



Appendix 2.13-1

Meadowbrook State Parkway Historic Registration Form

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 of eligibility for individual properties or 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 listed in 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 Jones Beach State Park, Causeway, and Parkway System

other names/site number _____

2. Location

street & number Ocean, Wantagh, Meadowbrook and Loop State Parkways

not for publication

city or town Wantagh

vicinity

state New York

code NY

county Nassau

code 059

zip code see. cont.

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this 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 set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally, statewide locally. See continuation sheet for additional comments.

William Carter, SHPO
Signature of certifying official/Title

2/2/05
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 this property is:

Signature of the Keeper _____

Date of Action _____

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:)

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Zip Codes

11793; 11520; 11566

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Jones Beach State Park

Name of Property

Nassau County, New York

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.)

Contributing	Noncontributing	
22	8	buildings
6	0	sites
33	3	structures
0	0	objects
61	11	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION AND CULTURE/outdoor recreation

TRANSPORTATION/road related, pedestrian related

LANDSCAPE/park

Current Functions

(Enter categories from instructions)

RECREATION AND CULTURE/outdoor recreation

TRANSPORTATION/vehicle related, pedestrian related

LANDSCAPE/park

7. Description

Architectural Classification

(Enter categories from instructions)

no style

Materials

(Enter categories from instructions)

foundation concrete

walls brick, concrete

roof asbestos

other

Narrative Description

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

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The Jones Beach State Park, Causeway, and Parkway System is located in the southern half of Nassau County, just west of the Suffolk County border. Jones Beach State Park (JBSP) occupies the western third of a sixteen-mile long coastal barrier island approximately five miles off the south shore of Long Island. The narrow island straddles the Nassau-Suffolk County line and lies between the Atlantic Ocean, to the south, and Great South Bay, to the north. The park, which is all within Nassau County, includes 2,413 acres. Because Jones Beach was virtually inaccessible prior to the development of the park in the 1920s, causeways to provide automobile access to the island were essential components of the park's design. Two north-south causeways (Wantagh, originally Jones Beach Causeway, and Meadowbrook), built between 1929 and 1934, span the five-mile bay and link JBSP to the mainland and to parkways (Wantagh and Meadowbrook) that continue north and intersect with Merrick Road, the Sunrise Highway and the Southern State Parkway, the three main east-west routes across southern Long Island. Later extensions took the Wantagh and Meadowbrook Parkways to the principal east-west routes in the northern half of the island. A third causeway, Loop Parkway, constructed 1934, connects JBSP to Long Beach, the next island to the west. Two east-west parkways (Bay, and Ocean), constructed between 1928 and 1934, are the major components of the circulation system within the park, providing access to the causeways, linking buildings and parking lots, and connecting JBSP with other state parks and causeways at the east end of the island. The nomination includes approximately 10,000 acres, encompassing the park, causeways and parkways.

The nomination boundaries were chosen to encompass Jones Beach State Park and the earliest and most essential components of the transportation system constructed to provide access to the park and circulation within it. These are defined as Wantagh and Meadowbrook State Parkways (including the causeways) between JBSP and the Southern State Parkway, all of Loop and Bay State Parkways, and Ocean State Parkway within the boundary of JBSP. All of the nomination components are part of the Long Island State Park and Parkway System, developed by New York State between the mid-1920s and the mid-1960s as part of its comprehensive

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statewide park plan. As such, three of the five nominated roads (Wantagh, Meadowbrook and Ocean) extend outside the boundaries of the nomination and connect with other regional parks and parkways. Although the nomination could be expanded to include other parts of the Long Island park system at a later date, JBSP is the most important state park on Long Island, and the sections of roads included in this submission are those that have the most essential connection to its history and function.

JBSP is an immense public recreational facility designed to accommodate large crowds of bathers on miles of sandy ocean beaches. The island on which it is sited is composed of glacial drift pushed continually westward from Montauk Point, the eastern tip of Long Island. Prior to construction of the state park, the island was a self-sustaining barrier beach of shifting land and water forms and divided by channels. Its character was defined by ocean beaches, primary and secondary dunes, intervening lowlands, and marshes and flats. In order to stabilize the island, construct roads and causeways from the mainland, and create a building site that would be safe from flooding, a substantial engineering project was undertaken prior to construction. Fill was dredged from the bay and redistributed to create a high ridge along the center of the island and bases to carry the causeways across the bay; artificial dunes were sculpted (and later planted with beach grasses) on the ocean side; and channeling was undertaken in the bay. Once the island had been raised approximately fourteen feet above the high water mark, a linear system of roads, paths and buildings was constructed along the center ridge of the island and causeways were constructed across the bays.

The park was laid out with a formal Beaux-Arts plan that incorporates the ocean and bay fronts, formally landscaped roads and scenic drives, pedestrian paths and a boardwalk, an expansive building complex, and service and recreational features, including a water and sanitary system, parking lots, beaches, athletic fields, golf courses, etc. The organization of the park is defined by its two principal roadways, Wantagh State Parkway (the main approach from the mainland) and Ocean State Parkway (the major cross axial road across the island).

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These intersect at a traffic circle and formal plaza surrounding a large brick water tower, which is the centerpiece of the park and the tallest feature on the island. Major buildings are arranged in a symmetrical pattern east and west of the water tower and oriented to the beach (south). Buildings are connected by Ocean Parkway on the north side and the two main bathhouses are linked by an expansive boardwalk on the ocean side. Pedestrian underpasses below Ocean Parkway provide access to the beach from the parking lots north of Ocean Parkway. West of the main building complex is an area originally known as West End Beach. This is accessed via Bay Parkway and is characterized by a more open and less developed landscape and several additional beaches with associated buildings and parking fields. Several complexes of features are located on the bay side. These include the Jones Beach Theatre Complex, the Zach's Bay Beach Complex and Yacht Basin, and the West End Yacht Basin. Other features, such as the police station, staff residences, the High Hill Maintenance Area and others, are dispersed throughout the park. Numerous small to medium sized service features, which are essential functional components of the park, are found throughout the nominated area. These include electrical vaults, wells, storage and maintenance buildings, sanitary system components, ticket and information booths, lifeguard stations, and landscape maintenance facilities. Many of these date to the park's original development period or are within the period of significance. Others are additions or replacements.

The primary recreational and scenic component of the park is its vast expanse of sandy Atlantic Ocean beachfront, which extends the entire length of the island. The public beach within the nominated area is approximately six miles long and as much as one-half mile wide. A secondary recreational complex, including a still water beach, comfort station, cafeteria, boat basin, etc., was developed on the bay side, and swimming pools were constructed within the bathhouse complex. The earliest parking lots were laid out east and west of the Wantagh Causeway, north of Ocean Parkway. As the park expanded, additional sections of the beach were developed at greater distances from the main building and bathhouse complex. Typically, each included a parking field and a large brick building that accommodated a refreshment stand, bathhouse, comfort station, first

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aid station and chair and umbrella rental. Other recreational features, such as golf courses, picnic areas, playgrounds, and athletic fields are interspersed throughout the park, primarily behind the boardwalk and between buildings and parking lots.

The plan of the park was conceived in c1924, and its development and expansion can be generally divided into three phases. Most of the major buildings, roads and infrastructure were constructed in the first phase, between c1926-1934. Between 1934-1943, when the effects of the Great Depression curtailed funding for state parks, state and federal relief programs provided funds for some new buildings and supplemental features, such as road improvements and additional parking lots. The third phase, c1943-1954, which was marked by a significant increase in funds and patrons, included repair and rehabilitation of park facilities and infrastructure and a major post-World War II expansion program that included new facilities and substantial road improvements.

BUILDINGS

The main building complex, completed between 1929 and 1934, includes two principal bathhouses, the water tower, central mall, and boardwalk. The buildings and water tower are constructed of brick and sandstone in shades of orange, pink and tan. The central feature of the park is the water tower, located at the intersection of Wantagh Causeway and Ocean Parkway. The tower is sited on a round grassy plaza and is set on a raised terrace with sandstone walls and steps and surrounded by a ring of sandstone pylons that house lighting. Completed in 1930, the structure is said to have been inspired by the campanile of St. Mark's Church in Venice and evokes an Art Deco aesthetic. The tower is 231 feet tall and features a base and top of Ohio sandstone, a Barbizon brick shaft, and a copper pyramidal roof. It houses a 150-foot steel tank with a capacity of 315,000 gallons of water. Immediately south of the tower is the central mall, completed in 1931, which extends from the traffic circle to the boardwalk. The mall is a rectangular plaza with brick and sandstone walls. Three small features are clustered at the south end of the mall, at its intersection with the boardwalk. These include a one-

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story brick and glass cafeteria (1931), a brick administration building (1951) and a band shell (1987, replaced a 1934 band shell). One early building, a large restaurant at the southeast corner of the mall, has been lost, as has its 1960s replacement. The design process for a new building on this site is underway. The boardwalk, constructed in 1929 and expanded in 1948 and 1950, extends approximately 7,200 feet from Parking Field 1 on the west to Parking Field 6 on the east. The wide wooden boardwalk connects the buildings and provides a transition between outdoor and indoor space. The original boardwalk railing has been replaced with an aluminum one.

The two bathhouses are symmetrically sited east and west of the water tower and closer to the beach. Both are large structures, together accommodating 15,000 bathers, and employ the same brick and sandstone materials; however, they vary in plan, functional features, and embellishment. The East Bathhouse, constructed in 1929, features a long, low center section with open terraces on the ocean side, set between two tall square pavilions. Lower wings extend from each end. The West Bathhouse, completed in 1931, is a much more elaborate structure. It features a large square two-story enclosed center section with a gable roof flanked by square pavilions, two tall turrets on the north side and lower wings on each end. Both bathhouses incorporate swimming pools within large exterior courtyards, and each has both an adult pool and a kiddie pool.

