

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received AUG 12 1983

date entered

1. Name

historic Ocean Parkway

and/or common

2. Location

street & number From Church Avenue² to Seabreeze Avenue² not for publication

city, town Brooklyn vicinity of congressional district

state New York code 036 county Kings code 047

3. Classification

Category	Ownership	Status	Present Use	
☐ district	☒ public	☒ occupied	☐ agriculture	☐ museum
☐ building(s)	☐ private	☐ unoccupied	☐ commercial	☒ park
☐ structure	☐ both	☐ work in progress	☐ educational	☐ private residence
☐ site	Public Acquisition	Accessible	☐ entertainment	☐ religious
☐ object	☒ in process	☐ yes: restricted	☐ government	☐ scientific
☒ Parkway	☒ being considered	☒ yes: unrestricted	☐ industrial	☐ transportation
		☐ no	☐ military	☒ other: Thoroughfare

4. Owner of Property

name See Continuation Sheet

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Kings County Register's Office

street & number Municipal Building - 210 Joralemon Street

city, town Brooklyn state New York 11201

6. Representation in Existing Surveys

title Landmarks Preservation Commission (LP-0871) has this property been determined eligible? ☐ yes ☒ no

date January 28, 1975 ☐ federal ☐ state ☐ county ☒ local

depository for survey records Landmarks Preservation Commission, 20 Vesey Street

city, town New York City state New York 10007

7. Description

Condition

☐ excellent
☐ good
☒ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date

NA

Describe the present and original (if known) physical appearance

Designed in 1866 by Frederick Law Olmsted, Ocean Parkway was planned to extend from the southern entrance of Prospect Park in Brooklyn to Coney Island. As actually built in 1874-76, this six-mile thoroughfare stretches from the Atlantic Ocean to just a few blocks south of Prospect Park.

Like Eastern Parkway, Ocean Parkway is 210 feet wide, featuring two tree-lined malls each 20 feet wide, flanking a 70-foot-wide central drive. The western mall, composed of a concrete promenade, provides park benches, playing tables and a bicycle path. The eastern mall originally contained a bridle path. The parkway's malls and adjacent properties are shaded by a canopy of deciduous trees, as suggested by Olmsted: maple, elm, sycamore, ginko and oak. Separated from the drive by the two malls are the flanking 25-foot-wide service roads and two 15-foot-wide sidewalks.

Although the roadways and sidewalks are now paved in concrete, the original character of the Olmsted parkway remains. The thoroughfare still separately accommodates commercial and pleasure traffic by its divided plan which in length and dimensions has remained unchanged.

Today, the housing which lines Ocean Parkway is predominantly early twentieth century and adheres to the original 30-foot zoning restriction. Near Coney Island, tall post-World War II apartments and hotels break the rhythm created by these smaller homes, but they further develop the ocean resort flavor of the parkway.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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date entered

Continuation sheet Kings County New York Item number 4 Page 1
Ocean Parkway

Mr. Henry R. Fulton, Deputy Commissioner, Bureau of Highway Operations
40 Worth Street
New York, New York 10013

Henry Stern
Department of Parks & Recreation
The Arsenal
New York, New York

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☒ community planning	☒ landscape architecture	☐ religion
☐ 1400–1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500–1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600–1699	☐ architecture	☐ education	☐ military	☐ social/
☐ 1700–1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☒ 1800–1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☐ 1900–	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates 1866–76

Builder/Architect Frederick Law Olmsted & Calvert Vaux

Statement of Significance (in one paragraph)

Designed by Frederick Law Olmsted in 1866, Ocean Parkway is architecturally and historically significant as the first parkway planned in the United States. As such it established a new concept in road construction. Built in 1874–76 it was conceived as part of a network of parkways that incorporated tree-lined malls, walkways, pleasure drives, and service roads. Ocean Parkway was planned to link Prospect Park with Coney Island, bringing greenery to the people of Brooklyn.

