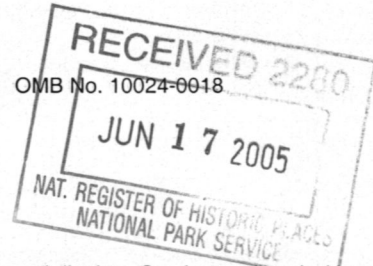


749

NPS Form 10-900
(Oct 1990)



United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Ocean Parkway Station (Dual System BRT)
other name/site number _____

2. Location

street & number Located above the intersection of Brighton Beach Avenue and Ocean Parkway [] not for publication
city or town Brooklyn [] vicinity
state Brooklyn code NY county Kings code 047 zip code 11235

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)
Bernadette Carter, SAHPO 5/11/05
Signature of certifying official/Title Date
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)
Signature of certifying official/Title Date
State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register
[] see continuation sheet
 - determined eligible for the National Register
[] see continuation sheet
 - determined not eligible for the National Register
 - removed from the National Register
 - other (explain) _____

Signature of the Keeper [Signature] Date of Action 7-29-05

Ocean Parkway Station (Dual System BRT)

Kings County, New York

Name of Property

County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(check only one box)

- building (s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Number of Resources within Property		
Contributing	Noncontributing	
_____	_____	Buildings
_____	_____	Sites
1	0	Structures
_____	_____	Objects
1	0	TOTAL

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the New York City Subway System

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

Current Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Arts & Crafts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Concrete, ceramic tile

Roof Metal

Other Decorative finishes: concrete, ceramic tile

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

See continuation sheet

Ocean Parkway Station (Dual System BRT)

Kings County, New York

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- Transportation
- Architecture
- Engineering
- Community Planning and Development
- Social History

Period of Significance

1917

Significant Dates

1917

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Craven, Alfred (engineer)

Vickers, Squire J. (architect)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record
NY-122

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Repository name: NYC Transit Archives
- NYC Landmarks Preservation Commission

Ocean Parkway Station (Dual System BRT)

Kings County, New York

Name of Property

County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	<input type="text"/>	<input type="text"/>	<input type="text"/>	3	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	North ing		Zone	Easting	North ing
2	<input type="text"/>	<input type="text"/>	<input type="text"/>	4	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By (*See Continuation Sheet for authors*)

name/title Contact: Kathleen A. Howe, Historic Preservation Specialist

organization NYS Office of Parks, Recreation & Historic Preservation Date September 20, 2004

street & number Peebles Island, PO Box 189 Telephone 518-237-8643 ext. 3266

city or town Waterford State NY zip code 12188

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with SHPO or FPO for any additional items)

Property Owner (Complete this item at the request of the SHPO or FPO)

name MTA New York City Transit Contact: Hollie Wells, Project Administrator

street & number 2 Broadway, 6th Floor, D6.125 telephone 646-252-4268

city or town New York State NY zip code 10004

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act. As amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

Section 7 Page 1

7. Narrative Description

The Ocean Parkway Station (Brighton Beach Line; D, M, Q trains) is located in the Coney Island neighborhood of Brooklyn. The station was opened in 1917 as part of the Dual System BRT (Brighton Line). It is aligned in an east-west direction above Brighton Beach Avenue at the intersection of Ocean Parkway. The station measures 620 feet in length and approximately 80 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – Ocean Parkway Station Inventory Form* that was completed in 1994 and was supplemented with observations from field inspections undertaken in May 2004.

General Characteristics and Construction Methods

The Ocean Parkway Station is an elevated, four-track, express-stop, station. The station is founded on a groin-vaulted concrete viaduct above the three-spans of parkway below (Photo 1). It has underside mezzanines at the east and west extremities. Each is reached from the street, by canopied stairs. Each mezzanine has windows on all four sides, with service spaces located along the in-board façade. The long north and south concrete facades are modulated with recessed spandrels, articulated fenestration and projecting bracketed piers that extend through the canopy (Photo 2).

The majority of the concrete surface has been bush-hammered, but areas within the decorative panels have retained a smooth finish. Above the recessed spaces a horizontal frieze spans the arches and vertical panels articulate the massive piers. The friezes are comprised of geometric patterns of ceramic tile bands in blue, and green with yellow accents (Photo 3). The effects of aging concrete and water penetration can be seen throughout the station.