Other major buildings include the police headquarters, located near the western end of the park. This brick and sandstone building was constructed in 1937 with WPA funds. The Jones Beach Theatre, located on Zach's Bay, was constructed in c1952 to replace a 1930s theater (Jones Beach Marine Stadium) that had proved too small. The large brick theater features a revolving stage surrounded by water and connected to the shore by underground tunnels. A deck has recently been constructed over the water between the stage and the auditorium to accommodate additional seating. There are three wood-frame staff residences in the West End Area. One was designed and constructed as a residence in 1932 and is an outstanding example of the Colonial Revival

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style. The other two were assembled from smaller beach cottages moved from the High Hill area in 1940; these have been substantially altered in recent years and do not contribute to the significance of the nomination.

RECREATIONAL FEATURES

The most popular recreational activities were ocean and still water (bay) swimming and pool swimming. The pool in the East Bathhouse has always accommodated fresh water swimming, while that in the West Bathhouse was originally filled with salt water but is now fresh. Other major recreational features include a yacht basin (1930s) on Zach's Bay, a golf course (1930s) east of the water tower, a miniature gold course (1930s) west of the tower, two games areas (1930s), east and west of the tower, and a large marina on Zach's Bay (c1930s-1950s). The park also includes areas for picnicking, various ball games, shuffle board, tennis, and dancing among other activities. Facilities for some of the original activities, such as archery and roller skating, are no longer extant and their spaces have been developed with other recreational facilities (such as volleyball). One of the West End bathhouses has been converted for use as the Theodore Roosevelt Environmental Center.

SERVICE/INFRASTRUCTURE

In addition to the water tower itself, there are several other primary service components. The larger ones are primarily low-scale buildings of brick construction. Features include a reservoir, filter plan and electric substation from 1929-1934, located northeast of the tower; a maintenance building and storehouse (1936) northwest of the tower in Parking Field 10; a sewage plant (1952) north of the marine theater; a comfort station and cafeteria (1935) near Zach's Bay; and a commissary (1935) off Bay Parkway, also in Field 10. There are numerous smaller features, including food concessions, first aid stations, lifeguard shacks, maintenance and landscape sheds, comfort stations, etc. scattered throughout. Among the especially distinctive smaller features are metal signs flung from wooden posts featuring silhouettes of various recreational activities. A number of the original signs survive and others have been reproduced.

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PARKING FIELDS

There are ten major parking fields and five smaller ones. The majority of them were part of the original park plan. The earliest and largest (Parking Fields 4 and 5), are located north of Ocean Parkway and east and west of Wantagh Parkway. Others were developed between the 1930s and the early 1950s serving the beach, Zach's Bay, the Marine Theater, the West Breach area, and the boat channel. They are all paved in concrete.

CIRCULATION SYSTEM

All of the park roads were laid out and developed by 1935 and were constructed according to the same standards used for New York's other state parkways in this period. Wantagh Causeway, which provided the first public access to the park, was constructed with narrow, undivided lanes; however, all of the later roads featured wider lanes separated by planted medians. Roads that traveled over the bay and marsh areas (Wantagh, Meadowbrook, and Loop) were built on hydraulic fill. The road bed for Ocean Parkway, constructed along the spine of the barrier island, was raised with fourteen feet of fill prior to construction; however, the road was still subject to flooding, especially on its eastern extension. Roads were paved with concrete, which survives in some places. Those within the park and nearest to the park were built without curbs; however, some curbs appear on the northernmost sections, nearest to the Southern State Parkway. All of the roads featured wooden guardrails and light fixtures; several original fixtures survive and many have been replicated.

Wantagh State Parkway (including Jones Beach Causeway) was constructed between Jones Beach and the Southern State Parkway in two phases. The causeway and five-mile section between JBSP and Merrick Road was completed in 1929. Three bridges were constructed to take the bridge over the bay and span three navigable channels. The second section, a two-mile expansion to the Southern State Parkway, was completed in 1932. Wantagh was built with two lanes in each direction and no median. Later additions include a brick and stone gas station (1934) in a style similar to the bathhouses and a seven-lane toll plaza and brick office building

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(1952). After World War II (c1955-1967), the road was realigned with the addition of a ten-foot median and an extra lane was added in each direction. Original landscaping, wooden guardrails and lighting survive.

Meadowbrook State Parkway (including Meadowbrook Causeway) was also built between Jones Beach and the Southern State Parkway in two phases. The causeway and four-mile section between JBSP and Merrick Road was completed in 1934, while a 2.8 mile expansion to the Southern State Parkway was finished in 1935.

Meadowbrook was constructed with wider lanes, two in each direction, separated by an eighteen-inch grassy median. Meadowbrook also has a 1953 toll plaza (eight lanes) and brick office building, and, like Wantagh, Meadowbrook was widened to six lanes in the post-World War II period. Wooden guardrails and lighting survive. Although its original gas station has been demolished, the layout and parking area for it remains.

Ocean State Parkway, the major east-west road through the center of the island, provides access to the all of the major park features, Wantagh, Meadowbrook, Bay, and Loop Parkways, and other state parks and causeways at the east end of the island. Only the section of Ocean Parkway within JBSP is included in this nomination.¹

Ocean Parkway was built with four lanes, two in each direction; it was later expanded to six lanes, three in each direction. This parkway was also built in several stages. The first section, which took the drive to the eastern boundary of JBSP, was completed in 1929. Between 1929 and 1934, the drive was extended thirteen miles along the barrier island to its eastern end, linking JBSP with Gilgo and Captree State Parks. In 1934 Ocean Parkway was extended one mile west to Meadowbrook Parkway. Within JBSP, Ocean Parkway is a formal, landscaped boulevard with wide landscaped plazas. Sections east and west of the water tower have been altered with the removal of original reflecting pool. The section that extends along the ocean to the eastern end of the island is a more informal scenic drive and lanes are separated by a variable median planted with beach grasses.

¹ Ocean Parkway in its entirety and the parks and parkways at the eastern end [Gilgo, Captree and Robert Moses (originally Fire Island) State Parks, and Robert Moses (originally Captree) State Parkway] have been determined eligible for National Register listing.

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Loop State Parkway, constructed in 1934, is a causeway connecting Meadowbrook Causeway and Lido Beach, on Point Lookout, Long Beach. Loop is 2.7 miles long and features two lanes separated by an eighteen-inch grassy median, three channel crossings, wooden guardrails and lights.

Bay State Parkway, constructed in 1934, parallels Ocean Parkway in the western section of the park and connects Wantagh and Meadowbrook Parkways; it also served the marine theater and boat basin. Bay Parkway is 1.5 miles long between Wantagh Causeway and West Beach, the western end of the JBSP. Bay has three eastbound and two westbound lanes separated by a variable, landscaped median.

BRIDGES

There are thirty-three bridges and causeways on the Meadowbrook, Wantagh and Loop Parkways. Almost all are rigid frame concrete with stone facing. The major causeways are concrete. Only one major bridge, the causeway that carried the Wantagh Parkway over Sloop Channel, has been lost. A new causeway is under construction in its place.

INTEGRITY

Considering the size and scale of the park, its seaside environment, and the multitude of patrons it serves, Jones Beach retains an outstanding level of integrity. Few large-scale original features have been lost; expansions generally preserve the original plan, and new and replacement features are generally sympathetic with the original aesthetic. Perhaps the biggest losses are small-scale features, such as signs, railings, light fixtures, etc. The park administration has recently begun to restore and/or replace many of these.

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LIST OF FEATURES

This is a large and complex district containing a variety of different landscape and resource types. Many of the individual components, however, are extremely small in nature and widely dispersed throughout the park. Some are best categorized as part of larger components (such as the overall site plan). The following methodology was used to count contributing and non-contributing features:

The overall landscape design for the park was counted as one site. This includes the plan of the main building complex, boardwalk, plaza, walkways, games areas, playgrounds, small golf courses, boat basins, beaches, parking fields, infrastructure, and associated plantings.

Each of the five parkways was counted as one site. This includes its plan, right-of-way, and landscape features.

Each major building and structure was counted individually. These include large-scale buildings, the water tower, the major theater components, and major bridges and causeways.

The following features were not counted: electrical vaults, wells, pump houses, storage sheds, lifeguard booths, umbrella stands, small sheds and storage buildings, small ticket booths, small comfort stations, generators, small concessions, small landscape features (such as gazebos and bus canopies), landscape storage features (small greenhouses and fertilizer sheds), sewage treatment plant features (such as tanks and chambers). Although all of these features are essential to the overall function of the park and many are more than fifty years old, they are generally small in size and scale and widely dispersed throughout the park. However, even though they were not counted individually, each was assessed as contributing or non-contributing in order to ensure that the park's overall historic character is preserved during future park maintenance and expansion.

In the following list, the numbers at the end of each description identify the feature within the NYS Office of General Services Inventory (numbers beginning with 49020-RO) and within the NYSHPO historic resources inventory (numbers beginning with 15901). BIN numbers identify bridges within the NYS Department of Transportation inventory. All features are noted as contributing or non-contributing; each feature that has been counted individually has been identified as a building, structure, object or site.