From his established vantage point as one of the country's most prominent social critics and landscape architects, Frederick Law Olmsted (1822–1903) was especially sensitive to the needs of the fast-growing cities. His travels through the South during the 1850s made clear to him the cultural and social shortcomings of a purely rural existence, and yet the relentless commercially oriented grid of the northern city plan proved to be incompatible with residential needs. Picturesquely planned and systematically placed parks were proposed by Olmsted as the cure for both the individual and cumulative health problems of city residents. Parks as a solution to help eliminate the overcrowding in the 19th-century city were not a new idea. In 1848 A.J. Downing, America's most popular architectural writer, publicized the extraordinary public parks of France and Germany where "all classes assemble under the shade of the same trees...."¹ In the 1850s Napoleon III, with the assistance of his great minister Baron Haussmann, sought to improve the failing physical and moral health of the citizens of Paris by opening up broad avenues and laying out romantically inspired public parks. Frederick Law Olmsted followed this line of thinking, and throughout his career as landscape architect he planned open space in various physical forms to meet the individual requirements of each locality.

Although Olmsted and his partner, Calvert Vaux, intended that their first open space, Central Park, should be a self-contained rural haven set apart from the surrounding architecture, they did address themselves to the problem of joining the park with the surrounding streets. Rather than ignoring the street, they proposed a mall of trees to be planted between the adjacent sidewalk and roadway. This natural border served the dual purpose of blocking off the cityscape from the park views and serving as "a handsome effect" leading to the Fifth and Eighth Avenue entrances.² This initial effort foreshadowed the direction which their later work was to take.

The approaches which were planned for Brooklyn's Prospect Park reflect European park and roadway developments which Olmsted had observed during his journey abroad in 1859. Boulevards designed exclusively for pedestrians date back to the 17th century in France. However, it was not until the 19th century that it became popular to join these recreational roadways to public parks. Olmsted spent two weeks in Paris and made eight trips to the newly developed Bois de Boulogne. In 1853 Napoleon III and his minister Haussmann began the transformation of this state forest into a romantically conceived public park along the lines of London's Hyde Park. Access to the park from the city was provided by a great boulevard of unprecedented width which was planned as an extension of the park and featured a central pleasure-drive flanked by picturesquely landscaped lawns bordered by residential streets.³ In order to insure the maximum width of park along the Avenue de l'Imperatrice, as the boulevard was named, an imperial decree forbade the construction of residences within 33 feet of the bordering roadways. Olmsted stated that he was also

9. Major Bibliographical References

(See Continuation Sheet)

10. Geographical Data

Acreeage of nominated property approximately 123 acres

Quadrangle name _____

Quadrangle scale _____

UMT References (See Continuation Sheet)

A

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

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G

--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification

The property is bounded on the north by the south side of Church Avenue, on the west by the western curb line of the western side road of Ocean Parkway, on the south by the north side of Seabreeze Avenue, and on the east by the eastern curb line of the eastern side road of Ocean Parkway.

List all states and counties for properties overlapping state or county boundaries

NA

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Contact: Larry E. Gobrecht, National Register Program Coordinator

Historic Preservation Field Services Bureau
organization

date October, 1979

street & number Agency I, E.S.P.

telephone (518) 474-0479

city or town Albany

state New York 12238

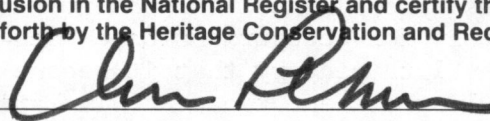
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☒ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

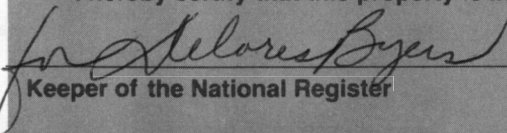


title Commissioner

date 8-4-83

For HCRS use only

I hereby certify that this property is included in the National Register


Keeper of the National Register

Entered in the
National Register

date 9/8/83

Attest:

date

Chief of Registration

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

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Continuation sheet Ocean Parkway
Kings County, NY

Item number 8

Page 2

influenced by the layout of Berlin's famed Unter der Linden, where a system of separate roadways through a broad tree-lined mall accommodated both commercial and pleasure traffic.⁴ Olmsted's advance upon the French and German prototypes was also intended as an extension of the park itself and to convey this primary role, he termed it "parkway."