The structural system of the station consists of a steel frame, encased in cast-in-place concrete walls with surfaces molded to form streamlined, Arts and Crafts/Art-Deco-style architectural details, adorned with inlaid tiles. The following description is taken from a 1917 article in an *Engineering News* entitled, "Placing Ornamental Concrete on a Steel Frame":

"The steel columns for track girders are located in the street and the platforms are carried on cross-frames framed into steel lattice sidewalk columns and lattice wall girders, both encased in concrete."

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Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

Section 7 Page 2

The steel members were covered in a wire mesh before the concrete was poured. The concrete was cast using massive timber forms. Four ½-inch expansion joints were located at the same bents as the joints used for the track girders to allow for expansion and contraction. The joints also provided space to allow for the vibration of the steel structure caused by trains. They were provided in hopes of reducing the amount of inevitable cracking and spalling of the concrete caused by this vibration.

The tracks of the station are carried above the two mezzanine stories located at the east and west ends. Between the mezzanines the track is supported by a series of groin vaults with arches that spring from a series of massive concrete piers (Photo 4). The track floors, above each mezzanine, were waterproofed with coal-tar coated burlap. The interiors and platforms are typical of the Dual Systems aesthetic: smooth wall surfaces and simple geometric tile decoration.

Station Circulation

The circulation plan for this station consists of five canopied stairways (four leading to the East Mezzanine and one leading to the West Mezzanine) that lead up from the street level. From each mezzanine two stairways (one on each platform side) lead to the platform level.

Platform Level

The station is comprised of two island platforms that are covered for most of their length by steel canopies. The platform canopies are supported by two rows of trussed "T" – shaped columns that project laterally to meet at the center gable of the canopy (Photo 5). The canopy roof is comprised of metal assembly sheathed in standing seam metal roofing. Suspended fluorescent strip lighting occurs in two rows along the canopy edge and modern six-bulb street lamps are located on the low walls of the open platform sections (Photo 6). Free-standing signs set in a tubular steel frame are found along the length of the platform. Just east of the western mezzanine, there is a single-story, modern, metal-clad substation that spans the tracks. Four stairways with concrete balustrades and modern handrails are located at either end. The design of the balustrades echoes the exterior design of the station with recessed panels and repeating piers motif.

Mezzanine Level

Both mezzanines underwent major renovations in the mid-1990s and are very similar in design. The interior of the east mezzanine is accessed from stair landings on the southeast and northeast sides. A pair of concrete stairs leads up from the west wall of this space to

United States Department of the Interior
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Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

Section 7 Page 3

the platforms. Along the west wall, between the platform stairs, are service spaces (originally bathrooms, now closed) and a waiting room. The west wall is punctuated by three, six-pane wooden casement windows. All entries are fitted with modern, metal, half-glazed doors. A modern steel and glass token booth is located on the eastern wall. The mezzanine space is divided in half by a bank of modern turnstiles and ceiling height security gates (Photo 7). The ceiling along the center of the space below the track bed is low and constructed of concrete. Along the north and south walls, there is a high ceiling of exposed structural steel -- supporting the platforms above. The ceiling is supported by a pair of 12-inch-square pre-cast concrete columns that have chamfered corners and projecting capitals. The interior walls are finished in metal clad wood panels and the floors are bare concrete. Modern fluorescent lighting is suspended from the ceiling throughout. Apart from the various modernizations that took place during the recent renovation, the interiors are mostly as built and in good condition.

The west mezzanine interior mirrors the east in plan and design, except that there are two service rooms located along the south wall instead of a stairway. The exterior fenestration of the mezzanines all four sides consists of windows with wooden, six-light casement sash. The metal-clad siding is patterned with recessed panels.