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1. Staff Residence, Cottage Drive, West End Area (LI-31), 1932; one and one-half story wood-frame residence, wood shingle siding, five bays, center entrance, sun porches, entrance portico, 49020-RO75:001; 15901.000084, one contributing building
2. Staff Residence, Cottage Drive, West End Area (LI-33), c1940; two-story wood-frame residence, wood shingle siding. This building was assembled from several small beach cottages moved from High Hill Beach in 1940; it has since been altered and bears no resemblance to any historic building, 49020-RO75:002; 05901.000086, one non-contributing building
3. Staff Residence, Cottage Drive, West End Area (LI-32), c1940; two-story wood-frame residence; wood shingle siding. This building was assembled from several small beach cottages moved from High Hill Beach in 1940; it has since been altered and bears no resemblance to any historic building, 49020-RO75:003; 05901.000085, one non-contributing building
4. Police Barracks, Bay Parkway, north side, West End Area, 1937-8; two-story sandstone and brick building, metal replacement windows, center parapet with bas relief carving, 49020-RO75:005; 05901.000048, one contributing building
5. West End Marina Concession, Bay Parkway, north side, 1962; large one-story wood-frame pavilion, wood-shingle siding; gable roof, 49020-RO75:008; 05901.000088, one non-contributing building
6. West End 2 Concession/Comfort Station, Bay Parkway, 1962; large T-shaped brick building, smaller pavilions on each end, multiple roof types, 49020-RO75:012; 05901.000090; West End 2 First Aid Station addition, 1970-74; small one-story brick building, hip roof, 49020-RO75:133; 05901.000137; women's comfort station annex, 1974, 49020-RO75:134; 05901.000138, one non-contributing building
7. West End 1 Concession/Comfort Station, Bay Parkway, 1960; large T-shaped brick building, smaller pavilions on each end, multiple roof types, now Theodore Roosevelt Nature Center, 49020-RO75:017; 05901.000092; women's comfort station annex, 1975, 49020-RO75:135; 05901.000139, one non-contributing building
8. Field 1 Concession/Comfort Station, Ocean Parkway, 1952; large rectangular brick building with smaller pavilions on each end, multiple roof types, 49020-RO75:021; 05901.000093, one contributing building
9. Field 2 Concession/Comfort Station, Ocean Parkway, 1950; large rectangular brick and stone building, pavilions on each end, multiple roof types, 49020-RO75:027; 05901.000095, one contributing building

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10. West Bathhouse, Ocean Parkway, 1930; enormous two-story, extremely decorative brick and stone building with gable roof and smaller wings and pavilions on ends, large towers on bay side, large multiple pane windows, terrace on beach side, includes lockers and changing rooms, large enclosed courtyard contain swimming and kiddie pools, 49020-RO75:034; 05901.000049, one contributing building
11. Administration Building and Beach Shop, Boardwalk, west of Central Mall, 1951; two-story brick and stone building, incorporates one-story front shop with large storefront windows, 49020-RO75:045; 05901.00009, one contributing building
12. Central Mall Cafeteria, Boardwalk, west of Central Mall, 1931; one-story brick and stone building with wood and glass and dining pavilion, 49020-RO75: 048; 05901.000053, one contributing building
13. Water Tower, intersection of Wantagh and Ocean Parkways, 1930; 231-foot-tall tower containing 150-foot steel tank; base and top of Ohio sandstone, Barbizon brick shaft and copper pyramidal roof; sited on round grassy plaza and set on a raised terrace with sandstone walls and steps surround by a ring of sandstone pylons that house lighting, 49020-RO75:052; 05901.00005, one contributing structure
15. East Bathhouse, Ocean Parkway, 1929; enormous two-story brick and sandstone building with hip roof framed by square towers and smaller end pavilions, terrace on beach side; large enclosed courtyards contain swimming and kiddie pools, interior altered 1988-94, 49029-RO75:062; 05901.000057, one contributing building
16. Field 6 Concession/Comfort Station, Ocean Parkway, 1948; large rectangular brick and stone building with smaller pavilions on each end, multiple roof forms, 49020-RO75:065; 05901.000110, one contributing building
17. Zach's Bay Cafeteria, Zach's Bay Area, 1935; one-story brick pavilion, flat roof, wood trim, large openings with overhead doors, 49020-RO75:088; 05901.000063, one contributing building
18. Zach's Bay Comfort Station, Zach's Bay Area, 1935; one-story brick building, flat roof, wood trim, recessed porch; design similar to Zach's Bay Cafeteria, 49020-RO75:089; 04901.000062, one contributing building

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19. Jones Beach Theatre Complex, Bay Parkway, on Zach's Bay, 1955-1960, altered 1990s; large, multi-building stadium complex, includes theater, stage, box office, concession buildings; original underwater tunnels providing passage for pedestrians and equipment survive, 49020-RO75:095-103; 05901.000109
- 19a. Box Office, 1952, one-story brick building with stone trim, flat roof, 49020-RO75:095, one contributing building
- 19b. Pump House, 1935, small, square one-story brick building with stone trim, flat roof, 04920-RO75:096, contributing
- 19c. Building A JBT Comfort Station, 1992; 49020-RO75:159, non-contributing
- 19d. Building B JBT Comfort Station, 1992; 49020-RO75:160, non-contributing
- 19e. Building C JBT Concession, 1992; 49020-RO75:161, non-contributing
- 19f. JBT Generator Building, 1998; 49020-RO75:162, non-contributing
- 19g. JB Main Stage, 1951; round brick and stone stage, originally separated from the auditorium by water, the water remains but a deck has been built over it to provide more seating, 04920-RO75:102, one contributing building
- 19h. JB Auditorium, 1951; large brick and stone structure, open seating without roof or enclosing walls, takes the form of a half-circle; altered with the addition of an upper deck in 1996, 04920-RO75:103, one contributing building
20. Maintenance/Storehouse, Bay Parkway, north side, 1936; long, low one-story brick and stone building, rectangular center section with multiple garage bays extending as wings and forming courtyard, wooden doors; large arched central entrance bay with corbelled brick piers; brick perimeter fence encloses yard 049020-RO75:111; 05901.000066, one contributing building
- 20a. Storehouse Gas Station, Bay Parkway, 1935; one-story brick building, gable roof, 49020-RO75:113; 05901.000066, one contributing building
- 20b. Concrete Building; 1994; non-contributing

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21. Commissary, Bay Parkway, north side, 1935; large one-story brick service building, flat roof, loading docks 49020-RO75:124; 05901.000098, one contributing building
22. Wantagh Gas Station, Wantagh Parkway, north of Water Tower, 1932-33; two one-story brick sections originally connected by a center canopy, hip roofs, stone trim. One section houses a pump house 49020-RO75:109; 49020RO75:175 (pump-house) 05901.000132, one contributing building
23. Central Mall, Ocean Parkway, 1931; rectangular plaza between water tower and boardwalk, grass enclosed by low hedges and brick and sandstone walls, 05901.000114, contributing
24. Main Boardwalk, south of main building complex, extends from Parking Field 1 on the west to Parking Field 6 on the east, 1930-1950; wide wooden walkway laid in intricate diagonal pattern, funnel shaped garbage receptacles, low goose neck light poles, shelters rebuilt in aluminum, wooden top rail replaced with aluminum, 05901.000116, contributing
25. Zach's Bay Yacht Basin, Zach's Bay Area, 1935, 059.01.000141, contributing
26. Golf Course, Ocean Parkway, south side, east of Central Mall, 1932, 05901.000153, contributing
- 26a. Pitch and Putt Booth, Boardwalk, east of Center Mall, 1930; small round wood-frame booth surrounded by low brick wall, roof has deep overhanging eaves, 49020-RO75:056; 05901.000056, contributing
27. West Games Area, Ocean Parkway, west of Center Mall, c1930-36; includes golf, deck games, tennis, basketball courts, play areas; miniature golf (contemporary), volleyball court (replaced skating rink), 05901.000147, contributing
28. East Games Area, Ocean Parkway, east of Center Mall, c1930s; includes ball fields and courts, 05901.000154, contributing
29. West End Boat Basin, Bay Parkway, north side; c1950; 88-95 boat slips, wooden boardwalk and deck, small concession for day use, 05901.000157 contributing.
30. Parking Field 1, Ocean Parkway, south side, 1950, 05901.000148 contributing,
31. Parking Field 2, Ocean Parkway, south side, west of West Bathhouse, c1950-52, 05901.000149, contributing

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32. Parking Field 3, Ocean Parkway, north side, west of West Bathhouse, c1935, 05901.000144, contributing
33. Parking Field 4, Ocean Parkway, north side, west of Wantagh Parkway, c1930, 05901.000145, contributing
34. Parking Field 5, Ocean Parkway, north side, east of Wantagh Parkway, c1929, 05901.000146, contributing
35. Parking Field 6, Ocean Parkway, south side, east of East Bathhouse, c1950-52, 05901.000150, contributing
36. West End Parking Field 1, Bay Parkway, south side, West End Area, c1960; this parking area has been decreased in size to allow for expansion of natural habitat around TR Nature Center, 05901.000151, non-contributing
37. West End Parking Field 2, Bay Parkway, south side, West End Area, c1962, 05901.000152, non-contributing
38. Parking Field 10, Bay Parkway, north side, behind storehouse, c1936, 05901.000155, contributing
39. Theater Parking Area, Bay Parkway, north side, near Jones Beach Theater, c1950, 05901.00015, contributing
40. Boat Basin Parking Lot, Bay Parkway, north side, at West End Boat Basin, 1950, contributing
41. West Bathhouse Parking Lot, adjacent to the West Bathhouse on the east side, c1930, contributing
42. Boardwalk Restaurant Parking Lot, west of Center Mall, north of site of Boardwalk Restaurant, c1920, contributing
43. East Bathhouse Employee Parking Lot, adjacent to the East Bathhouse on the east side, c1929 contributing,
44. Parking Field 5A, off Bay Parkway, north of JB Theater, c1950, contributing

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45. Police Barracks Garages, Bay Parkway, adjacent to Police Barracks:

45a. Police Barracks Garage, 1938; one-story brick building, seven car bays, 49020-RO75:007; 05901.000048, one contributing building

45b. Police Barracks Garage, 1968; one-story brick building, five car bays; except for its size, this building is identical to the 1938 garage in design and materials, non-contributing due to age only, 49020-RO75:006; 05901.000048, one non-contributing building

46. West End Marina Gazebo, Bay Parkway, north side, West End Boat Basin, 1970; hexagonal wood-frame pavilion on concrete pad, 49020-RO75:011; 05901.000089, non-contributing

47. West End Marina Electrical Vault, 1962; small concrete building, 49020-RO75:009; 05901.000158, non-contributing

48. West End 2 Interpretative Building, Bay Parkway, south side at Parking Field WE2, 1960; small, square, one-story building with flat roof, wood trim and overhanging eaves, T-111 siding, 49020-RO75:013; 05901.000091, non-contributing

49. West End 2 Electrical Vault, 1962; small square one-story building, flat roof, partially below ground, 49020-RO75:014; 05901.000159, non-contributing

50. West End 1 Electrical Vault, 1960; small, square one-story building, flat roof, partially below ground, 49020-RO75:019; 05901.000161, non-contributing