There can be little doubt that Olmsted invented the term "parkway." The designer's painstaking history of street types which appears in the 1868 Annual Report of the Commissioners of Prospect Park shows that he had thought through the subject most thoroughly and had done so to add a new category. Olmsted's very wording suggests the act of invention. "The 'Parkway' plan which we now propose advances still another step,..."⁵ This step featured tree-lined malls with a central carriage drive and flanking walks set apart from residential service roads and sidewalks. Six rows of trees on grassy strips divided the routes and created an endless allée of refreshment. Perhaps influenced by the French example, Olmsted reserved a 30-foot area from the sidewalk to each building front where only porches, fences, fountains and statuary could intrude on the lawn.⁶

Ocean Parkway was the first of these parkways and evolved from an idea expressed by Olmsted and Calvert Vaux in their 1866 preliminary report to the Park Commissioners of Brooklyn on their plans for Prospect Park. Under the section entitled "Suburban Connections," they suggested that the shaded "pleasure" drive on the western side of Prospect Park be extended from the park to the ocean. The road should be "of a picturesque character... neither very straight nor very level, and should be bordered by a small belt of trees and shrubbery."⁷ Due to funding problems, construction of Ocean Parkway was delayed and Eastern Parkway was actually completed first in 1874. However, it was during the planning of Ocean Parkway that Olmsted first worked out his ideas for the parkway system.

On May 11, 1869, an act was passed in the New York State Legislature (amended in 1872) giving authority to Brooklyn Park Commissioners to "lay out, open, and improve a public highway or avenue from Prospect Park, in the City of Brooklyn, towards Coney Island."⁸

Construction of the parkway began in 1874 and was completed to Kings Highway in 1875. The extension from Kings Highway to Coney Island began in 1876 and was opened on November 11, 1876. The cost of construction was borne entirely by the owners whose property lay within 1,050 feet on either side of the parkway. It was not until 1882, when legislation was passed, that these property owners received compensation for their loss. Under the terms of this law, Kings County paid two thirds of the cost while the property owners paid the remaining third.

Originally, the Brooklyn Parks Commission had control over an extra 30 feet on either side of the 210-foot-wide parkway. Within this extra area "no buildings or other erections, except porches, piazzas, fences, fountains and statuary shall remain or be at any time placed; which space on each side of the avenue, and in addition thereto, shall be used for courtyards only, and may be planted with trees, shrubbery, and otherwise ornamented, at the discretion of the respective owners or occupants thereof; but such an ornamentation shall be under the direction of the said Park Commissioners...."⁹

For many people in Brooklyn, Ocean Parkway is the only large, open space with trees and grass that is readily accessible. Because the Prospect Expressway merges with Ocean Parkway at Church Avenue, the central roadway can no longer be considered a "pleasure drive." But the original intention that the parkway should also serve as a promenade and greenbelt for the residents of the neighboring communities has, to a great degree, been realized.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

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date entered

Ocean Parkway
Continuation sheet Kings County, New York

Item number 8

Page 3

¹Andrew Jackson Downing, Rural Essays (New York: Leavitt & Allen, 1854), p. 141.

²Albert Fein, ed., Landscape into Cityscape: Frederick Law Olmsted's Plans for a Greater New York City (Ithaca, N.Y.: Cornell University Press, 1967), p. 71.

³J.M. and Brian Chapman, The Life and Times of Baron Haussman (London: Weidenfeld and Nicolson, 1957), pp. 191-192.

⁴Fein, p. 158.

⁵Ibid.

⁶The East Parkway and Boulevards, in the City of Brooklyn (New York: Baker & Godwin, 1873), pp. 24-28.