Exterior Elements and Stairwells

The covered stair canopies rest on cast iron supports and feature a cast-iron portal at the street with a short, cantilevered porch roof. An elaborate hexagonal canopy tops each canopy end. The cornice of the canopy is lined with a bezant pattern. Above the canopy, is a tall cornice decorated with a repeating wave pattern. Topping the cornice is a highly decorative sign that reads, "OCEAN PARKWAY" flanked scrolled brackets (Photo 8). The sign is in turn topped by a pair of Gothic brass spires. The balustrades appear to have all been replaced with geometrically patterned tubular steel. The stairways have nearly flat, wooden roofs that are sheathed in standing seam metal. The east mezzanine is accessed on the north and south by a pair of covered stairs which lead to an open landing, tucked below the platform deck. The stair canopies are simple metal-clad cement-board with a short cantilevered porch at sidewalk level supported by a pair of six-inch square posts. The stair rail has simple angle-iron supports and a tubular metal cap-rail.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

Section 8 Page 1

8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Ocean Parkway Station (Dual Systems Contract 4 of the BRT), Brighton Beach Line, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering and architectural design. The Ocean Parkway Subway Station was constructed began operation in 1917 as part of the Brighton Beach Line. It retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. Many of the Dual Contract stations, including Ocean Parkway, are significant at the local level.

The Ocean Parkway Station on the Brighton Beach Line was built as part of the Dual Systems, Contract 4 lines of the BRT (Brooklyn Rapid Transit Company). Opened in 1917, Ocean Parkway Station is a good example of a special type of Dual System facility: elevated stations built at parkway crossings and constructed of ornamental concrete. At the time the use of concrete encasement was considered to be an innovative form of water and fire protection, as well as a visual enhancement. Despite some alterations, the exterior remains substantially intact. The metal louvers that until recently spoiled the view of the park from the platform have been removed for the restoration. The spalling and cracking on the façade is typical of this type of construction and is presumed to be reversible.

Before its inclusion into the BRT system, the Brighton Line was part of the Brooklyn, Flatbush & Coney Island Railroad, one of several late-19th-century surface railroads connecting central Brooklyn to the exclusive Coney Island seashore. At the end of the 19th century, as the city's population grew, seaside retreats affordable to the masses sprang up within an hour's travel time. Altogether, six New York subway lines began as 19th century steam railroads built to serve seashore resorts. Opened in 1878, the Brooklyn, Flatbush & Coney Island connected the Long Island Rail Road on Atlantic Avenue with the Brighton Beach Hotel, a famous Coney Island resort. The BRT assumed control of the line in 1896 and extended it from Atlantic Avenue north to meet the Fulton Street El. The line was electrified in 1899 and extended over the Brooklyn Bridge to Manhattan's Park Row, making day trips possible for the average New Yorker.

The Dual System was the greatest period of rapid transit expansion in the city's history, and one of the largest public works programs ever. During the Dual Contracts period (1909-1931) approximately 125 elevated stations were constructed. Contract 4 served

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Continuation Sheet

Ocean Parkway Station
(Dual System BRT)

Name of Property

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Section 8 Page 2

several goals, including: new loop-lines connecting downtown Manhattan to Brooklyn and Queens; rebuilding existing elevated lines and extending new lines reaching out to newly developed northern Brooklyn and Queens; and rebuilding former surface lines in southern Brooklyn. Ocean Parkway Station was part of this last effort. In 1923, the BRT was reorganized as the Brooklyn-Manhattan Transit Company (BMT).

The Brighton Line was largely rebuilt by the BRT and the Brooklyn Grade Crossing Commission between 1905 and 1907 in an effort to eliminate grade crossings. One segment was reconstructed in a cut below grade, while most of the line (everything south of Avenue H) was elevated on an embankment. The reconstruction of the Brighton Line was an early example (if not the earliest) of rapid transit line modernization to produce a high-speed, electrified, grade-separated system.

The design of the Ocean Parkway Station was the work of Dual System chief architect Squire J. Vickers. Vickers, known as "The Dean of underground architecture," served as Design Architect of the New York City Subway System from 1906 to 1942. Educated at Cornell University's College of Architecture, he was responsible for the design of most of the Dual System and later IND stations. His approach differed dramatically from that of the original subway architects Heins & LaFarge in that he created utilitarian spaces that often featured simple but colorful, whimsical, tile work. In his spare time, Vickers was a painter of fantastical urban scenes that featured strong graphical images and bold colors. Many of these paintings were translated into the mosaic plaques seen throughout the system. Regarding his use of colorful tiles in his designs, Vickers was quoted in *The Municipal Engineer's Journal* in 1917 as saying, "This bit of color set in the hard unyielding surface gives a joyous note like a banner flying from the barrel window of a frowning Medieval Castle."