51. Field 1 Electrical Vault, 1952; small square one story concrete building, 49020-RO75:022; 05901.000162

52. Field 1 Lifeguard Shack, Ocean Parkway, south side at Parking Field 2, 1985; small rectangular one-story wood-frame building with flat roof and overhanging eaves, T-111 siding, 49020-RO75:023; 05901.000094, non-contributing

53. Field 2 Electrical Vault, 1950; small pre-fab concrete building, 49020-RO75:028; 05901.000163, contributing

54. Field 2 Lifeguard Shack, Ocean Parkway, south side at Parking Field 2, 1985; small rectangular one-story wood-frame building, shed roof, T-111 siding, 49020-RO75:029; 05901.000096, non-contributing

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55. East Ballfield Complex, Ocean Parkway, south side, east of Parking Field 2, c1962-1965; includes baseball diamond and concrete viewing areas, comfort station, electrical vault, announcer's booth, fertilizer shed; buildings are small wood-frame, T-111 siding and flat roofs, all are # 05901.000122, non-contributing
- 55a. Electrical Vault, 1962; one-story-rectangular building, flat roof, 04920-RO75:031, non-contributing
- 55b. Announcer's Booth, 1962, 04920-RO75:032, non-contributing
- 55c. Fertilizer Shed, 1962, ruins, non-contributing
56. West Bathhouse Lifeguard Shed, Ocean Parkway, south side, on boardwalk west of West Bathhouse, 1939; small round one-story wood-frame building with flat roof and overhanging eaves, canvas walls stiffened with paint, small round windows, 49020-RO75:035; 05901.000050, contributing
57. West Bathhouse Landscape Shed, Ocean Parkway, south side, 1940; small concrete building, 49020-RO75:037; 05901.000164, contributing
58. Arts and Crafts Pavilion, Ocean Parkway, south side, West Games Area, 1972; small one-story rectangular brick pavilion, flat concrete roof supported on concrete piers extends over porch with metal railings, 49020-RO75:038; 05901.000125, non-contributing
59. West Games Booth, West Games Area, 1985; small square one-story, wood-frame shed, gable roof, T-111 siding, 49020-RO75:040; 05901.000126, non-contributing
60. West Games Electrical Unit, 1940; small square one-story brick building, 49020-RO75:042; 05901.000165
61. Mini Golf Course, Ocean Parkway, south side, West Games Area, 1970s; non-contributing
- 61a. Mini Golf Course Shed, 1978; small rectangular one-story building, 49020-RO75:043; 05901.000119, non-contributing
62. Music Shell, Ocean Parkway, south side, east of Center Mall, 1987; rectangular concrete block theater building with open stage between brick piers; facing is faux sandstone tiles; this replaced a 1934 music shell and is larger but similar in style, 49020-RO75:044; 05901.000052, one non-contributing building

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63. Central Mall Lifeguard Shack, Boardwalk, east of Central Mall, 1970; small square one-story wood-frame building, gable roof with overhanging eaves, T-111 siding, 49020-RO75:046; 05901.000115, non-contributing
64. Central Mall JBCC Storage, Ocean Parkway, Central Mall, 1950; small square one-story concrete block building with wood trim, gable roof, 49020-RO75:049; 05901.000127, contributing
65. Administration Landscape Shed, Ocean Parkway, Central Mall, 1950; small square one-story concrete building, flat roof, partially below ground, 49020-RO75-051; 06901.000128, contributing
66. Field 5 Electrical Vault S, 1930; small brick building, 49020-RO75:055; 05901.000166, contributing
67. East Games Electrical Vault, 1940; small one-story square concrete and brick building, flat roof, 49020-RO75:059; 05901.000167, contributing
68. Pump House #2, 1950; small square one-story brick building, flat roof, 49020-RO75:060; 05901.000168, contributing
69. Golf Course Storage, 1950; small rectangular one-story concrete building, flat roof, 49020-RO75:061; 05901.000169, contributing
70. East Bathhouse Umbrella Shack, Boardwalk, southwest of East Bathhouse, 1939; small round one-story wood-frame building with flat roof and overhanging eaves, canvas walls stiffened with paint, small round window openings, 49020-RO75:063; 05901.000058, contributing
71. East Bathhouse Lifeguard Shack, Boardwalk, southwest of East Bathhouse, 1939; small round one-story wood-frame building with flat roof and overhanging eaves, canvas walls stiffened with paint, small round window openings, 49020-RO75:064; 05901.000059, contributing
72. Field 6 Lifeguard Shack, Boardwalk, southeast of East Bathhouse, 1987; small rectangular one-story wood-frame building with gable roof; T-111 siding, 49020-RO75:067; 05901.000111, non-contributing
73. Field 6 Electrical Vault 3, 1948; small square one-story concrete building, flat roof, partially below ground, 49020-RO75:068; 05901.000170, contributing

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74. High Hill Maintenance Complex, Ocean Parkway, north side, east of Zach's Bay, 1940-1960; twelve features, 05901.000061:

74a. Records Shed, 1950; rectangular one-story wood-frame building, gable roof, 49020-RO75:06, contributing

74b. Parkways Shed, 1950; rectangular one-story wood-frame building, gable roof, vertical board siding, 49020-RO75:070, contributing

74c. Sign shed, 1950; long rectangular one-story wood-frame building, flat roof, 49020-RO75:071, contributing

74d. Spray Shop, 1959; long rectangular, one-story wood-frame building, gable roof, 49020-RO75:072, non-contributing

74e. Fertilizer shed, 1950; long rectangular one-story wood-frame building, gable roof, 49020-RO75:073, contributing

74f. Nursery, 1964; wood-frame structure, plastic sheathing, 49020-RO75:074, non-contributing

74g. Nursery Storage, 1940; wood-frame structure, plastic sheathing, 49020-RO75:076, contributing

74h. Mason Shed, 1940; long rectangular one-story wood-frame building, gable roof, 49020-RO75:078, contributing

74i. Tractor Shed, 1940; rectangular one-story brick building, multiple garage bays, roof altered, 49020-RO75:079, contributing

74j. Mason's Storage Shed East, 1940; small square one-story wood-frame building, flat roof, overhanging eaves, 49020-RO75:082, contributing

74k. Greenhouse, 1987; pre-fab building, aluminum frame with fiberglass covering, 49020-RO75:14, non-contributing

74l. Mason's Storage Shed West, 1940; small one-story brick building, flat roof, 49020-RO75:142, contributing

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- 74m. Nursery, 1990; wood-frame building, 49020-RO75:184, non-contributing
75. Far Bay Building, east of the bathing beach at Zach's Bay, 1970-72; complex includes concrete bulkhead, round concrete canopy, brick concession/comfort station and brick walk, 49020-RO75:084 (canopy is c1972, 49020-RO75:081); 05901.000107, one non-contributing building
76. Zach's Bay Lifeguard Shack, Ocean Parkway, north side at Zach's Bay Beach, 1950; small one-story wood-frame building, hip roof with overhanging eaves, 49020-RO75:085; 05901.000106, contributing.
77. Zach's Bay Umbrella Shack, Ocean Parkway, north side, at Zach's Bay, c1970-79; small square one-story wood-frame building, flat roof with overhanging eaves, 49020-RO75:086; 05901.000105, non-contributing
78. Filter Plant, Wantagh Parkway, east side, at intersection with Bay Parkway, in northwest corner of Field 5, 1935; one-story rectangular brick building with stone trim, flat roof with wooden cornice and overhanging eaves, 49020-RO75:090; 05901.000064, contributing
79. Well #4, 1970; small one-story square brick building, flat roof, 49020-RO75:091; 05901.00017, non-contributing
80. Field 5 Electrical Vault N, Bay Parkway, south side, north of Field 5, 1935; rectangular one-story brick building with stone trim, 49020-RO75:092; 05901.000065, contributing
81. Fort Benedict Reservoir, Bay Parkway, south side at Wantagh Parkway, c1929-1935; one-story concrete structure with attached reservoir, 49020-RO75:093; 05901.000051, contributing
82. Well #3, 1958; small square one-story brick building; hip roof, 49020-RO75:094; all 05901.000172, non-contributing
83. Sewage Treatment Plant Complex, Service Road northeast of Marine Theater, 1950-1984; nine features - all 05901.000118 (except d)
- 83a. Sewage Treatment Plant Main Building, 1952; rectangular one-story brick and stone building, flat roof with center parapet, 49020-RO75:104, contributing
- 83b. Sewage Plant Greenhouse (Sludge Drying Building), 1950; large greenhouse building, brick lower wall, multi-pane glass upper wall, gable roof, 49020-RO75:105, contributing

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- 83c. Sewage Plant Digester Building, 1950; one-story brick building, stone trim; square center section flanked by round pavilions, 49020-RO75:106, contributing
- 83d. Sewage Plant Chlorine Building, 1984; small one-story brick building, 49020-RO75:143; 05901.000179, non-contributing
- 83e. Sewage Plant Trickling Plant, 1952; large, low, round brick structure with dome roof; 49020-RO75:154, contributing
- 83f. Grit Chamber, 1952; low brick and stone structure with tank, 49020-RO75:155, contributing
- 83g. Primary Tank, 1952; low brick and stone structure with tank, 49020-RO75:156, contributing
- 83h. Secondary Tank, 1952; low brick and stone structure with tan, 49020-RO75:157, contributing
- 83i. Effluent Contact Chamber, 1952; long low brick and stone structure, 49020-RO75:158 contributing,
84. Field 4 Pump Station, Ocean Parkway, 1950; small square brick building, stone trim, flat roof 49020-RO75:107; 05901.000130, contributing
85. Wantagh Toll Plaza, Wantagh Parkway, north of gas station, 1952; seven-lane toll plaza and one-story brick office building, flat roof, 49020-RO75:108; 05901.000131, one contributing building; one contributing structure
86. Meadowbrook Toll Plaza, Meadowbrook Parkway, north of intersection with Loop Parkway, 1953; seven-lane toll plaza and one-story brick office building with flat roof, 49020-RO75:110; 05901.000100, one contributing building; one contributing structure
87. Lumber Storage Shed #1, 1968; one-story rectangular wood-frame building, 49020-RO75:117; 05901.000174, non-contributing
88. Lumber Storage Shed #2, 1969; small square one-story wood-frame building, flat roof with overhanging eaves, 49020-RO75:118; 05901.000175, non-contributing
89. Field 10 Bait Shop, 1970; small rectangular one-story wood-frame flat roof, 49020-RO75:121; 05901.000101, non-contributing