⁷Fein, p. 158.

⁸Henry R. Stiles, The History of Kings County: 1683-1884 (New York: W.W. Munsell & Co., 1884), vol. I., p. 172.

⁹Ibid.

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National Park Service

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Continuation sheet Ocean Parkway
Kings County, NY

Item number 9

Page 1

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Munsell & Co., 1884.

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Ocean Parkway
Continuation sheet Kings County, N.Y.

Item number 10

Page 2

Coney Island, N.Y. and
Brooklyn, N.Y. Quads

Scale: 1:24000

UTM References:

- A) 18/ 586660/ 4499580
- B) 18/ 586720/ 4499610
- C) 18/ 587000/ 4497420
- D) 18/ 587070/ 4497420
- E) 18/ 587550/ 4493940
- F) 18/ 587620/ 4493920
- G) 18/ 587260/ 4492050
- H) 18/ 587320/ 4492030

UTM References A and B are located only on the Brooklyn, N.Y. Quad Map, while D, E, F, G, and H are located only on the Coney Island, N.Y. Quad Map. UTM References C and D are located on the boundary line between Coney Island and Brooklyn Quads, and are notated on both maps.

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

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Ocean Parkway
Kings County, N.Y.

Continuation sheet

Item number 11

Page 2

For NPS use only

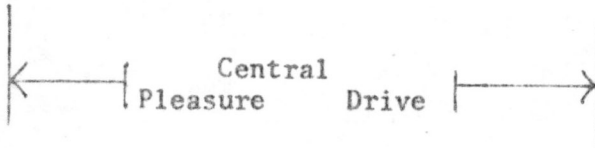
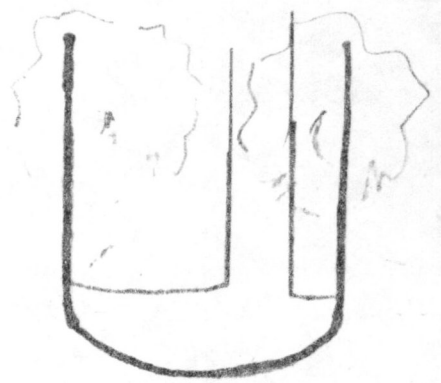
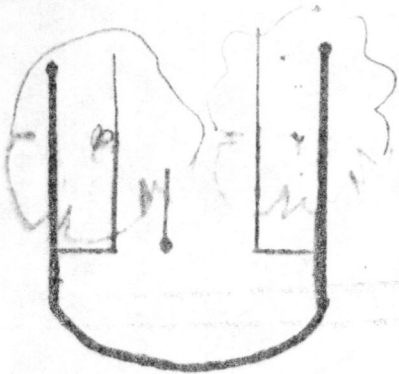
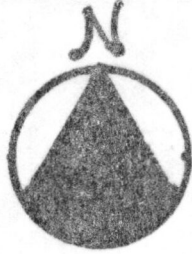
received

date entered

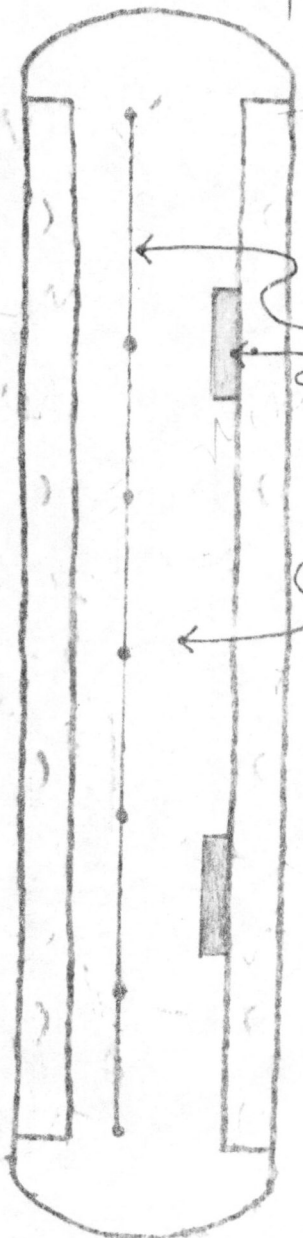
Form prepared by:

Holly Huckins
Landmarks Preservation Commission
20 Vesey Street
New York, N.Y. 10007

(212) 566-7577



WESTERN SIDE ROAD



Western Mall

bicycle rack

benches

path

Eastern Mall

bridle path



EASTERN SIDE ROAD

OCEAN PARKWAY
Brooklyn, New York
KINGS COUNTY
SITE PLAN
typical section

not drawn to scale

83001697

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Ocean Parkway
Kings County
NEW YORK

Working No. AUG 12 1983
Fed. Reg. Date: 2-7-84
Date Due: 9/8/83 - 8/29/83
Action: ACCEPT
Entered in the RETURN
National Register REJECT
Federal Agency: _____

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates

Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title

date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

Comments for any item may be continued on an attached sheet



1. Ocean Parkway

Kings County, New York

Photo by: Carl Forster, 1982

Neg. at: New York Landmarks
Preservation Commission

Avenue S, looking north.



2. Ocean Parkway

Kings County, New York

Photo by: Carl Forster, 1982

Neg. at: New York Landmarks

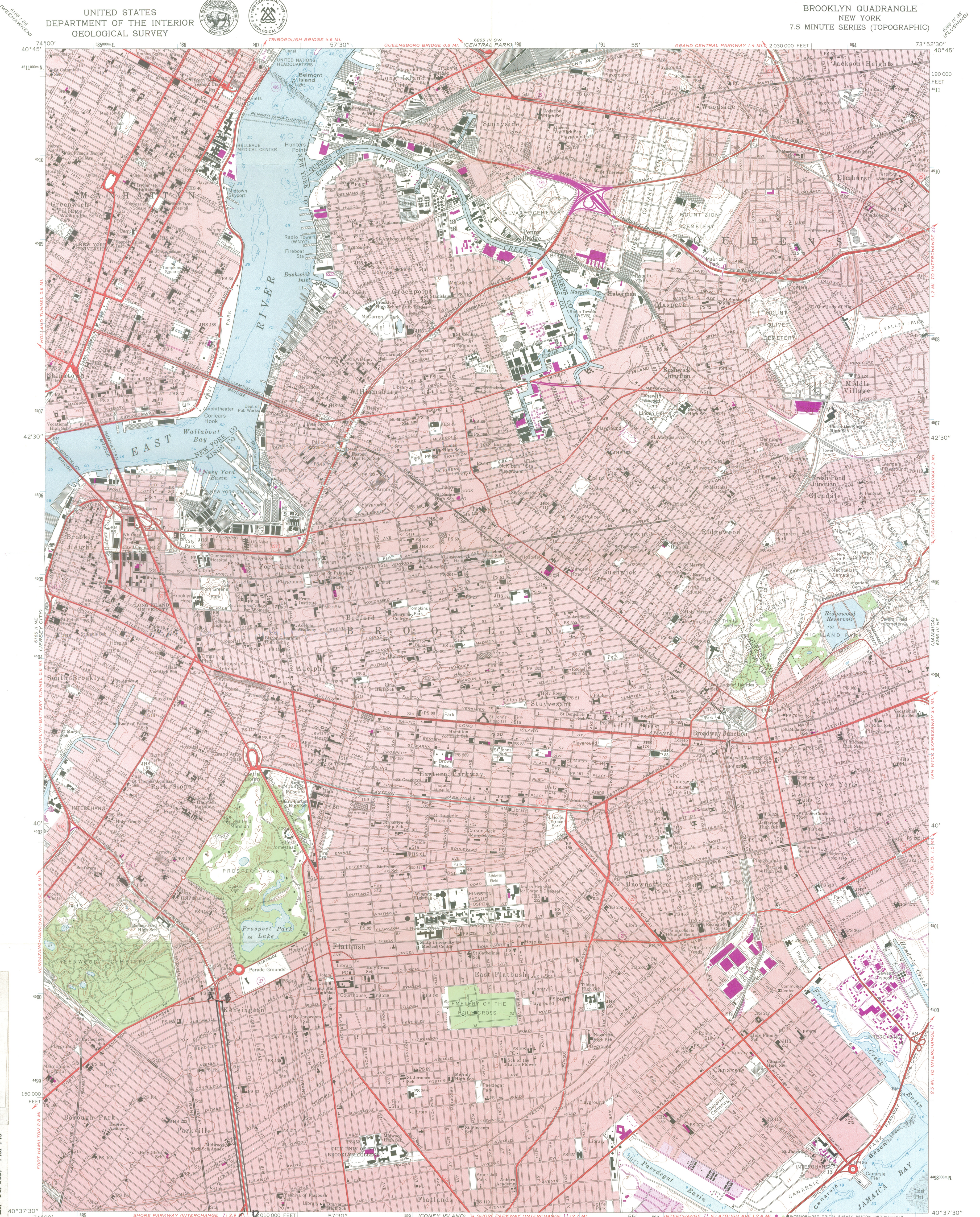
P Preservation Commission