Alfred Craven, Chief Engineer of the Dual Contracts expansion, was born in 1846 and received his formal education in engineering from the Naval Academy. Craven came from a long line of prominent Naval Engineers, including his uncle, Alfred W. Craven, Chief Engineer of the Old Croton Aqueduct, Central Park Reservoir and numerous other significant works in New York City. He began work as Division Engineer with the Rapid Transit Commission in 1900 and was promoted to Chief Engineer of the Commission by 1910.

The Ocean Parkway Station is a typical Dual System elevated station, with an ornamental concrete structure spanning the parkway. It is architecturally significant as an industrial adaptation of a Roman viaduct form, in a park-like setting. The station viaduct is highly visible from and spans Ocean Parkway and connects commercial strips to the east and west along Brighton Beach Avenue. In spite of the mezzanine renovations, the station still retains a great deal of historic integrity.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

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Section 8 Page 3

This station serves the community of Brighton Beach also known as "Little Odessa" for its large population of Eastern Europeans. The expansion of the Brighton Line into this area opened it up for residential development on a large scale. Many of the immigrant families who were clustered on the Lower East Side of Manhattan were able to settle in more spacious areas such as Brighton Beach.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Ocean Parkway Station
(Dual System BRT)

Name of Property

Section 9 Page 1

Kings County, NY

County and State

9. Bibliography

Cudahy, Brian. *A Century of Subways: Celebrating 100 Years of the New York City's Underground Railways*. New York: Fordham University Press, 2003.

Hood, Clifton. *722 Miles: The Building of the Subways and How they Transformed New York*. Baltimore: Johns Hopkins University Press, 1993.

Interborough Rapid Transit Company. *The New York Subway: Its Construction and Equipment*. 1904. Reprinted on website managed by David Pirmann (2004). Retrieved 03/14/04 from source: <http://www.nycsubway.org/irt/irtbook/>.

National Park Service, Department of the Interior Historic American Engineering Record NY-122, "Interborough Rapid Transit Subway (Original Line): The NY Rapid Transit Decision of 1900: Economy, Society, Politics" prepared by Walter B. Katz, 1979.

New York City Landmarks Preservation Commission. *IRT Subway System Underground Interior Designation Report*. New York: NYC LPC, October, 1979.

Orlando, Barbara. "Recapturing the Past: Station Architecture," *At Your Service: MTA New York City Transit Employee Newsletter*, March, 2004.

Parsons, Brinckerhoff, Quade & Douglas, Inc., Historical Perspectives, Inc. and Robert E Olmstead, P.E. "Phase I: Reconnaissance Level Historical Survey of Transit Authority Properties," June, 1991.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

10. Geographical Data

The boundary of the Ocean Parkway Station – Brighton Beach Line is shown as the bold line on the accompanying site plan entitled, “Ocean Parkway Station, Station Plan, Brighton Beach Line - BMT Division, 1996.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map, Map ID # B14, NYCTA, 1986.” The designation for the Ocean Parkway Station includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the two headhouses.

Boundary Justification

The boundaries for the Ocean Parkway Station encompass the entire station.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

Section 11 Page 1

11. Form Prepared By:

Steven Bedford, Principal Architectural Historian
Stacey Vairo, Architectural Historian
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106
860-247-7200

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 11 Page 2

Ocean Parkway Station
(Dual System BRT)

Name of Property

Kings County, NY

County and State

Additional Documentation

List of Black and White Photos

Ocean Parkway Station (Dual System BRT)

Kings County, NY

Photographer: Stacey Vairo

Date: August, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. View of viaduct crossing Ocean Parkway. View northeast.
2. Long view of subway viaduct. View west.
3. Detail of tile work. View north.
4. Concrete piers and arches beneath the station. View west.
5. Canopies at the platform level. View west.
6. Platform wall and modern lampposts. View west.
7. Interior of mezzanine. View northeast.
8. Canopied stairwell. View east.