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90. Field 10 Concession/Comfort Station, Bay Parkway, north end of Field 10, 1972; one-story rectangular brick building, shed roof, 49020-RO75:122; 05901.000099, non-contributing
91. Lifeguard Storage, 1935; small square one-story brick building, stone trim, flat roof, 49020-RO75:123, contributing
92. BWR Entrance Booth, Ocean Parkway, West Games Area, 1978; small one-story wood-frame booth, gable roof, 1978; 49020-RO75:126; 05901.000177, non-contributing
93. Field 10 VUH Booth, Bay Parkway, north side at entrance to Field 10, 1978; small one-story wood-frame booth, gable roof, 49020-RO75:127; 05901.000102, non-contributing
94. West End Watchman's Booth, Bay Parkway at entrance to West end Area, 1929; small round bronze and glass building; an original tool booth from the Northern State Parkway moved to this location, 49020-RO75:190, one contributing building
95. West Games Canopy, Ocean Parkway, West Games Area, 1979; open concrete pavilion, gable roof supported on piers, 49020-RO75:130; 05901.000134, non-contributing
96. Administration Lot Entrance Booth, Ocean Parkway at Central Mall, 1978; small wood-frame booth, gable roof, 49020-RO75:131; 05901.000135, non-contributing
97. East Bathhouse Landscape Shed, Ocean Parkway, 1950; small one-story concrete building, shed roof, 49020-RO75:132; 05901.000136, contributing
98. Field 4 Electrical Vault, 1950; one-story rectangular brick building, stone trim, 49020-RO75:136; 05901.000178, contributing
99. Center Mall E/W Bus Stop Canopies, Ocean Parkway at Traffic Circle, 1965; two concrete canopies supported on metal piers, 49020-RO75:137-138; 05901.000140, non-contributing
100. Marine Theater Boat House, 1958; one-story wood-frame building extends over water, 49020-RO75:140; 05901.000109, non-contributing
101. Field 5A Police Building, 1983; small rectangular one-story building, gable roof, T-111 siding, 49020-RO75:144; 05901.000180, non-contributing

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102. Playground Equipment Shed, 1964; small wood-frame building, 49020-RO75:145; 05901.000181, non-contributing
103. New Oil Storage Shed, Bay Parkway, 1955; small wood-frame building, 49020-RO75:146; 05901.000182, contributing
104. Carpenter Shed, 1982; small square one-story building, flat roof, 49020-RO75:148; 05901.000184, non-contributing
105. Machine Shop Storage Shed, 1974; small one-story wood-frame shed, flat roof, 49020-RO75:149; 05901.000185, non-contributing
106. Field 5A Electrical Vault 1, 1985; small concrete shed, flat roof, 49020-RO75:151; 05901.000186, non-contributing
107. Field 5 Electrical Vault 2, 1985; small concrete shed, flat roof, 49020-RO75:152; 05901.000187, non-contributing
108. Field 5 Electrical Vault 3, 1985; small concrete shed, flat roof, 49020-RO75:153; 05901.000188, non-contributing
109. West Bathhouse Umbrella Shack, West Games Area, 1990; one-story rectangular wood-frame building, gable roof, T-111 siding, 49020-RO75: ?; 05901.000117, non-contributing
110. Saturn Playground, Ocean Parkway, south side, in West Games Area, 1995; large wooden playground structure complex, 05901.000120, non-contributing
111. Field 6 Picnic Area, Ocean Parkway, south side, east of Field 6 Comfort Station, c1930; area with tables and barbecue grills, 05901.000113, contributing
112. Maintenance Pesticide Shed, 1992; pre-fab shed, 49020-RO75:163, non-contributing
113. Field 10 VUF Booth, 2000; small wood-frame building, 49020-RO75:164, non-contributing
114. Field 10 Gazebo, 1998; wood-frame structure, 49020-RO75:165, non-contributing

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115. Field 10 East Pesticide Storage, 1995; pre-fab concrete building, 49020-RO75:166, non-contributing
116. Field 10 West Pesticide Shed, 1995; pre-fab concrete building, 49020-RO75:167, non-contributing
117. Field 4 East VUF Booth, 1998; wood-frame building with T-111 siding, 49020-RO75:168, non-contributing
118. Field 6 East VUF booth, 1998; wood-frame building with T-111 siding, 49020-RO75:170, non-contributing
119. Field 6 West VUF Booth, 1998; wood-frame building with T111 siding, 49020-RO75:171, non-contributing
120. Zach's Bay Playground, 1996; wood-frame structure, 49020-RO75:172; 05901.000104, non-contributing
121. East Playground Gazebo, near Saturn Playground, 1997; wood-frame structure, 49020-RO75:173, non-contributing
122. West Playground Gazebo, near Saturn Playground, 1997; wood-frame structure, 49020-RO75:174, non-contributing
123. West End Boat Basin Booth, 1998; small wood-frame building with T-111 siding, 49020-RO75:177, non-contributing
124. West End 2 Lifeguard Shack, 1995; small wood-frame building with T-111 siding, 49020-RO75:178, non-contributing
125. Field 1 Lifeguard Shack, 1990; small wood-frame building with T-111 siding, non-contributing
49020-RO75:179
126. West Bathhouse VUH booth, 1999; small wood-frame building with T-111 siding, 49020-RO75:180, non-contributing
127. West Bathhouse Umbrella Shack, 1996; small wood-frame building with T-11 siding, 49020-RO75:181, non-contributing

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128. P&P Pesticide Shed, 1962; metal shed, 49020-RO75:182, non-contributing

129. BWR Entrance Booth, 1991; 49020-RO75:185, non-contributing

130. West Bathhouse Lifeguard Shed, 1998; 49020-RO75:186, non-contributing

131. Central Mall Lifeguard Storage, 1999; 49020-RO75:187, non-contributing

132. Lifeguard Shed, 2002; 49020-RO75:188, non-contributing

133. West Ballfield Comfort Station/Storage Building, 2002; brick building, two sections under one roof, 49020-RO75:18945, non-contributing

Parkways and Bridges

1. Ocean Parkway, east-west drive through center of the island, 1929-1934; six lanes, three in each direction, formal landscaped boulevard with wide landscaped plazas provides access to main building complex; reflecting pool plazas east and west of the Water Tower have been removed, one contributing site [only the section of Ocean Parkway within the boundary of JBSP is included in the nomination]
2. Bay Parkway, east-west drive parallels Ocean Parkway on the bay side and extends to West End Area, 1934; 1.5-mile limited access parkway; three eastbound and two westbound lanes separated by landscaped median, one contributing site
3. Wantagh Parkway, north-south drive between JBSP and the Southern State Parkway, 1929-1932; 7-mile section of road includes causeway, three bridges, and limited-access parkway; three lanes in each direction separated by a narrow median, altered with Jersey barrier in some places, wooden guiderails and wooden light poles; original or replicated features; includes a stone gas station and a seven-lane toll plaza and office, one contributing site [later expansion to the Northern State Parkway not included in this nomination]

Wantagh Parkway Bridges (from north to south): all c1929-32, concrete w/stone facing unless otherwise noted

BIN 1057652: ramp bridge, Wantagh State Parkway to Southern State Parkway, westbound,
one contributing structure

BIN 1059652: ramp bridge, Wantagh State Parkway to Southern State Parkway, eastbound,
one contributing structure

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- BIN 1057651: bridge carrying Wantagh Parkway over Southern State Parkway, one contributing structure
BIN 1057700: bridge carrying Jerusalem Avenue over the Wantagh Parkway, south, one contributing structure
BIN 1036740: bridge carrying Jerusalem Avenue over the Wantagh Parkway, north, one contributing structure
BIN 1058540: footbridge over Wantagh Parkway, 1975; steel, one non-contributing structure
BIN 1520380: bridge carrying Park Avenue over Wantagh Parkway, north, one contributing structure
BIN 1058530: bridge carrying Park Avenue over Wantagh Parkway, south, one contributing structure
BIN 7056780: Long Island RR Trestle over Wantagh Parkway, steel deck concrete piers, stone-faced abutments, one contributing structure
BIN 1060709: bridge carrying Sunrise Highway over Wantagh Parkway, one contributing structure
BIN 1058529: bridge carrying Wantagh Parkway over Merrick Road, one contributing structure
BIN 1058519: bridge carrying Wantagh Parkway over Seaman's Creek, expanded 1984, one contributing structure
BIN 1058509: drawbridge carrying Wantagh parkway over Goose Creek, bascule drawbridge, one contributing structure
BIN 1058491: bridge carrying Wantagh Parkway over Sloop Channel, 1999, temporary bridge, one non-contributing structure
BIN 1058492: bridge carrying Wantagh Parkway over Sloop Channel, 1999, temporary bridge, one non-contributing structure
BIN 1058480: bridge carrying Bay parkway over Wantagh Parkway, one contributing structure
3. Meadowbrook Parkway, north-south drive between JBSP and the Southern State Parkway, 1934; 6.8 mile road includes causeway, and limited-access parkway; three lanes in each direction, eighteen-inch grassy median; wooden guiderails and wooden light poles, original or replicated fixtures, also includes seven-lane toll plaza and office, one contributing site [later expansion to Northern State Parkway not included in this nomination]

Meadowbrook Parkway Bridges: all 1934, concrete w/stone facing unless otherwise noted

- BIN 1059579: bridge carrying Meadowbrook Parkway over Southern State Parkway, east, one contributing structure
BIN 1057579: bridge carrying Meadowbrook Parkway over Southern State Parkway, west, one contributing structure
BIN 1520370: bridge carrying Washington Avenue over Meadowbrook Parkway south, one contributing structure
BIN 1059210: bridge carrying Washington Avenue over Meadowbrook Parkway, north, one contributing structure