Avenue L, looking north

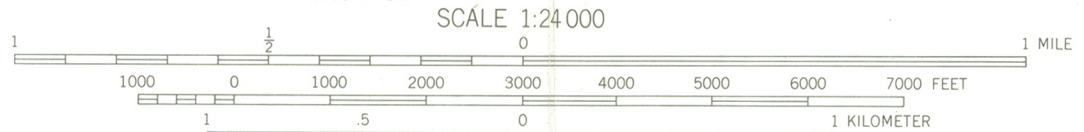


3. Ocean Parkway
Kings County, New York
Photo by: Carl Forster, 1982
Neg. at: New York Landmarks
Preservation Commission

Cortelyou Road, looking north



Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USCGS, USACE, and City of New York Board of
Estimate and Apportionment
Planimetry by photogrammetric methods from aerial photographs
taken 1954, and from USCGS Charts T-5094, T-5335, T-5454
T-5459, T-5460, and T-5449
Topography by planimetric surveys 1955-1956. Revised from
aerial photographs taken 1966. Field checked 1967
Selected hydrographic data compiled from USCGS Charts
275 (1964), 542 (1967), and 745 (1966). This information
is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on New York coordinate system, Long Island zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Entire area lies within New York City



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.2 FEET IN THE EAST RIVER
AND 5.2 FEET IN JAMAICA BAY



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Unimproved dirt ———
Interstate Route ——— State Route ———

