bubble at the northwest corner of the site (see View 3 of **Figure 6-4**). The project site also includes food, beverage, and retail kiosks, temporary trailers for broadcast use during the US Open, and pedestrian plazas, including South Plaza and the Food Village. South Plaza serves as the focal point of the site during the US Open, and contains two fountains, seating, and retail/informational kiosks. East of South Plaza is the Food Village, which contains tables and seating, and kiosks for food sales during the US Open. Trees, landscaping, and seating are found throughout the site.

There are three pedestrian entrances to the site. The primary entrance is the East Gate entrance, which is at the eastern side of the site, near the Passerelle Building and the Indoor Training Center. The South Gate entrance is at the southern edge of the site, on axis with the entrance to Arthur Ashe Stadium and the Unisphere to the south of the project site (see View 2 of **Figure 6-4**). The West Gate/President's Gate entrance is off Meridian Road on the western side of the site (see View 3 of **Figure 6-5**). Loading dock entrances are located at the rear (north) side of the site along Meridian Road and to the southeast along Path of the Americas. The perimeter of the project site is mostly defined by chain link fencing, some of which is screened with hedges (and vinyl wind screening during the U.S. Open). Along Path of the Americas, the Indoor Training Center presents a solid façade of metal cladding and red brick (see View 4 of **Figure 6-5**). The north side of the project site has a tall metal fence and a narrow sidewalk along Meridian Road—with no sidewalk at all near Parking Lot B—and the portions of project site structures facing along this street are not the primary façades (see Views 5 and 6 of **Figure 6-6**). At the southwestern corner of the site, the surface tournament courts are at or slightly below grade and the chain link perimeter fence is not screened, allowing pedestrians outside the NTC to have clear views into the court area (see View 7 of **Figure 6-7**). The pedestrian pathways at the perimeter of the site are paved and surrounded by trees (see View 8 of **Figure 6-7**). There are no public (non-park land) streets within the project site.



- |                               |                           |                     |
|-------------------------------|---------------------------|---------------------|
| 1 Arthur Ashe Stadium         | 7 Parking Lot A           | <b>E</b> East Gate  |
| 2 Louis Armstrong Stadium     | 8 Parking Lot B           | <b>S</b> South Gate |
| 3 Grandstand Stadium          | 9 Existing Connector Road | <b>W</b> West Gate  |
| 4 Northwest Tournament Courts | 10 Arthur Ashe Concourse  |                     |
| 5 Southerly Tournament Courts | 11 Food Village           |                     |
| 6 Indoor Tennis Center        | 12 South Plaza            |                     |



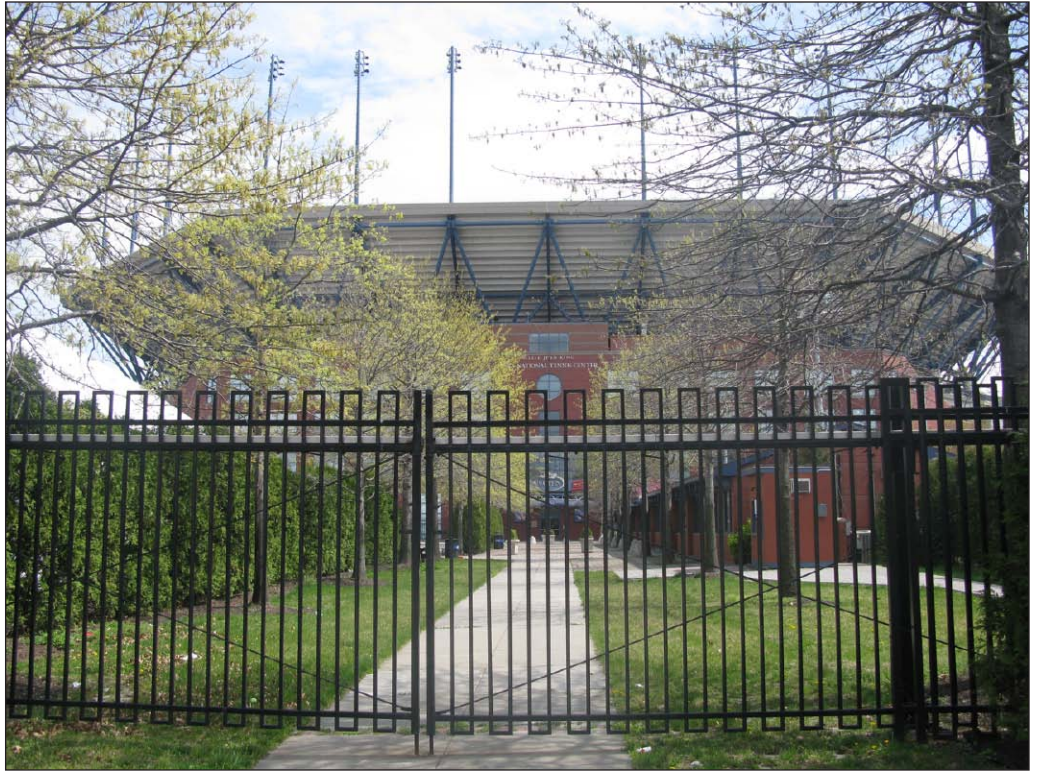
Indoor Tennis Center and Lot B, view south from Meridian Road 1