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BIN 1520360: bridge carrying Babylon Turnpike over Meadowbrook Parkway over, south,
one contributing structure

BIN 1059200: bridge carrying Babylon Turnpike over Meadowbrook Parkway over, north,
one contributing structure

BIN 1059189: bridge carrying Meadowbrook Parkway over LI Railroad and Sunrise Highway,
one contributing structure

BIN 1059169: bridge carrying Merrick Road over Meadowbrook Parkway, one contributing structure

BIN 1059159: bridge carrying Meadowbrook Parkway over Freeport Creek, one contributing structure

BIN 1059149: bridge carrying Meadowbrook Parkway over Bay of Fundy, one contributing structure

BIN 1059139: bridge carrying Loop Parkway over Meadowbrook Parkway, one contributing structure

BIN 1059129: bridge carrying Meadowbrook Parkway over Sloop Channel, one contributing structure

BIN 1059119: bridge carrying Meadowbrook Exchange over Bay Parkway, one contributing structure

5. Loop Parkway, connects Meadowbrook Causeway and Lido Beach, Pint Lookout, Long Beach, 1934; 2.7 mile causeway features two lanes, eighteen-inch grassy median, three channel crossings, wooden guardrails and lights, one contributing site

Loop Parkway Bridges: all 1934, concrete w/stone facing unless otherwise noted

BIN-1059139: bridge carrying Loop Parkway over the Meadowbrook Parkway; expanded 2000, original stone faced replaced, one contributing structure

BIN 1956779: bridge carrying Loop Parkway over Swift Creek; 1934, one contributing structure

BIN 1056769: bridge carrying Loop Parkway over Long Creek, 1934, one contributing structure

BIN 1056759: bridge carrying Loop parkway over Reynolds's channel, one contributing structure

Jones Beach State Park

Name of Property

Nassau County, New York

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 the 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.

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 # _____

Areas of Significance

(Enter categories from instructions)

recreation

planning

architecture

landscape architecture

Period of Significance

C1925-1955

Significant Dates

various

Significant Person

(Complete if Criterion B is marked above)

na

Cultural Affiliation

na

Architect/Builder

various

Primary location of additional data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

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Summary

The Jones Beach State Park, Causeway, and Parkway System is significant in recreation, planning, architecture, and landscape architecture for its association with the history of the New York State park system, for its role in recreation and transportation planning on Long Island, as an example of a monumental public works project, for its outstanding integration of function and design, and as it illustrates the planning, design, and development ideas of Robert Moses, one of the most important figures in the history of recreation and public works planning in New York State. Jones Beach is also one of the most well-known public recreation facilities in the nation and is distinguished by its early date, immense size, complex planning and development history, extraordinary engineering achievement, and exceptionally large and decorative recreational buildings. Acquired for development by New York State in the mid 1920s, Jones Beach followed in the tradition of Revere Beach, "the first ocean beach in the United States to be acquired for public recreational use."¹ However, it is distinguished from Revere and from other public beaches on the coastal United States in that it was not a scenic area acquired for conservation and/or passive recreation; rather, Jones Beach is an extensive naturalistic landscape and transportation system almost entirely created through human intervention specifically to provide active recreation for a massive urban population. As such, it is a landmark in the historic of public recreation in the United States.

The Long Island State Park Region was established in 1924 as part of New York's comprehensive state park and parkway plan. As in the other state park regions, Long Island's parks were intended to serve a major urban population, showcase the region's particular scenic attractions, and be accessed by the private automobile. The Long Island plan was characterized by two major east-west parkways across the center of the island and a series

¹ Keith D. Morgan, "Revere Beach Reservation," National Historic Landmark Nomination Form, 2000. Revere Beach Reservation, on the Atlantic Ocean north of Boston, was designed by Charles Eliot and developed between 1895 and 1905 as part of the Boston's Metropolitan Park System.

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of connecting north-south parkways that would bring metropolitan New Yorkers to waterfront parks on Long Island Sound and Atlantic Ocean beaches on the south shore. Jones Beach State Park was conceived by Robert Moses in the early 1920s as the centerpiece of the Long Island park system. Located less than thirty miles from Times Square, Jones Beach was planned to serve millions of patrons who could travel from city to beach in less than an hour via limited-access scenic parkways. Perhaps the most remarkable thing about Jones Beach State Park is that it was constructed at all: when Moses proposed the park in 1924, the intended site of the grand complex of buildings, designed roadways, boardwalks, and miles of sandy beaches was a narrow, inaccessible barrier beach of shifting land forms and varying water channels five miles off the mainland. Moses's success in bringing the park he envisioned to life was the result of brilliant planning, savvy political skills, a cunning and defiant personality, and sheer luck. He used these advantages to secure the proposed parkland from local governments, plan and execute a massive engineering and construction project, and wrestle millions of dollars to pay for it from the state legislature. When substantially completed (in less than a decade), the park resembled a small city and featured a Beaux-Arts plan that included a large building complex and a hierarchy of circulation systems for vehicles and pedestrians. The symmetrical complex of bathhouses, restaurants, and other service facilities was linked by boardwalks, bisected by designed roadways, and laid out around a central water tower more than two hundred feet tall. Buildings were planned to serve recreational functions on a massive scale but designed as fanciful exercises in eclecticism, using combinations of motifs derived from Art Deco, Modern, and Moorish styles and incorporating whimsical decorations that reflected their location and recreational context (such as seahorses and ships). One of the most important components of the park design was the series of causeways that spanned the bay and connected it to the mainland. Built on sand and gravel fill, these roads and bridges provided residents of New York City and Long Island with access to large expanses of ocean-front beaches for the first time and justified construction of the elaborate complex built to serve them. They are also significant in strengthening the link between public recreation and private automobile transportation and as part of the system of scenic roads and parks that made Long Island's shoreline accessible to the middle class.

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The Jones Beach State Park, Causeway, and Parkway System was planned, acquired, designed, and constructed primarily by the Long Island State Park Commission between c1924 and 1934. Additional features were added with support from state and federal relief projects during the Depression, and a substantial post-World War II reconstruction and expansion project was undertaken between c1945 and c1955. All of the subsequent changes represent expansions and adaptations of the plan conceived by Moses in the 1920s to serve the ever-increasing multitudes of beach goers, and few features have been lost since the period of significance. The expansive oceanfront beach is a singular scenic resource in the state, and, with its formal design and non-rustic aesthetic, Jones Beach is unlike anything in the New York State park system. It reflects the ambitions of its creator and served as a prelude to numerous important public works projects that Moses brought to fruition during nearly a half century of involvement with parks, roads, bridges and other projects on Long Island, in New York City, and in the state. Jones Beach has been widely acclaimed since its creation, described as the "greatest of all physical recreation areas of the seashore" and "one of the great pieces of public construction in the United States."² It is among the most well known and popular of New York State's parks, with visitation surpassing one million in the first year it opened and growing to as much as twelve million in the 1960s. The recreational program has included a wide range of activities, including ocean, still water, and pool swimming, surfing, golf, tennis, fishing, boat, ball games, roller skating and archery, and a marine theater that provided an important program of public recreation during the Depression and has drawn top acts throughout its history.

Development of Public Beaches: Conservation and Recreation

Before the nineteenth century, the pursuit of leisure time activities was generally restricted to the upper classes, as members of the middle and lower classes were usually unable (for financial or practical reasons) to leave

² Freeman Tilden, *The State Parks: Their Meaning in American Life* (New York: Alfred A. Knopf, 1962), 85; Paul Goldberger, *New York Times*, 12 July 1979.

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their farms, businesses or factories. Further, for many of the country's hardworking citizens, descendants of puritans and pioneers, the very idea of a vacation had a somewhat unsavory connotation. Idleness itself was associated with a lack of virtue and/or the opportunity to fall into unproductive or even sinful behavior.

However, over the course of the century, factors such as the emergence of the middle class, the growth of urban areas, an increase in leisure time, the expansion and development of railroad and transportation systems, and the acceptance of recreation as a therapeutic, enlightening and finally wholesome occupation in its own right led to the "democratization" of vacationing.³ By the end of the nineteenth century, a summer vacation was both accepted and expected by middle-class Americans, and during the early twentieth century, the concept was thought so beneficial to a healthy and productive society that reformers worked to extend the privilege to the working classes.

The idea of the seashore as a recreational destination evolved in a similar way. Before the eighteenth century, images of the ocean generally conjured up fear and repulsion in Europe and America. The uncontrollable nature of the ocean associated it with the abyss and even seemed to put it within the realm of demonic forces.

However, as these associations were gradually replaced with a belief in the therapeutic powers of sea bathing and an appreciation of the ocean's scenic beauty, seaside attractions began to attract regular visitors.⁴ Throughout the nineteenth century, most opportunities for seaside recreation in America were provided by private enterprises. Tourist attractions, from small hotels to grand resort communities containing large hotels, pavilions, boardwalks, theaters, dance halls, amusement parks and other features, sprang up along both the Atlantic and Pacific coasts, particularly in California, New Jersey, and Maine. The emphasis was on commercial enterprise and popular public entertainment for the masses, and as such, a visit to an amusement

³ Cindy S. Aron, *Working at Play: A History of Vacations in the United States* (New York: Oxford University Press, 1999), 3-4; 22-67.

⁴ Aron, 20-22.

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park was the epitome of seaside recreation.⁵ Among these popular destinations, the most famous was Brooklyn's Coney Island, the collective name for a densely developed group of beaches and amusement parks that was easily accessible to metropolitan New York and wildly popular among middle-class urbanites beginning at the end of the nineteenth century. However, Coney Island was also among the most notorious of seaside resorts, acquiring an undesirable reputation among moralists for its many opportunities for "unwholesome recreation" (such as gambling establishments and houses of ill repute) and equally strong condemnation from landscape architects, conservationists and planners for its overcrowded jumble of unplanned commercial development and invasive overdevelopment of the natural landscape.