BROOKLYN, N. Y.
N4037.5—W7352.5/7.5
1967
PHOTOREVISED 1979
AMS 6285 III NW—SERIES V821

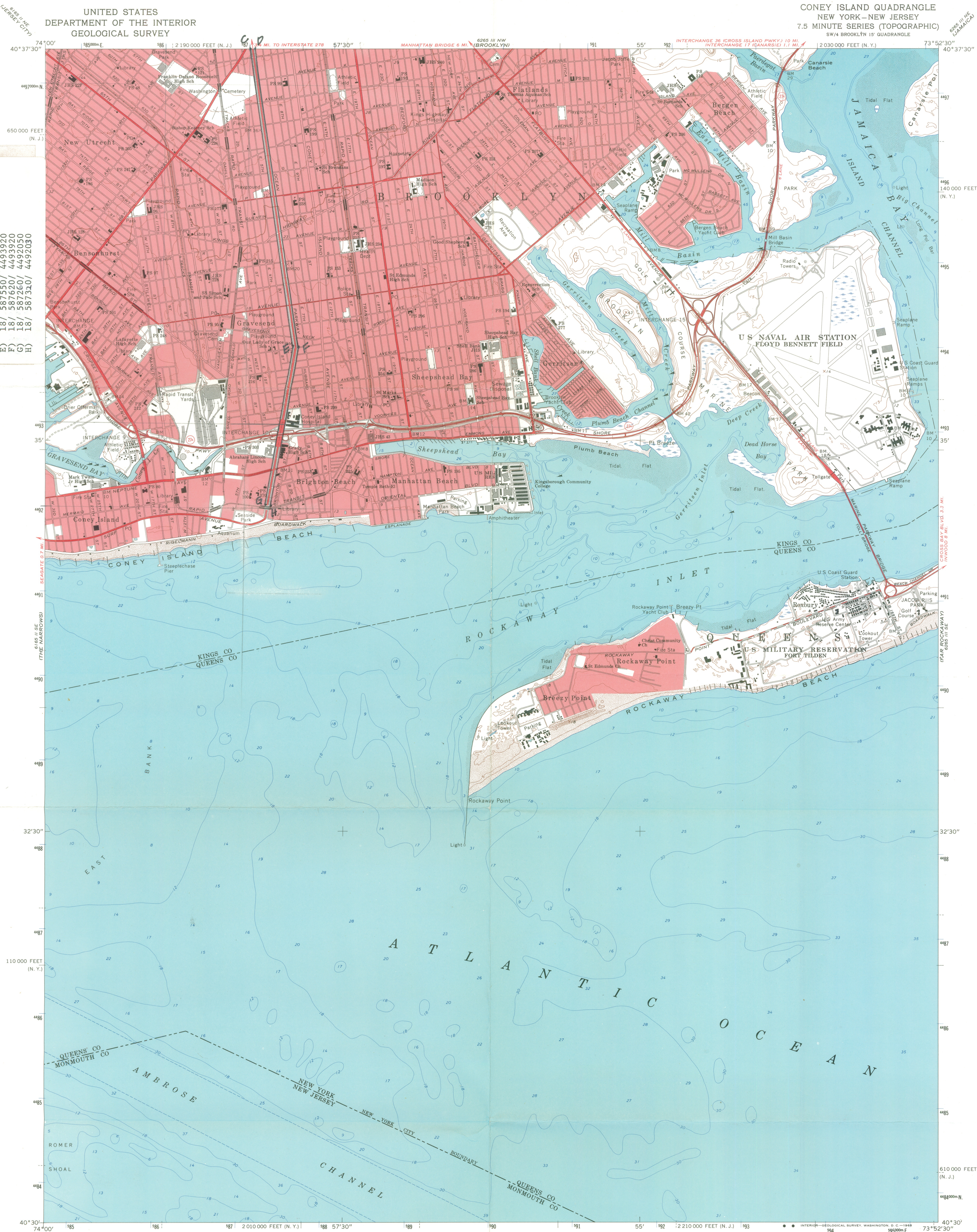
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CONEY ISLAND QUADRANGLE
NEW YORK-NEW JERSEY
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 BROOKLYN 15' QUADRANGLE

Ocean Parkway
Kings County, New York
UTM References:
Coney Island, N.Y.-N.J. Quad

C) 18/ 587000/ 4497440
D) 18/ 587010/ 4497410
E) 18/ 587550/ 4493920
F) 18/ 587620/ 4493920
G) 18/ 587260/ 4492050
H) 18/ 587320/ 4492030



Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USC&GS, and Topographic Bureau of Brooklyn
Planimetry by photogrammetric methods from aerial photographs
taken 1954. Topography by planimetric surveys 1954-1955. Revised 1966
Selected hydrographic data compiled from USC&GS Charts 369 and 542 (1966)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grids based on New York coordinate system,
Long Island zone, and New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue
Red tint indicates areas in which only landmark buildings are shown

SCALE 1:24,000
1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER
CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.7 FEET
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20542
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
State Route ———
CONEY ISLAND, N.Y.-N.J.
SW/4 BROOKLYN 15' QUADRANGLE
N4030—W7352.5/7.5
1966
AMS 6265 III SW—SERIES V821