South Gate entrance, looking north toward Arthur Ashe Stadium 2



Parking Lot A, view south from Meridian Road 3



West Gate/President's Gate entrance, looking east 3



Indoor Tennis Center, view southwest along Path of the Americas 4

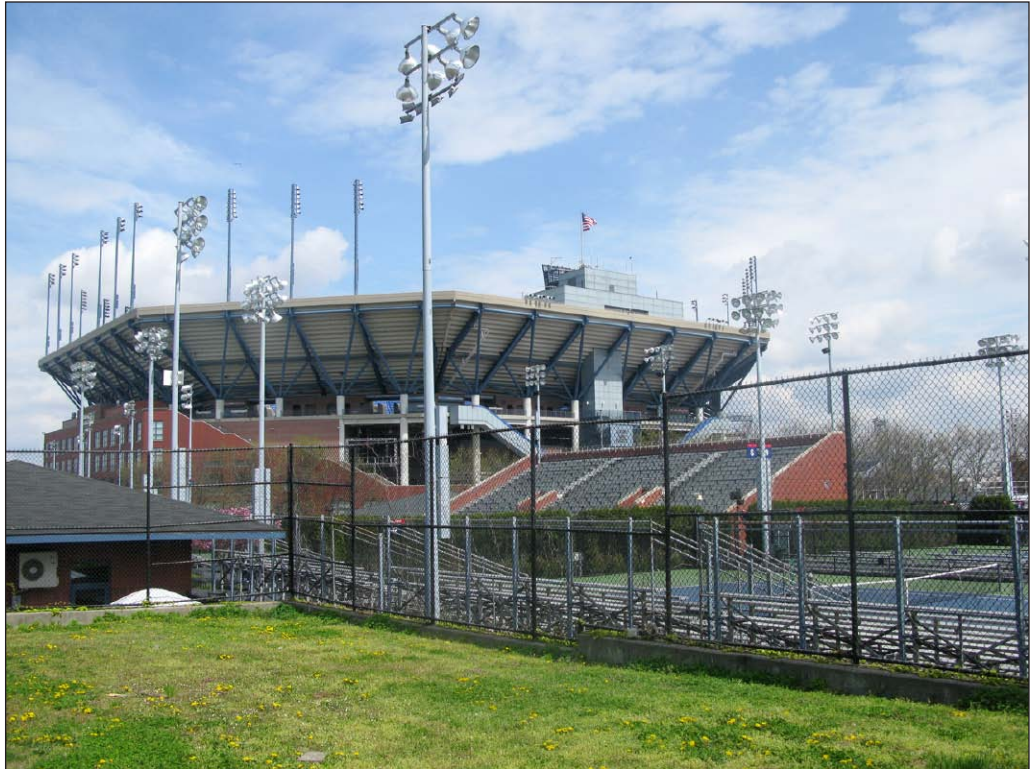




North side of project site along Meridian Road, looking east 5



Arthur Ashe Stadium, view from Meridian Road 6



Southwest corner of National Tennis Center 7



West side of project site, along Meridian Road 8

As the project site is entirely within Flushing Meadows Corona Park, a mapped City park, it is not subject to zoning. Therefore, zoning, floor area, and lot and tower coverage calculations for the project site cannot be provided.

### *STUDY AREA*

The ¼-mile study area roughly extends from just north of Roosevelt Avenue to the north, just south of the Unisphere to the south, Industry Pond and the Flushing River to the east; and 111th Street to the west. All but a small portion of the study area is within the nearly 900-acre Flushing Meadows Corona Park; however, the northwest corner of the study area comprises a portion of the predominantly residential neighborhood of North Corona.

The northern portion of the study area includes the Olmsted Center, Metropolitan Transportation Authority (MTA) Corona Rail Yard, the elevated No. 7 subway line and Mets-Willets Point station above Roosevelt Avenue, and a small portion of the parking field for Citi Field, the baseball stadium for the New York Mets. The Olmsted Center is a one-story modular building originally constructed for the 1964-1965 World's Fair and currently used by the New York City Department of Parks and Recreation (DPR); it is located between Roosevelt Avenue, the Grand Central Parkway, and the MTA Corona Rail Yard.

The 23-acre MTA Corona Rail Yard is primarily used for the storage and maintenance of subway trains, but also includes surface parking areas for cars and city buses and a few brick utilitarian structures (see Views 9 and 10 of **Figure 6-8**). The rail yard is lighted by tall posts with flood lights and bounded by chain link fencing. There is a Long Island Rail Road (LIRR) Mets-Willets Point station within the rail yard, which operates on Citi Field game days and during the US Open. The elevated No. 7 train station (and the LIRR station when operational) is accessed by the Passerelle ramp, a pedestrian bridge which extends above Roosevelt Avenue, Meridian Road, and the rail yard and connects the station with Flushing Meadows Corona Park (see View 11 of **Figure 6-9**). The Passerelle Building, which consists of two tan brick, one-story pavilions separated by a central ramp, comprises the southern end of the Passerelle ramp and is directly east-adjacent to the project site. The terrace area on the roof of the Passerelle Building, which is covered by fixed canopies, originally provided a viewing area from which visitors to the 1964-1965 World's Fair could look across the fairgrounds (see View 12 of **Figure 6-9**). The entrance to Flushing Meadows Corona Park off the Passerelle ramp is surrounded by flagposts and has a decorative pavement, including mosaics depicting significant scenes and structures from the World's Fairs (see View 13 of **Figure 6-10**).

The MTA Corona Rail Yard creates a visual and physical barrier between the project site and areas to the north. The Grand Central Parkway, which runs in a north-south direction through the study area, also creates a visual and physical barrier between the project site and areas to the west. Overpasses for United Nations Avenue North and South provide vehicular and pedestrian access between the east and west sides of Flushing Meadows Corona Park, which are separated by this roadway (see View 14 of **Figure 6-10**). East of the Grand Central Parkway, the pedestrian pathways in Flushing Meadows Corona Park generally have a geometric, Beaux-Arts plan composed of main spokes radiating out from a central point, the location of the Unisphere. One major axis extends east from the Unisphere toward another circular area, Industry Pond/the Fountain of the Planets; another connects the Unisphere, the Queens Museum of Art, and the New York State Pavilion.

As described more fully in Chapter 5, "Historic and Cultural Resources," the Unisphere, Queens Museum of Art (formerly the New York City Building), and the New York State Pavilion are all



MTA Corona Railyard, view from No. 7 train 9



MTA Corona Railyard, view east from Passerelle Ramp 10



Passerelle Ramp, view north to Citi Field 11



Passerelle Ramp, view south to Flushing Meadows Corona Park 12



Passerelle Ramp, view toward Passerelle Building and Flushing Meadows Corona Park 13



View towards project site from Grand Central Parkway overpass 14

structures remaining from the 1939-1940 and 1964-1965 World's Fairs. The New York State Pavilion, currently unused and in a deteriorated state, includes three observation towers and an elliptical plaza surrounded by tubular columns and topped by radial cables, the remains of a former double diaphragm canopy roof. It is located just outside the study area to the south. The Queens Museum of Art, formerly the New York City Building, is a long, low limestone building with a classical design. It is located directly west of the Unisphere and is currently being renovated and expanded (see View 15 of **Figure 6-11**). The Unisphere is a 120-foot-tall steel globe circled by three rings representing satellites, above a steel base; surrounding the sphere's base is a large, circular pool with fountains (see View 16 of **Figure 6-11**). As described above, the Unisphere is located directly south of the NTC's South Gate and the Arthur Ashe Stadium (Stadium 1).

Various sculptures create focal points within the park and emphasize its geometry. Most of these sculptures date from the 1964-1965 World's Fair and are described in Chapter 5, "Historic and Cultural Resources." East of the project site, the park contains a pitch and putt golf center, tennis courts, playgrounds, playing fields, broad lawn areas, Industry Pond, and trees, pathways, and sitting areas (see Views 17 and 18 of **Figure 6-12**). There is perpendicular street parking adjacent to the tennis courts along Meridian Road east of the site, but no sidewalks or pedestrian paths along this portion of the street. Because of the narrow sidewalks near the project site and lack of pedestrian paths or sidewalks elsewhere, there is little pedestrian traffic along Meridian Road within the study area.