One of the first -- and widely acknowledged to be the most important - steps toward government intervention in the conservation and development of ocean beaches was the establishment of Revere Beach Reservation in Massachusetts in 1895. Revere Beach was one component of the Boston Metropolitan Park System, developed and promoted by landscape architect Charles Eliot in the 1890s. Eliot's idea for a park district encompassing twelve cities and twenty-four towns within a ten-mile radius of Boston advanced the idea of coordinated park and parkway systems beyond the boundaries of a single city to address the needs of a rapidly growing metropolitan region. He argued for the creation of a park commission that could act independently of the various local authorities for the benefit of the entire district. His success in establishing this commission and associated park system is a landmark in the history of regional planning and landscape architecture and set an important precedent for the even larger systems that followed, including New York's 1922 comprehensive statewide system.

⁵ John F. Kasson, *Amusing the Million: Coney Island at the Turn of the Century* (New York: Hill and Wang, 1978), 6-8.

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Eliot's plan defined five different types of recreational areas. Boston's specific location dictated that three of the five types - ocean-front areas, shores and islands, and larger tidal estuaries - were water-related. The plan for Revere Beach, a crescent-shaped sandy beach northeast of Boston, was motivated by the extensive private and commercial development of the beach, including hotels, amusement parks, and a railroad constructed atop the dunes, all of which was contributing to the erosion of the natural environment. Eliot called for both conservation of the beach and provision of less intensive public access in the form of a promenade, terraces, shelters, a bandstand and bathhouses, holding all commercial development behind the crest of the beach. The most radical and significant part of Eliot's plan was that it was effected through the commission's authority to take over private land, remove numerous privately owned structures, and relocate the railroad. Revere Beach was, as Eliot himself described it, "the first [beach] I know to be set aside and governed by a public body for the enjoyment of the common."⁶

Charles Eliot's design for Revere Beach achieved a careful balance between conservation and recreation; however, as other government agencies began to become actively involved in acquiring seaside parcels, there was no clear consensus over exactly where this balance should be struck. In the northwestern United States, for example, a strong movement for the preservation of undeveloped scenery developed. In 1911, Oregon governor Oswald West took a bold step to preserve that state's beaches by declaring them public highways, and thus brought them under the control of the state. Oswald's action allowed the state to develop a string of pristine public parks along a 430-mile stretch of beaches over the next three decades.⁷ Samuel H. Boardman, who played a major role in the acquisition and development of major components of Oregon's park system between the 1930s and 1950, was a strong supporter of the scenery preservation movement. Boardman advocated as

⁶ Charles Eliot to Sylvester Baxter, 23 January 1897, letter, Metropolitan Park Commission Archives, in Charles W. Eliot, *Charles Eliot, Landscape Architect* (Boston: Houghton Mifflin, 1902).

⁷ Thomas R. Cox, *The Park Builders: A History of State Parks in the Pacific Northwest* (Seattle: University of Washington Press, 1988), 6-94.

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little development of public reservations as possible, and, during his long tenure, Boardman moved to acquire and protect as much of the unspoiled shore land as possible. Although he later accepted the acquisition of additional parks for their scientific or historic interest, he remained firmly against the development of parks for active public recreation, seeking always to maintain a "haven or primitiveness."⁸ No other coastal state made as strong a commitment to the preservation of undeveloped beaches; however, by the early twentieth century, a number of other states had acquired scenic beaches to conserve or protect them, and most provided facilities for public access without major construction and development. Since not many states had recreation or conservation plans until the 1930s, public acquisition of beaches was often the result of opportunity.

During the 1930s, when the federal government provided direct assistance with the development of state park systems, the debate between those who sought to improve parks for recreational use and those who sought to acquire public land to protect nature continued on the state and national levels.⁹ Conrad Wirth, director of state park planning at NPS beginning in 1933, who assumed responsibility for the CCC program in both state and federal parks in 1936, saw his primary mission as to meet the nation's need for public recreation; however, he recognized the need for both scenic and active state parks. Wirth recommended careful survey and planning efforts to identify the most important public needs and the best use of land. He advocated establishing two types of parks, for purposes of either conservation or recreation, and he occasionally allowed for the development of both components in the same park.¹⁰ The kind of large-scale regional park planning advocated by NPS in the 1930s followed precedents established by noted earlier efforts, such as Eliot's late nineteenth century plan for Boston, the New York State comprehensive statewide park plan of the early 1920s, and Frederick Law Olmsted, Jr.'s *State Park Survey of California* (1929).

⁸ Cox, 84.

⁹ Cox, 84.

¹⁰ Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service* (Lincoln: University of Nebraska Press, 1998), 267-70.

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State Parks Movement

In 1921, at the first meeting of the National Conference of State Parks in Des Moines, Iowa, a survey identified twenty-nine states as having no state parks and eighteen as having fewer than ten. Connecticut was noted for its twenty-two, but New York was recognized as a leader in developing conservation and recreation programs and particularly for its development of the Palisades Interstate Park System, acknowledged as the incubator for many of the ideas about public recreation adopted by the National Park Service when it was formed in 1916, as well as by other state parks in New York and elsewhere. By the time the conference held its second meeting at Bear Mountain State Park in 1922, New York State was embarking on the development of a comprehensive state park plan that would become a model for states throughout the country. New York was one of the first states to develop a comprehensive park planning document and the state is especially notable for the degree to which its plan was carried out, particularly in its first decade, before intensive development of the park program was halted by the Depression. Ironically, it was the Depression that fueled development of state park systems in other states, as a number of park systems were designed and constructed with federal Civilian Conservation Corps (CCC) assistance during the 1930s. Many of these parks drew on design ideas developed in New York as early as the 1910s.

New York State Parks

In 1924, when New York State voters approved a \$15 million bond to develop a comprehensive statewide park system, many of them had never been to a state park. This was particularly true in the metropolitan New York region, where rapid growth and development had created a population with an enormous need for public recreation. Providing relief for residents of the overcrowded city had been a concern since the mid-nineteenth century, and New Yorkers were the beneficiaries of several of the country's most progressive experiments in public recreation. Within the city, Olmsted and Vaux's two great nineteenth-century urban parks, Central Park

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in Manhattan and Prospect Park in Brooklyn, were extraordinary for the amount of land that had been reserved for public recreation, as well as for their designed naturalistic landscapes and innovations such as grade-separated walks and carriage drives. To the northeast, the fifteen-mile Bronx River Parkway (c1922, Bronx to Valhalla) offered automobile owners a new kind of recreation, the pleasure drive. Limited-access scenic automobile parkways expanded Olmsted's ideas for urban carriage drives for the automobile age, accommodating faster speeds, allowing travel over greater distances, and making day trips to outlying scenic attractions feasible. Finally, the parks developed by the Palisades Interstate Park Commission (PIPC) provided city residents with access to Hudson River beaches, while Bear Mt/Harriman State Parks, the PIPC's 40,000-acre naturalistic preserve, was specifically established as an antidote to the stressful and unhealthy urban environment. Each of these initiatives incorporated ideas that would prove influential in the development of the state park system; however, as New York City's population topped 5.6 million in 1920, these and other local attractions were simply not large enough to accommodate the legions of potential park patrons generated by the rapidly growing city.

Prior to the development of the comprehensive park system, New York State's involvement in providing recreation for metropolitan New Yorkers was largely limited to its association with the PIPC. There were no state parks in the eastern Hudson Valley and only the small Fire Island State Park (only accessible by ferry) on Long Island. The need to expand public recreational facilities was acknowledged in *A State Park Plan for New York* [1922, rev. 1924], which was premised on the idea of creating large regional parks serving the state's major urban areas and linked to cities, each other, and smaller parks by designed parkways. While New York's state park plan became an important and influential document in the state park movement nationally, its development began as a component of a comprehensive effort to reform New York's state government. In 1918 governor-elect Alfred E. Smith appointed a commission for the Reconstruction, Retrenchment and Reorganization of State Government, which was charged with devising a plan to simplify the government

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structure and implement a progressive reform agenda. Robert Moses served as the commission's chief of staff and played a leading role in drafting its report. Subsequently, he served as secretary of the New York State Association, a statewide advocacy group that became an outspoken and effective agent for the reform agenda.

The New York State Association established eight special committees to pursue different aspects of the reform program. One of the largest was the Committee on the State Park Plan, whose members included some of New York's most experienced conservationists and park planners, including Madison Grant, one of the original commissioners of the Bronx Parkway Commission, Jay Downer, an engineer renowned for his work on the Bronx River Parkway, and William A. Welch, chief engineer of the Palisades Interstate Park Commission and a national leader in the state park and scenic road movement. The idea for a comprehensive statewide park plan was based on a survey undertaken during the late 1910s and early 1920s at the suggestion of George W. Perkins, Sr., the influential first president of the Palisades Interstate Park Commission. The plan developed by this committee embodied ideas about recreational planning that were being explored across the country and drew upon Progressive Era ideals, economic arguments, and public relations skills to make the case for development of a park program that appeared to offer immense public benefits with little public risk. The document affirmed the state's responsibility to protect natural resources and ensure the health and welfare of citizens. While asserting the benefits of centralized park planning, the report emphasized that the administration and expenditure of funds would be the responsibility of regional park commissions. Although Robert Moses is often given credit for the plan, it seems more likely that his role was to synthesize the ideas of the committee's more experienced park planners, including Perkins, Grant, Welch, Downer and others. Moses's far more important contribution was his ability to assemble the political and legal mechanisms to implement the report's recommendations. By ensuring that park planning was incorporated into the larger reform agenda, Moses transformed what was often perceived as private, local, or philanthropic activity into an official function of state government. Subsequent legislative and gubernatorial endorsement for a statewide park program legitimized it

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within the state's long-term planning and budgetary processes and ensured that parks would have a permanent place in the state government structure.