Trump Village

Neighborhood Map
NYCTA
ID # B14
1986



Guardian
Angel
Church

Center of
Brighton
Beach

OCEAN PARKWAY

BRIGHTON

BRIGHTON

B 2 WK
2 PATH
245

BRIGHTON 2 LA

OCEANVIEW AV

BRIGHTON 1 CT

BRIGHTON 1 WK

BRIGHTON 1 PL

BRIGHTON 1 PATH

BRIGHTON 2 ST

WEST 2 ST

BRIGHTON AV

BREEZE AV

Ocean
Parkway

Brighton
Beach
Public
Library

BRIGHTON 1 RD

BRIGHTON

Wm. J.
Hennessey
Square

walk



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 05000749 Date Listed: 7/29/05

Ocean Parkway Station
(Dual System BRT)

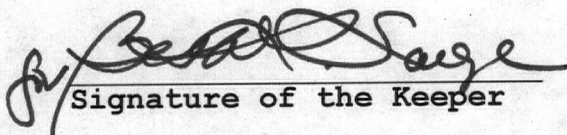
Kings NY
County State

Property Name

New York City Subway System MPS

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

7-29-05
Date of Action

Amended Items in Nomination:

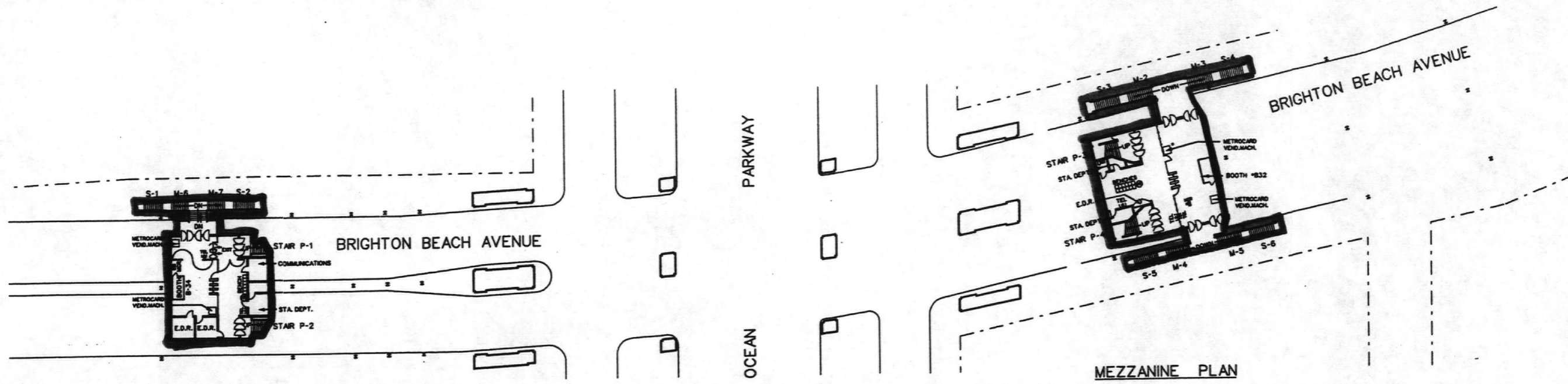
10. Geographical Data:

The UTM for the property is:
Coney Island Quad Zone 18 E 587270 N 4492020

This information has been confirmed with Kathy Howe, NYSHPO, by telephone.

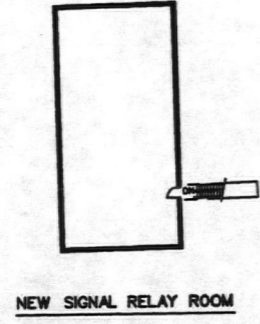
DISTRIBUTION:

- National Register property file
- Nominating Authority (without attachment)