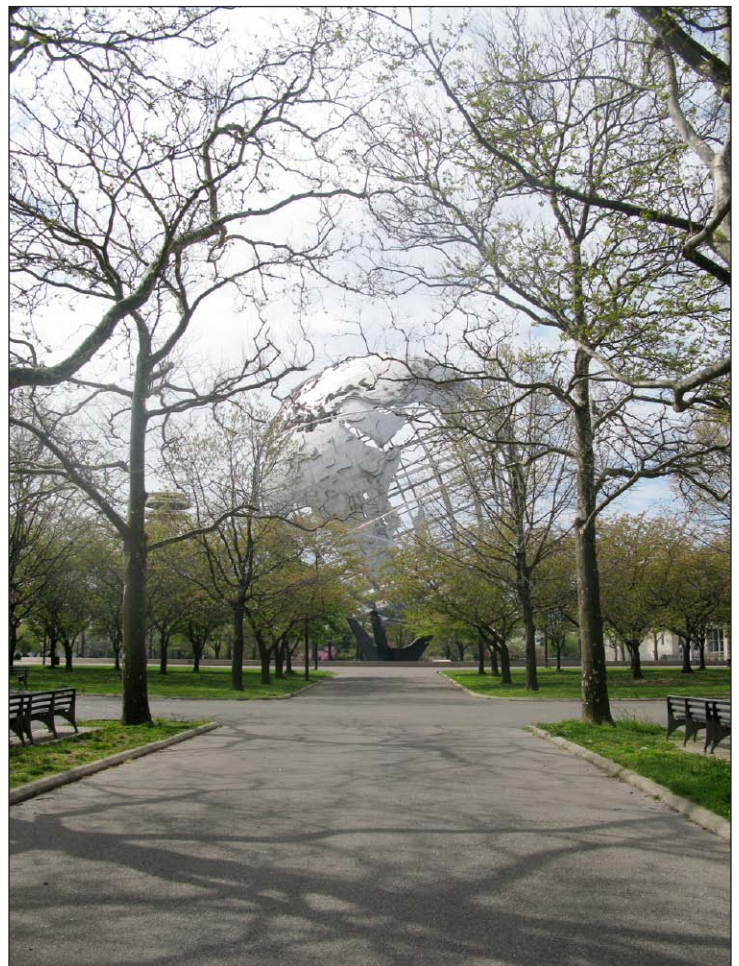
West of the Grand Central Parkway, the plan of Flushing Meadows Corona Park is less geometric. Pedestrian pathways wind around the major park uses in this area, including the New York Hall of Science, the Queens Zoo, and Terrace on the Park. The original Hall of Science structure is an undulating form composed of precast concrete panels with stained glass; subsequent additions have added a new rotunda entrance and other elements. Surrounding the Hall of Science is a playground, sculpture, and Mercury-Atlas and Gemini-Titan rockets (see View 19 of **Figure 6-13**). The Queens Zoo grounds include a geodesic dome from the 1964-1965 World's Fair, now used as an aviary. The Terrace on the Park was also constructed for the 1964-1965 World's Fair, as an "aerial gateway" for helicopter transportation. Four large beams support two stories at the top of the structure, forming a large "T," for transportation, on each side of the 120-foot-tall concrete structure (see View 20 of **Figure 6-13**). There are surface parking areas associated with the major institutional uses on both sides of the park.

The northwest corner of the study area includes a small section of the neighborhood of North Corona. The buildings in this area include two- and three-story detached, semi-detached and attached houses, and small apartment buildings of up to three stories (see View 21 of **Figure 6-14**). They are generally set back slightly from the lot line and faced in brick or aluminum/vinyl siding. Neighborhood retail uses are primarily located along Roosevelt Avenue; other non-residential uses include gas stations, car washes, and vehicle repair shops. This portion of the study area contains rectangular blocks and thus a regular street pattern, with one-way traffic. Power lines run overhead and sidewalks are lined with street trees.

The topography of the study area is generally flat, with some gentle rises and falls, particularly surrounding the Grand Central Parkway. As the study area is primarily park land, there are few public (non-park land) streets or regular city blocks within this area and descriptions of floor area calculations, street-wall heights, building heights and setbacks, and average floorplate sizes cannot be provided.



Queens Museum of Art, view west from Unisphere 15



Unisphere, view southwest 16





Pitch and putt golf center east of project site 17



Tennis courts east of project site 18



New York Hall of Science 19



Terrace on the Park 20



Northwest corner of study area, view from No. 7 train 21



View to Unisphere from project site 22

## VISUAL RESOURCES

As defined in the *CEQR Technical Manual*, a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

### PROJECT SITE

The project site is not considered to be a visual resource, although Arthur Ashe Stadium is a notable element in surrounding views. From certain portions of the project site—particularly along the visual corridor leading from the South Gate to Arthur Ashe Stadium, and from the site’s southern perimeter—the Unisphere and the New York State Pavilion can be seen (see View 22 of **Figure 6-14**). Both the Unisphere and the New York State Pavilion are visual landmarks in this area and significant for their association with the 1964-1965 Worlds Fair (see Chapter 5, “Historic and Cultural Resources,” regarding the Unisphere; the New York State Pavilion lies outside the study area).

### STUDY AREA

Visual resources that can be seen from within the study area include the Unisphere and the New York State Pavilion, which are visible from a variety of vantage points (see View 23 of **Figure 6-15** and View 16 of **Figure 6-11** above). Citi Field and Terrace on the Park, like Arthur Ashe Stadium, are notable elements in study area views (see View 11 of **Figure 6-9** above). Though they have limited visibility except from nearby locations, the various sculptures within Flushing Meadows Corona Park also contribute to its visual environment and are considered to be visual resources. The long allees of mature trees along Flushing Meadow Corona Park’s main axes—including the Path of the Americas between the Unisphere and the park entrance at the Passarelle Ramp, the Avenue of Commerce leading south from this park entrance, and the Herbert Hoover and Dwight Eisenhower Promenades between the Unisphere and Industry Pond—are also considered to be visual resources (see View 24 of **Figure 6-14** and View 4 of **Figure 6-5** above).

From the study area, the taller elements on the project site—in particular Arthur Ashe Stadium—can be seen from the elevated perspectives of the No. 7 train platform and the Passarelle ramp, as well as from the United Nations Avenue North overpasses above Grand Central Parkway, Meridian Road, and from the pedestrian pathways closest to the project site, including the Path of the Americas and United Nations Avenue North (see View 25 of **Figure 6-16**, and View 9 of **Figure 6-8** and View 14 of **Figure 6-10** above). Fleeting views of the site are also visible from the No. 7 train itself, as it enters and leaves the elevated Mets-Willets Point station. Although Flushing Meadows Corona Park is extensively landscaped, there are also some views from more distant locations within the park to the taller project site elements.

## D. FUTURE WITHOUT THE PROPOSED PROJECT

### PROJECT SITE

In the future without the proposed action, or the No-Action condition, various capital improvements are anticipated to be made to the NTC as part of USTA’s ongoing capital projects program. The capital projects program includes repairs, upgrades and reconstruction of existing facilities and infrastructure, as well as the construction of minor new facilities within the lease



View to New York State Pavilion 23



View of Flushing Meadows Corona Park 24



View from Passerelle Ramp to project site 25

boundaries, as described in Chapter 2, “Land Use, Zoning, and Public Policy.” These improvements are anticipated to result in minimal changes to the site’s urban design and views to surrounding visual resources.

### **STUDY AREA**

In the No-Action condition, there is the potential for a new stadium to be constructed for professional soccer purposes on the present site of the Fountain of the Planets and land surrounding the fountain, as described in Chapter 2, “Land Use, Zoning and Public Policy.” In addition to the elimination of the fountain, the stadium would require replacement or reconfiguration of landscaped areas and pathways, as well as soccer fields and a basketball court.

Ongoing capital improvement projects also are being carried out by DPR to provide for up to date recreational facilities within Flushing Meadows Corona Park. Overall, four soccer fields are anticipated to be improved, new volleyball courts are expected to be created, and the City is undertaking a study to determine the condition of the Porpoise Bridge (including the bridge’s tide gates).

By replacing the Fountain of the Planets and surrounding pathways, the soccer stadium project would be anticipated to change the urban design of that portion of Flushing Meadows Corona Park, and thus the pedestrian’s experience of that portion of the study area. It is possible that the other capital improvement projects also could affect the urban design of the park, or views to visual resources.

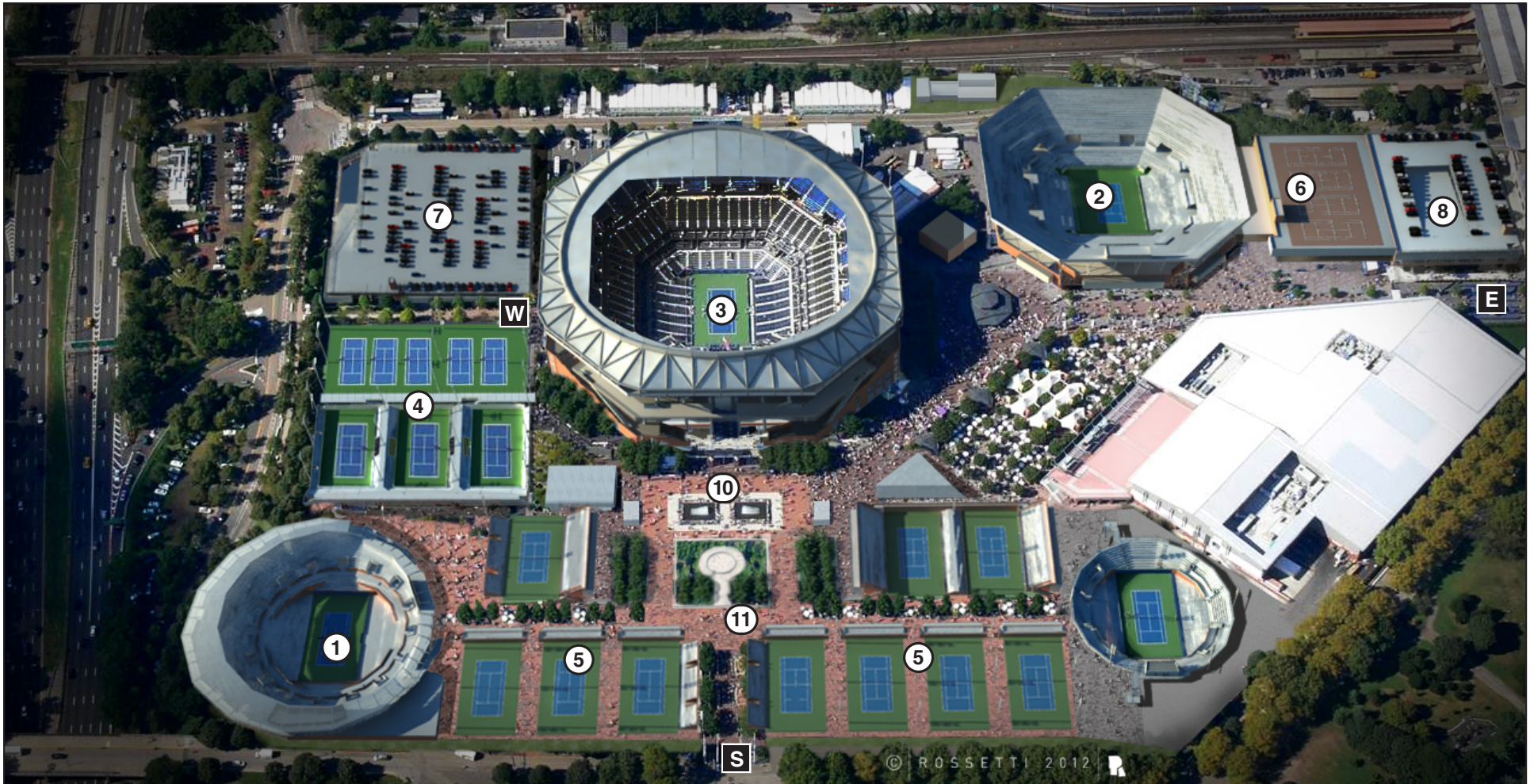
## **E. FUTURE WITH THE PROPOSED PROJECT**

### **URBAN DESIGN**

#### *PROJECT SITE*

The proposed project would result in a series of improvements to the project site, as summarized in **Table 6-1**, depicted in **Figure 6-17**, and described in greater detail in Chapter 1, “Project Description.” In addition to the changes noted in **Table 6-1**, the proposed project would include lighting, infrastructure, utility, landscaping, paving, and drainage improvements within the NTC site.

The proposed project would not result in modest changes in the land uses located on the project site. The locations of the various uses would be reconfigured and there would be a net increase in building area and the number of structures on the site. The uses on the project site would continue to be compatible with surrounding uses, including Citi Field and the various recreational amenities contained in Flushing Meadows Corona Park.



- 1 Stadium 3
- 2 Stadium 2
- 3 Arthur Ashe Stadium
- 4 Northwest Tournament Courts
- 5 Southerly Tournament Courts
- 6 Administrative and Retail Building

- 7 Parking Lot A
- 8 Parking Lot B
- 9 Relocated Connector Road (See Figure 1-6)
- 10 Arthur Ashe Concourse
- 11 Walkway

- E** East Gate
- S** South Gate
- W** West Gate

**NOTE:** FOR ILLUSTRATIVE PURPOSES ONLY  
 DETAIL ALONG SOUTHERN BOUNDARY NOT SHOWN;  
 PLEASE REFER TO FIGURE 3-2 FOR THIS INFORMATION