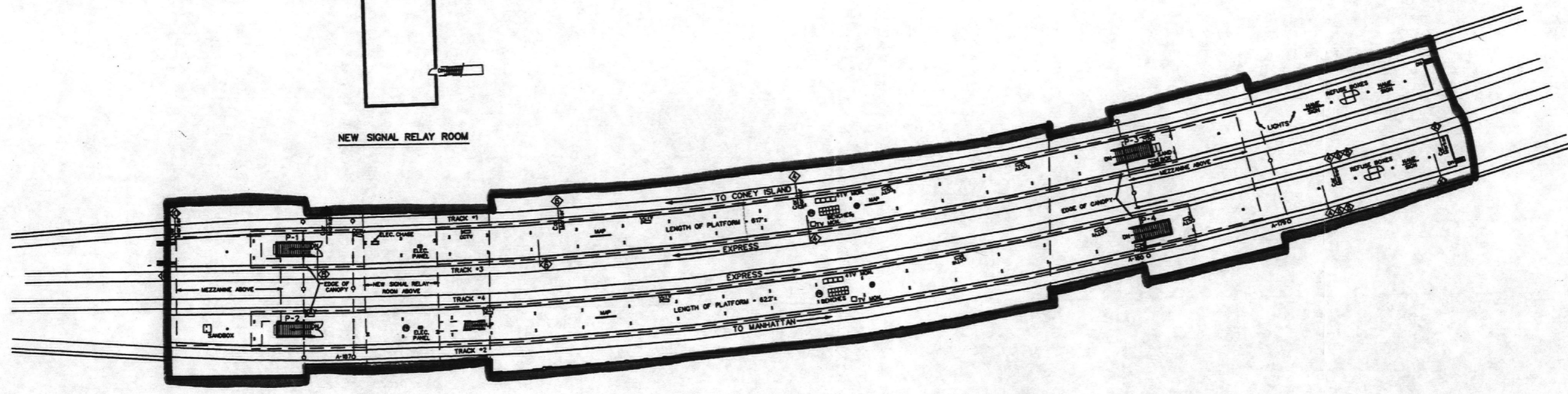


MEZZANINE PLAN

MEZZANINE PLAN



NEW SIGNAL RELAY ROOM

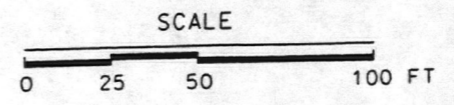


PLATFORM LEVEL PLAN

NOTE: STATION CLOSED SEPT. 8, 2002, DUE TO STILLWELL TERMINAL PROJECT

DATE	REVISIONS	BY
6-24-96	ALTERATION TO FARE CONTROL & NEW SIGNAL RELAY ROOM	H.H.
2-20-99	ADDED CCTV CAMERA AND TV MONITOR; ADDED CARMARKERS AT EXPRESS TRACK TO CONEY IS. PLATFORM.	ECS
12-27-01	TOWER BOOTH ON MANH PLAT. REMOVED, ADDED METROCARD MACHINES AT FARE CONTROL & MAPS ON PLATFORMS	HM/AA

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-5800-B DATED 11-04-60.



NEW YORK CITY TRANSIT
DEPARTMENT OF SUBWAYS
MAINTENANCE OF WAY DIVISION
ENGINEERING SUBDIVISION
INFRASTRUCTURE SECTION

OCEAN PARKWAY STATION
STATION PLAN
BRIGHTON BEACH LINE - BMT DIVISION
STATION NUMBER: 56
DATE: 6-20-96

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Ocean Parkway Station (Dual System BRT)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Kings

DATE RECEIVED: 6/17/05 DATE OF PENDING LIST: 7/12/05
DATE OF 16TH DAY: 7/27/05 DATE OF 45TH DAY: 7/31/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000749

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/29/05 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept a+c

REVIEWER Savage DISCIPLINE Architectural History

TELEPHONE _____ DATE 7/29/05

DOCUMENTATION see attached comments Y/N see attached SLR Y N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Ocean Parkway Station
Kings County, New York

TPS <No. 4 >011
277 97**NNNN-4 23 2(024)



ne reade

Ocean Parkway Station
Kings County, New York

TPS <No. 3 >010
277 97** N N N-5 27 2(024)



Ocean Parkway Station
Kings County, New York

TPS <No.18 >012
277 97**NNN 1-39 2(024)

3



Ocean Parkway Station
Kings County, New York

TPS <No.19 2013
277 97** NNN-3 21 2(024)

4



Ocean
Pkwy

Ocean Parkway Station
Kings County, New York

TPS <No.22 >015
277 97** N N N-3 21 2(024)

5

Ocean
Pkwy



Ocean Parkway Station
Kings County, New York

TPS <No.24 >016
277 97**NNN-3 04 2(024)

6



Ocean Parkway Station
Kings County, New York

TPS <No.21 >014
277 97** NNN-2 07 2(024)

7



OCEAN
PARKWAY

Q

Ocean Parkway

Stair canopy.