Table 6-1

**NTC Strategic Vision: List of Proposed Improvements**

Map No. <sup>1</sup>	Name	Description
<b>Stadium Improvements and New Construction</b>		
1	Grandstand Stadium (Stadium 3)	Demolition of existing 70-foot-tall, 6,000-seat stadium and replacement with 37-foot-tall, 8,000-seat stadium in southwest corner of NTC site. A portion of the relocated stadium would be located on parkland outside the current NTC site and would require the relocation of a segment of the connector road between United Nations Avenue North and Meridian Road.
2	Louis Armstrong Stadium (Stadium 2)	Demolition of existing 70-foot-tall, 10,500-seat stadium and replacement with a 60-foot-tall, 15,000-seat stadium in place.
3	Arthur Ashe Stadium (Stadium 1)	Renovation and expansion to include 90,000-gsf administrative/operational space on north side of stadium underneath existing seating platform; and canopy above center court
<b>Tournament Court Modifications</b>		
4	Northwest tournament courts	Replacement of existing courts with five practice courts, three tournament courts, and viewing platform
5	Southerly tournament courts	Relocation of existing courts 30 to 50 feet to the south
<b>Ancillary Building Construction</b>		
6	New administrative and retail building	Construction of new 80,000-gsf administrative and retail and sponsorship building, including four tennis courts on its roof, on former site of relocated Grandstand Stadium
<b>Parking and Transportation Improvements</b>		
7	New Parking Garage A	Construction of new 423-space, 2-level (15-foot-tall) garage on current surface parking Lot A, including a 6,500-sf transportation center.
8	New Parking Garage B	Construction of new 270-space, 3-level (30-foot-tall) garage on current surface parking Lot B
9	Relocated connector road and related improvements	Relocation of connector road and sidewalks to new location south of United Nations Avenue North. near Queens Museum of Art parking lot
<b>Pedestrian Enhancements</b>		
10	Arthur Ashe Concourse	Expand existing concourse by 11,000-sf
11	New walkway	Construction of new walkway connecting the new Stadium 3 and Court 17, with plantings and seating
<b>Notes:</b> <sup>1</sup> See <b>Figure 6-3</b> for the location of these elements under existing conditions. See <b>Figure 6-17</b> for their proposed future location.		
<b>Source:</b> USTA		

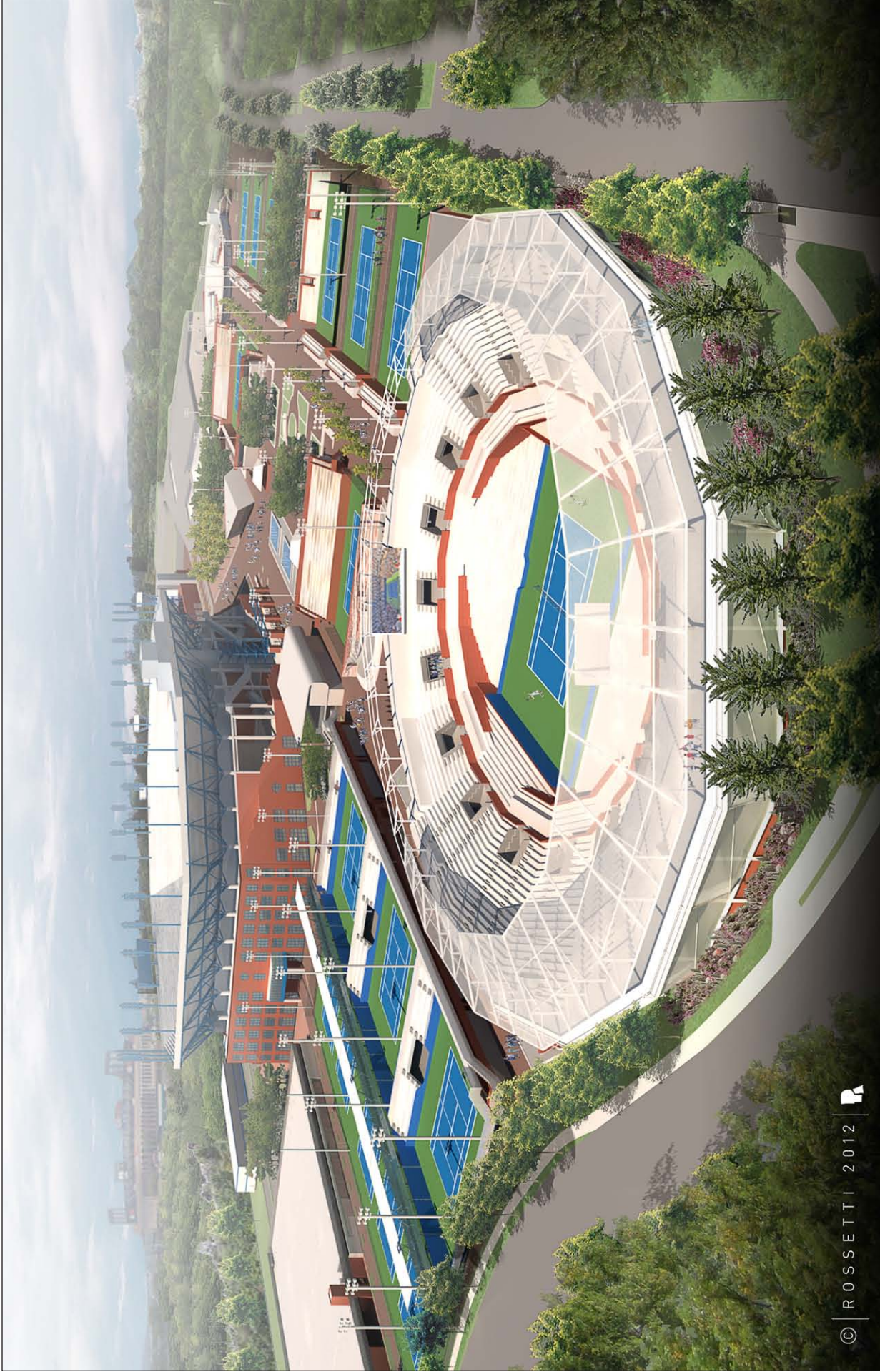
The proposed project would result in an overall increase in the bulk of development on the site. Specifically, Stadium 2 would be 10 feet shorter and 4,500 seats larger than the stadium it would replace (Louis Armstrong Stadium), and Stadium 3 would be 23 feet shorter and 2,000 seats larger than the stadium it would replace (Grandstand Stadium). Collectively, the enclosed space of these stadiums would be reduced by approximately 6,000 square feet (111,000-sf vs. 117,000-sf) and the total bulk of the stadiums would increase by approximately 48,000-gsf (328,000-gsf vs 280,000-gsf). Arthur Ashe Stadium (Stadium 1) would increase in total bulk by approximately 90,000-sf (over the existing ±362,000-gsf). In addition, it is possible that the canopy under consideration for above Arthur Ashe Stadium would add to the height of this


facility, increasing it from its present height of approximately 137 feet to approximately 160 feet. The addition of the canopy above the stadium would be expected to add to its visibility in the surrounding area (see **Figure 6-18a** for an aerial view of the project site without the parabolic canopy, and **Figure 6-18b** for an aerial view of the project site with the parabolic canopy on Arthur Ashe Stadium). The incremental increases in height and bulk would be modest relative the existing facilities, however. The proposed 2-story (30-foot-tall) 80,000-gsf retail and sponsorship building would be a new structure on the site and would represent an increase in the square footage on the project site dedicated to such uses. In addition, the two proposed parking garages would be built in areas that are currently occupied by parking lots. The proposed parking facilities may have vegetated screen walls to enhance their appearance. The proposed parking facilities would also include new landscaping features, including a landscape buffer to include trees along the northern and western end of Garage A and the southern and eastern edges of Garage B (see also Figure 6-26, referenced below).

All of these proposed buildings would be substantially smaller, and less prominent, than Arthur Ashe Stadium, to which they are all closely situated. They would also be built within an existing recreational campus that contains a variety of building types and heights. The proposed Stadium 3 represents the largest change in height and bulk, as it would be an up to 55-foot tall building constructed on the site of a former connector road and lawn, and would be adjacent to the surrounding park land in Flushing Meadows Corona Park (see **Figure 6-19** for an aerial view of the project site facing south, with the proposed Stadium 3). However, the NTC is already highly visible in this section of the park, and trees and other landscaping would be provided along the new perimeter of the site would serve to minimize the visual presence of the proposed Stadium 3. The loading dock for the proposed stadium would be internally situated within the project site's boundaries, behind (and screened by) fencing.

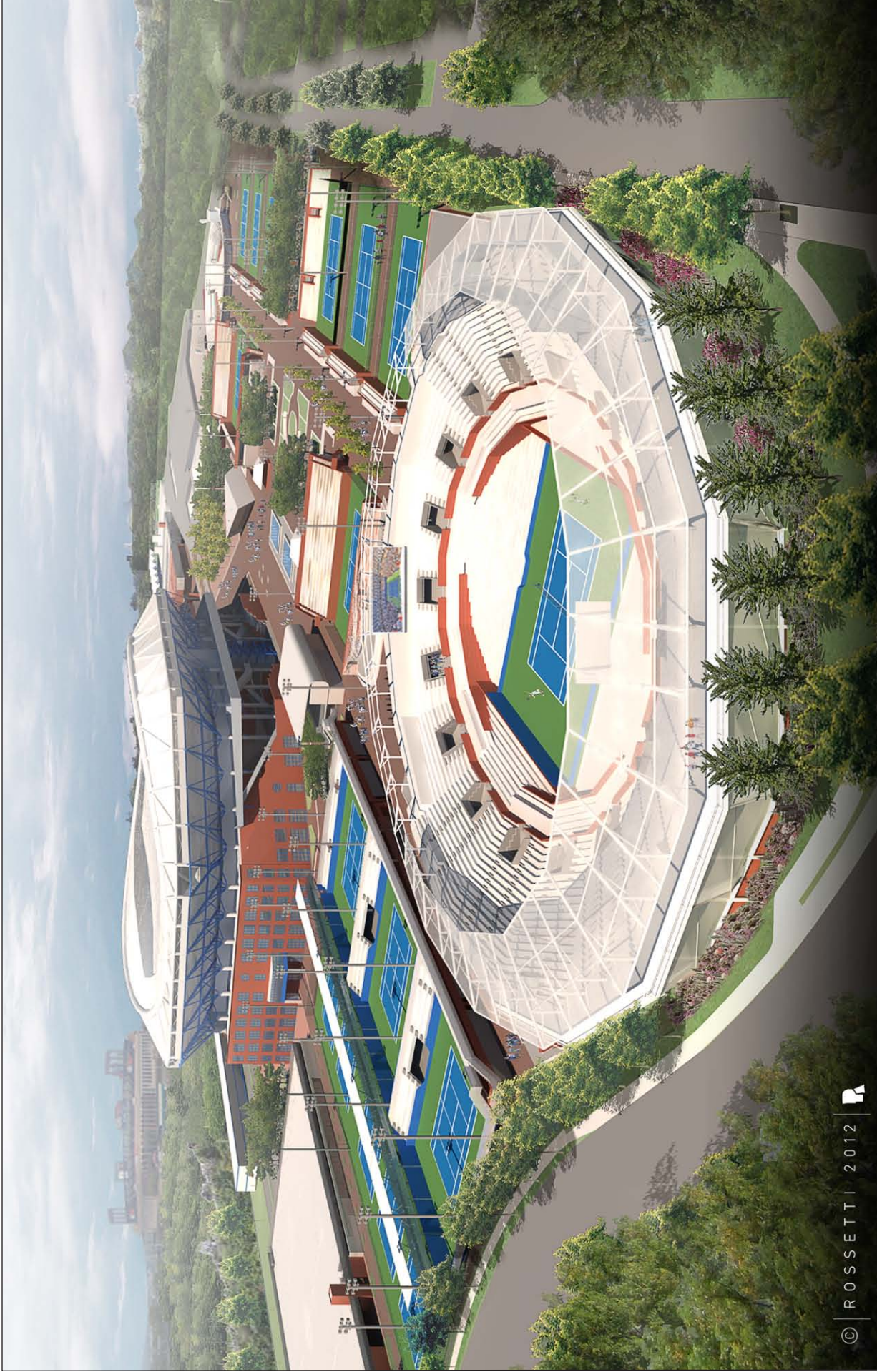
The proposed project would substantially improve the circulation, landscaping, and visitor amenities within the NTC site, and thus would be anticipated to enhance the pedestrian experience within the project site. Specifically, there would be a broad plaza area in front of the proposed Stadium 3, surrounded by trees, which would connect to the new walkway with plantings and seating on the north side of the relocated southerly tournament courts. This esplanade would provide a linear connection between the proposed Stadium 3 and Court 17 on the southeast corner of the site, and would provide for better sightlines to these two features of the NTC (see **Figures 6-20 and 6-21**). The 11,000-sf expansion of the existing concourse areas at the promenade level on the south side of Arthur Ashe Stadium also would improve circulation and visitor amenities. Potential façade improvements could also be implemented on the south side of Arthur Ashe Stadium. The new elevated viewing platform between the practice and tournament courts would provide a better spectator experience and would not create a significant new visual presence in views within or outside of the NTC site (see **Figure 6-22**).

The proposed project would require 0.94 acres of land to be added to the NTC site. This area includes 0.26 acres of the connector roadway between Meridian Road and United Nations Avenue North, which contains no recreation park features (such as benches, play equipment, or statues), and the area north of United Nations Avenue North, and south of the existing NTC fence line, which is currently a mix of landscaped and paved areas, including one lane of the three-lane United Nations Avenue North. The relocation of the connector roadway would reroute pedestrian circulation around the proposed Stadium 3, thus locating it closer to Meridian Road, but would not significantly alter the pedestrian experience of this area, as it would still contain paved pathways surrounded by landscaping. It is possible, rather, that the new pedestrian