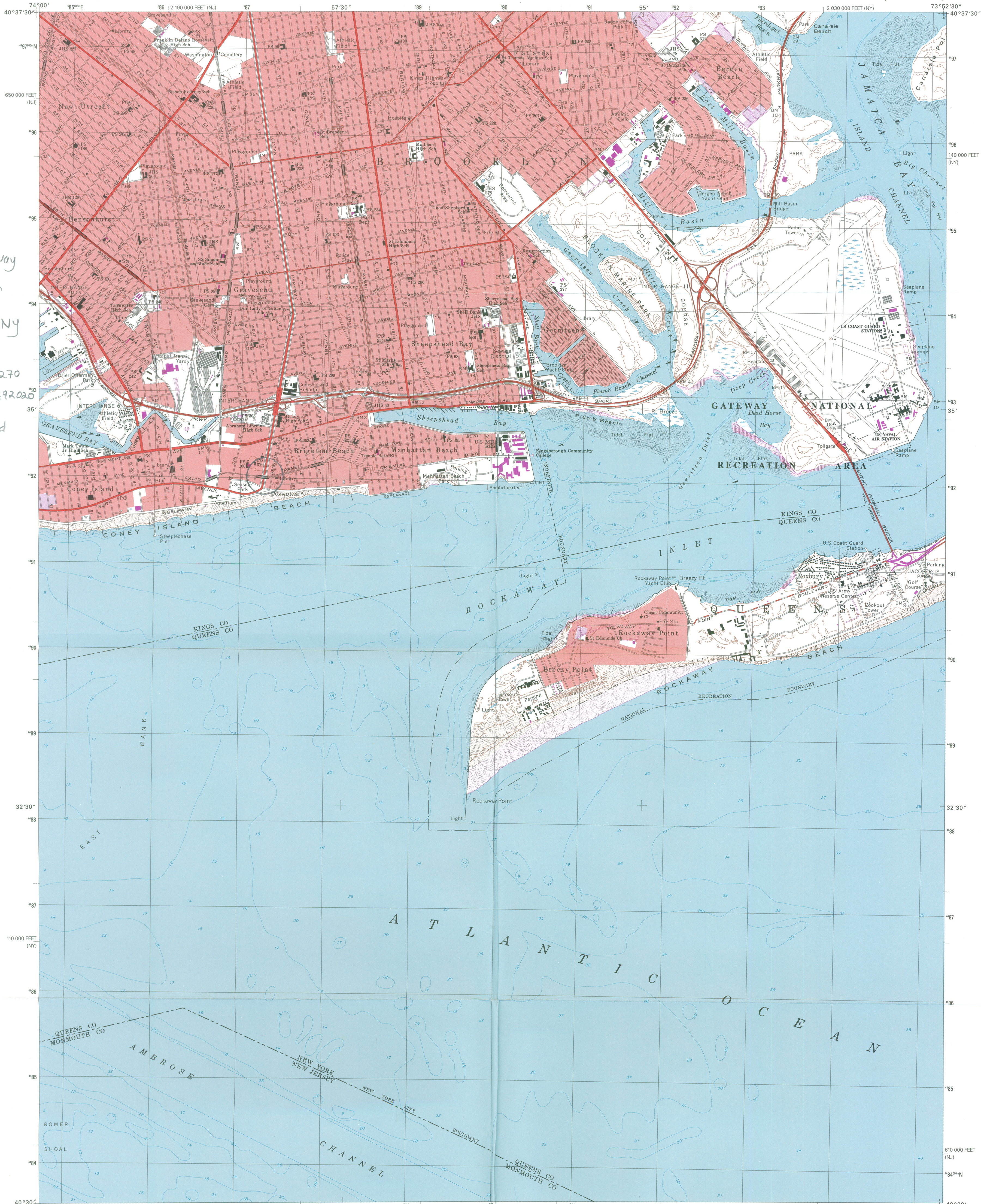
Ocean Parkway Station
Kings County, N.Y.

J.

T.P.S. <No.16 >016
216 97**NN 1-15 2(024)

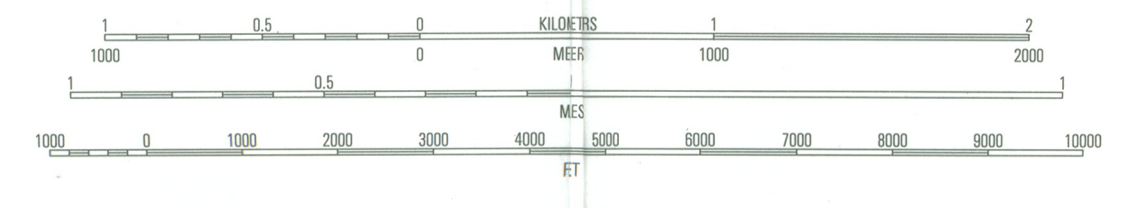
Drawings

**INSERT
DRAWINGS
HERE**



Ocean Parkway Station (Dual System BRT) Kings County, NY Zone 18 Easting 587270 Northing 4492020 Coney Island Road USGS 1:24000