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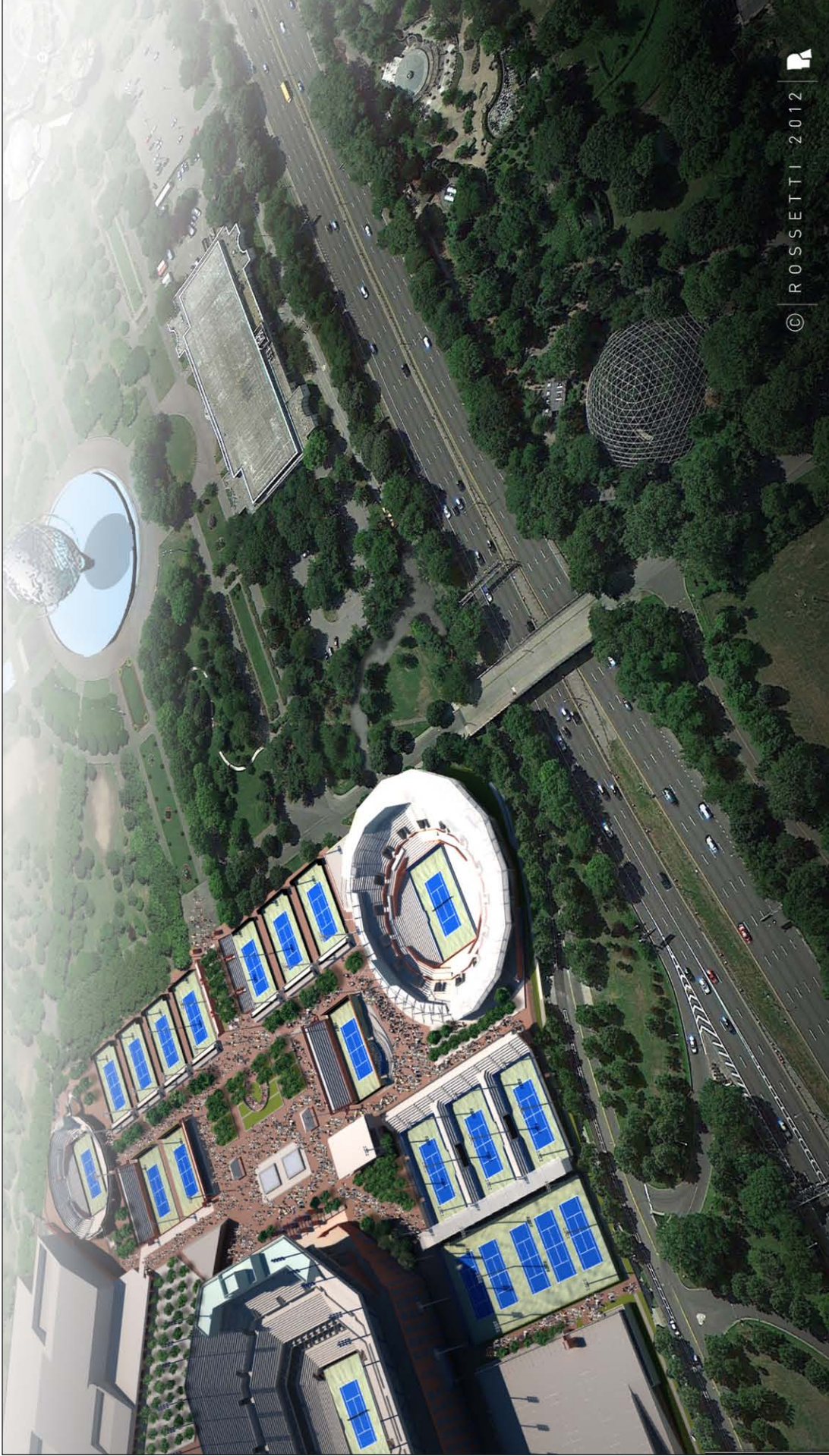
Aerial Rendering of Project Site Facing East  
(without Parabolic Canopy on Arthur Ashe Stadium)  
**Figure 6-18a**



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Aerial Rendering of Project Site Facing East  
(with Parabolic Canopy on Arthur Ashe Stadium)  
**Figure 6-18b**



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Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
New Walkway View West

**Figure 6-20**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
New Walkway View East  
**Figure 6-21**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View Toward Viewing Platform

**Figure 6-22**



pathways to be created along the relocated roadway could be an improvement over existing conditions.

Construction of the proposed project ~~would affect~~ ~~would require removal of~~ trees both outside the existing fence line and inside the NTC site. Tree replanting and replacement would comply with DPR's applicable rules and regulations. ~~Approximately 349 422 trees would be affected, two of which are dead, removed which would be transplanted to the extent practicable. USTA is working with DPR's Forestry Division to minimize the number of trees that would be removed and not replanted and has currently identified approximately 45 of the 347 living trees that would be replanted in place or transplanted. The other approximately 302 affected trees are being evaluated. Under a worst case scenario those approximately 302 trees would be removed and not replanted. However, some of these trees are expected to be determined by DPR to be suitable for transplant. Trees that could not be transplanted would be replaced pursuant to City regulations, and thus this change would not be anticipated to significantly adversely affect the project site's visual character. All trees determined to be suitable for transplant would remain subject to the City's requirements that provide for a two-year guarantee period, which requires that trees that do not survive are replaced. The transplanted trees would be subject to a DPR Forestry Permit, which would detail a maintenance plan to ensure tree vitality.~~

As described above, the project site is not considered to be a visual resource, while the Arthur Ashe Stadium is a notable element in surrounding views. The visual corridor leading from Arthur Ashe Stadium to the South Gate would be maintained and no new structures would be developed within this area, and thus views south from this area to the Unisphere and the New York State Pavilion would not change significantly.

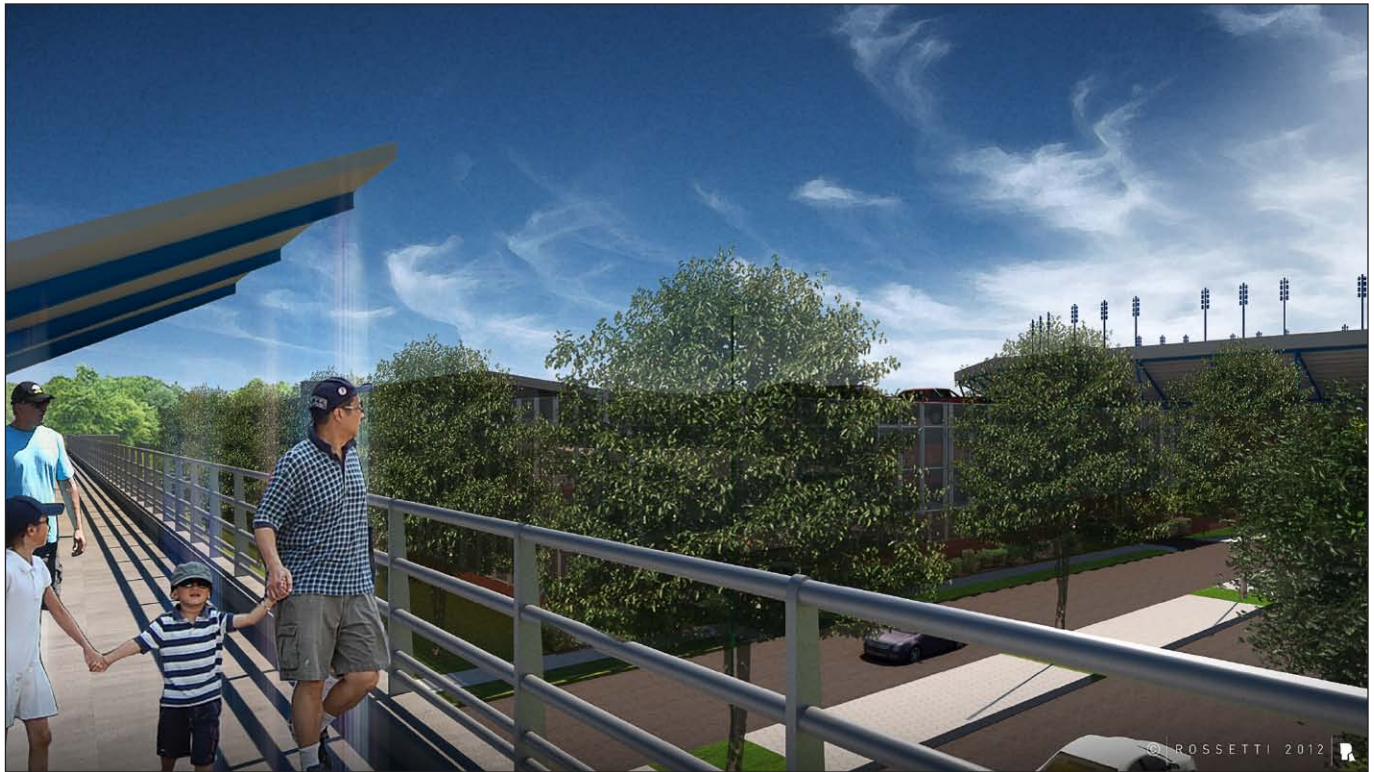
#### *STUDY AREA*

The uses on the project site, which are primarily recreational, would continue to be compatible with surrounding uses, including the various recreational amenities contained in Flushing Meadows Corona Park. While the height of several structures—and the total bulk of structures—on the NTC site would increase in the future with the proposed project, these incremental increases would be modest relative to the existing facilities, and would not be inconsistent with the surrounding parkland context (see **Figure 6-23a and 23b**). As described above, the NTC is already highly visible in this section of the park, and the trees and other landscaping to be provided along the NTC site's perimeter would serve to minimize the visual presence of the new site elements from most locations. The proposed project would not alter the visual character of the surrounding area, except to make certain sections of the NTC site more prominent in directly adjacent views. Specifically, views of the southwest corner of the NTC site would now include the proposed Stadium 3 rather than perimeter fencing and practice courts, and views of the northwest and northeast corners of the NTC site would now include structured parking facilities screened with landscaping and vegetation rather than surface parking lots and a tennis bubble (see **Figures 6-24 through 6-30**). With the exception of the small change to park land acreage and the relocation connector roadway, the proposed project would not result in any changes to natural features, open spaces, or streets in the study area.

As described in greater detail in Chapter 4, "Shadows," the proposed Stadium 3 and the new structured parking facility on Lot B would cast new shadow on four small portions of adjacent park land within Flushing Meadows Corona Park. Three of these areas are lightly used, primarily for pass-through activity, and were concluded to be only minimally sensitive to the effects of incremental shadows. The fourth area that could be affected by project-generated



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View from Passerelle Ramp (Summer View)



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View from Passerelle Ramp (Winter View)

**Figure 6-23b**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View Toward Parking Lot B

**Figure 6-24**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View of Parking Lot A

**Figure 6-25**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View Toward North

**Figure 6-26**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View at South Gate Looking East  
**Figure 6-27**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View at South Gate Looking Northeast

**Figure 6-28**





Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View on Meridian Road Looking East

**Figure 6-29**



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View of Parking Garage A  
**Figure 6-30**

shadow—a portion of the circular plaza at the base of the Passerelle ramp—could potentially receive new shadows late in the afternoons of the late spring and summer, but would likely receive direct sun for most of the remaining day in those seasons. Therefore, project-generated shadows are not considered to be substantial enough to significantly affect the urban design or visual character of these elements of Flushing Meadows Corona Park. Overall, the proposed project would not change the arrangement, appearance, or functionality of the build environment in such a way that the change would negatively affect a pedestrian’s experience of the area.

The changes to the project site would be most visible from within the NTC’s boundaries, from the immediately-adjacent Meridian Road, United Nations Avenue North, and Path of the Americas, and from the elevated perspectives of the No. 7 train platform and the Passerelle ramp. From outside this area, the extensive vegetation and tree cover of Flushing Meadows Corona Park—as well as the distance to viewing locations created by the LIRR rail yards and Grand Central Parkway—would serve to limit the visibility of the proposed changes, and thus the potential for impacts to visual resources in the surrounding area. The new parking structures and administrative and retail building at the north side of the site and the proposed addition to the north side of Arthur Ashe Stadium are anticipated to be minimally visible, if at all, from west of the Grand Central Parkway or from south of the NTC site (see **Figure 6-31**). The proposed Stadium 3 at the southwest corner of the site is anticipated to be somewhat visible in some views of the Freedom of the Human Spirit sculpture, Unisphere, and New York City Building; however, the stadium would be visually consistent with the existing structures on the rest of the NTC site, and would not introduce an incompatible visual element to the setting of these resources. The new parking structures and the administrative and retail building at the northeast corner of the NTC site would change the immediate context of the Passerelle Building, but would not be expected to significantly alter or introduce an incompatible visual element to the setting of this resource. The Unisphere, the New York State Pavilion, Citi Field, and Terrace on the Park would continue to be notable elements in study area views, along with Arthur Ashe Stadium. The area south of the existing NTC fence line and north of United Nations Avenue north, which is presently a mix of paved and landscaped areas, would be reconfigured for the relocation of the southerly tournament courts to the south. This relocation could require the potential removal of some trees and light fixtures within the landscaped area. Any tree removal and replacement would be conducted in conformance with DPR requirements, and are assumed to be designed such that the views to the long allees of mature trees along Flushing Meadows Corona Park’s main axes would not be obstructed or significantly altered. Overall, the proposed project would not significantly alter the context of any visual resources and would not obstruct any view corridors to visual resources.

In addition to the improvement of the NTC, certain additional improvements would be undertaken for members of the public who utilize the benefit of the general public within other portions of Flushing Meadows Corona Park. As described in Chapter 1, “Project Description,” other improvements these—potentially include: the renovation of existing soccer fields; development of a new comfort station; and vehicular, pedestrian, landscape, and drainage upgrades. The potential park land improvements are expected to enhance the visual appearance and pedestrian experience of Flushing Meadows Corona Park.

Overall, the proposed project would not be expected to have any significant adverse impacts on urban design and visual resources. \*



Existing/no action conditions



With-action condition

No-Action and With-Action View Comparison,  
View Southeast Toward Arthur Ashe Stadium

**Figure 6-31**