Produced by the United States Geological Survey Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photos inspected using imagery dated 1995; no major culture or drainage changes observed. Survey control current as of 1966. Boundaries revised 1999. Selected hydrographic data compiled from NOS charts 369 and 542 (1966). This information is not intended for navigational purposes. North American Datum of 1927 (NAD 27) Projection: New York coordinate system, Long Island zone (transverse Mercator) 10 000-foot ticks: New York coordinate system, Long Island zone and New Jersey coordinate system 1000-meter Universal Transverse Mercator grid, zone 18 North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software. There may be private inholdings within the boundaries of the National or State reservations shown on this map. Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours.



CONTOUR INTERVAL 5 FEET NATIONAL GEODETIC VERTICAL DATUM OF 1929 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048 DEPTH CURVES AND SOUNDINGS IN FEET, DATUM IS MEAN LOWER LOW WATER THE RELATIONSHIP BETWEEN TWO DATUMS IS VARIABLE THE MEAN RANGE OF TIDES APPROXIMATELY 4.7 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225 A FOLDER DESCRIBING TOPOGRAPHIC MAP AND SYMBOLS IS AVAILABLE ON REQUEST

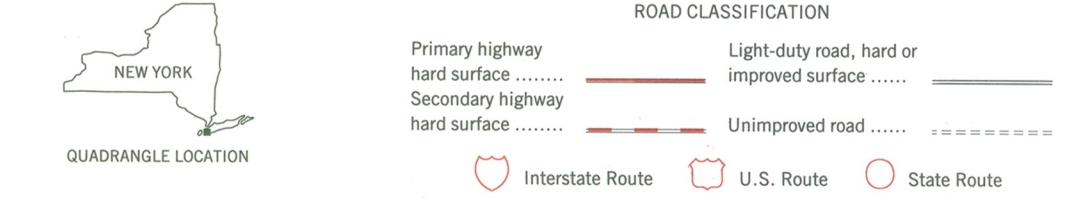


Table with 3 columns and 8 rows listing adjacent quadrangles: 1 Jersey City, 2 Brooklyn, 3 Jamaica, 4 The Narrows, 5 Far Rockaway, 6 Sandy Hook West, 7 Sandy Hook East, 8

CONEY ISLAND, NY-NJ 1995 NIMA 6265 III SW-SERIES V821





The New York City Landmarks Preservation Commission

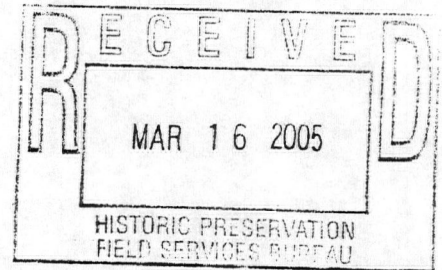
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

<http://nyc.gov/landmarks/>



RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

March 11, 2005



Ms. Ruth Pierpont, Director
New York State Office of Parks Recreation
and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, New York 12188-0189

Re: The Historic Resources of the New York City Subway
System, various counties, New York

Dear Ms. Pierpont:

I write on behalf of Chair Robert B. Tierney in response to your request for comment on the eligibility of The Historic Resources of the New York City Subway System (Bronx, Kings, Queens, and New York Counties) and the individual substations nominated for the State and National Registers of Historic Places.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the Morris Park Station, Woodlawn Station, Avenue U Station, Bay Parkway Station, 15th Street-Prospect Park Subway Station, 4th Avenue Station, New Utrecht Avenue Station, 9th Avenue Station, Ocean Parkway Station, Substation #401, Wilson Avenue Subway Station, Brooklyn Bridge-City Hall Subway Station, Chambers Street Subway Station, 14th Street-Union Square Subway Station, and Elmhurst Avenue Subway Station appear to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,

Ronda Wist

cc: Robert B. Tierney, Chair
Mary Beth Betts