The comprehensive park plan divided the state into regions based on the largest population centers and the state's most important scenic landmarks. Within each region, proposed parks were sited to take advantage of its particular scenic resources and primarily to serve the residents of its major urban areas. The Niagara region, for example, encompassed both Buffalo and Niagara Falls, while the Genesee region took in Rochester and the Genesee River Gorge. Since the new parks were generally planned in locations that were a significant distance from urban centers, one of the most important parts of the park plan was identifying how patrons would get to the new parks. To address this need, the plan outlined an integrated system of state parkways and improved local boulevards connecting urban areas to parks and parks and regions to each other. The fact that the state park system was based almost entirely on private automobile access reflected an acknowledgment of the transportation revolution that was transforming America in the first quarter of the twentieth century. In 1900, there were only eight thousand cars registered in the United States; by 1920, there were more than eight million, and by the end of the decade, the number surpassed twenty-six million. As cars made remote recreational objectives accessible, the state's commitment to automobile-accessed recreation increased. Motoring itself became a planned recreational experience, and the development of parkways and scenic highways became a priority for park planners. Scenic parkways both enhanced and expanded the recreational experience: motorists could enjoy the park-like environment while traveling to and from parks - or simply delight in the drive itself. Together the proposed parks and parkways would significantly increase the range of potential recreational experiences available to city dwellers.

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However, despite the theoretical goal of connecting the entire park system by state parkways, the plan also acknowledged the specific conditions of each region, including differences in property values, the engineering problems presented by different topographies, and the social and economic conditions of different population groups (such as lower income groups who might not have access to private automobiles). This led to significant differences in transportation planning across the state. Some regions never had fully developed parkway plans, and not all proposed parkways were built. Several regions, notably Long Island, Palisades, Niagara, Genesee, and Taconic, stand out for their especially detailed transportation plans, their varied approaches, and/or the degree to which they were completed. The core of the state park plan centered on New York City, the state's largest metropolis, and the park and parkway system devised to serve it was the most detailed and complex part of the statewide plan. The plan called for the establishment of recreational facilities in the less developed or still rural areas of the Hudson Valley and Long Island. Within this area, which became the Palisades, Taconic, and Long Island park regions, state parks were sited at scenic locations within comfortable driving distances of the city, and transportation systems were designed to provide convenient automobile access for urban residents.

Funds to develop the park plan were to be raised through a \$15 million bond, a substantial increase over anything that had been spent on state parks in New York before. Through the aegis of the New York State Association, however, the proposed park plan received an enormous amount of publicity and garnered widespread popular support. In 1924, with the bond still to come before the voters, the original plan was enlarged and republished. The revised document also reported on progress that had been made over the past two years in acquiring and developing parks with an initial small appropriation from the state legislature, suggesting that the new plan was not only desirable but that development was underway, bringing immediate benefit to citizens. After the state legislature approved the plan, it was put to voters in 1924. The bond issue passed by more than one million votes, one of the largest majorities on record.

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In 1924 the State Council of Parks (SCP), an advisory board within the New York State Conservation Commission (after 1927, New York State Conservation Department), was established to implement the parks program, and the first seven regional park commissions were appointed. The SCP was composed of members representing each of the park regions and other appropriate state agencies. The council would establish official park policy, coordinate regional management plans, and prepare and submit an itemized budget to the legislature, while the parks themselves would be developed and administered by the regional commissions. At its first meeting, the SCP elected Robert Moses as its chair. Although the council's role in the park system's administration and budget-making process shifted somewhat over the years, it retained control over the allocation of funds for state park development until the 1960s. As chair of the council for four decades, Robert Moses played a decisive roll in the development of the state park system; however, as long-time president of the Long Island State Park Commission, he made this region his top priority.

Jones Beach

Jones Beach, located about five miles off the mainland, is one of a chain of barrier islands strung out along the south shore of Long Island. These islands, along with the sand bars, swamps, marshes, bays, and other features that define the south shore, were formed as a result of activity that began more than one hundred million years ago, when the erosion of Appalachian Mountain areas swept debris to the ocean's edge. Subsequent glacial activity deposited debris that had been suspended in ice along the south edge of Long Island, creating glacial moraines at the eastern end of the island. Within the last ten thousand years, the weathering action of the ocean carried portions of these glacial deposits westward from Montauk Point and redistributed them along the south shore, thus forming the chain of long, narrow barrier islands that form the island's Atlantic Ocean landscape. This process continues today, and as new material is constantly added, the size and configuration of the barrier islands continues to shift. This constant replenishment provides the islands with much of their durability in the face of the ocean's weathering force. The islands are also sustained by plant life, particularly beach grasses,

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which anchor the drifting sand, and by layers of sand, gravel and rock, which create natural drainage systems, allowing the penetration of rain and an ample supply of fresh water.¹¹

Before major park development began, the barrier beach was a self-sustaining natural environment stabilized by the interaction of five different topographical environments. Beginning on the south, Atlantic Ocean side of the island, was a fine-grained sand beach, approximately one hundred yards wide. Immediately behind the beach was the primary dune, composed of sand carried off the beach by the wind. The middle section, known as the trough, was a low-lying area protected from the headwinds, while the secondary dune, north of the trough unit, was characterized by richer soil and a wider variety of types. The secondary dune served as a buffer between the ocean and the bay. Finally, the north shore, on the bay side of the island, was a diverse system of marshes, mudflats and streams that served as a breeding ground for fish and waterfowl. Each of these environments featured its own distinctive plant and animal life and the combination of land forms and environmental forces (such as the action of wind and water) created a typical coastal environment.¹²

The island took its name from Major Thomas Jones, a late seventeenth century settler who owned a significant amount of land on the south shore. Until the early twentieth century, the island was almost inaccessible, largely because it was surrounded by constantly shifting land and water forms, including sand bars on the ocean side and shoals, smaller islands, and changing channels in the shallow waters of the bay. In addition to several small lifesaving stations, however, a small resort community served by ferries grew up in the mid-section of the island, just west of the Nassau County line, in the early twentieth century. By 1920, this community, known as

¹¹ R. Marc Fasanella, "The Building of Jones Beach State Park: Its History, Ecology and Aesthetics," 1993, 5-7.

¹² Fasanella, 7-8.

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High Beach Hill, was a thriving summer colony with an enlarged hotel, various guesthouses, and about one hundred summer homes.¹³

Fire Island

To the east, separated from Jones Beach by a narrow inlet (Fire Island Inlet), is Fire Island, another long, narrow barrier island. Like Jones Beach, this island has changed significantly over time. An earlier name, Five Islands, reflects a previous configuration, when channels divided the land into smaller segments. A lighthouse was constructed on Fire Island in 1825. Rebuilt in 1858, the lighthouse survives along with a small complex of related features. East of the lighthouse was the Surf Hotel, which was served by ferries to the mainland and flourished between 1855 until 1893, when it was purchased by the state for use as a quarantine station. The cholera scare that prompted this action proved short lived, however, and in 1894, the state leased the hotel back to its original owner. The hotel business did not survive, and in 1902, Gov. Charles E. Hughes authorized use of the 120-acre parcel as a state park administered by the Fire Island State Park Commission. A fire destroyed the boardwalk and other facilities in 1918, and although temporary repairs were made, the park remained basically undeveloped. In 1924, the newly established Long Island State Park Commission acquired an 800-acre parcel of land west of the lighthouse from the federal government; this was land that had built up by the action of wind and tides since the lighthouse was constructed. Despite the fact that Fire Island State Park was the most substantial parcel of oceanfront land on the south shore in the public domain, the park was only accessible via ferry and saw little public use.

¹³ Fasanella, 15-16.

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Long Island State Park Commission

In 1902, the New York State Legislature established the first state park commission on Long Island. The following year, that body recommended acquisition of land for state parks at three locations in Nassau and Suffolk Counties: at Wading River on Long Island Sound, on the Connetquot River in Islip, and on Peconic Bay in Southampton. Although it had the authority to acquire up to five thousand acres, the commission never requested the funds to do so and was inactive after 1904.¹⁴ According to Robert Caro, Robert Moses discovered the south shore of Long Island in the early 1920s while spending weekends there with friends, and in 1922, he rented a bungalow for his own family. Moses fell in love with the south shore, especially the barrier islands, and spent large amounts of time exploring the Great South Bay and vicinity thoroughly, both on foot and via boat.¹⁵ At that time, as secretary to the New York State Association, Moses was actively engaged in developing the state park plan and advocating its approval by voters. It was during this period that he formulated many of his ideas for developing a public park system on Long Island. After the park plan was approved in 1924, Moses, elected chair of the State Council of Parks and appointed president of the Long Island State Park Commission, was in a position to bring these plans to life.

A comprehensive plan for a Long Island park region first appeared in the revised and expanded state park plan of 1924, and a full description of the plan was submitted to the State Council of Parks in May 1925. The Long Island park plan included information about the geography and demography of the island, noting its proximity to the heavily populated New York metropolitan area as well as the fact that Long Island had access to almost all of the state's salt water shore but still lacked substantial commercial development because it was not a through route. In the metropolitan New York-Long Island-lower Hudson Valley area, the necessity for establishing

¹⁴ Chester R. Blakelock, "History of Long Island State Parks," in *Long Island: A History of Two Great Counties Nassau and Suffolk*, ed. Paul Bailey. Vol. II (New York: Lewis Publishing Co., Inc., n.d.), 243.

¹⁵ Robert A. Caro, *The Powerbroker: Robert Moses and the Fall of New York* (New York: Vintage Books, 1975), 157-161.

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public parks was more pressing than in any other part of the state. The complications of intensive development, soaring population, and unimproved local transportation systems made the effort to get people to parks more challenging, while the rapid pace of development made park acquisition and parkway development a priority. Robert Moses was keenly aware of these circumstances (As Caro pointed out, Moses found his own commute from Manhattan to the south shore took more than an hour via the Long Island Railroad¹⁶) and threw his considerable energies into two major projects that would greatly increase recreational opportunities for metropolitan New Yorkers: a thirty-mile expansion of the Bronx River Parkway north to Peekskill, which would facilitate transportation to Bear Mountain/Harriman State Parks, the major state recreational facility then serving the urban population, and a park and parkway system that would allow millions of New Yorkers to enjoy Long Island's beaches and parks.¹⁷

The Long Island park plan was ambitious in scope. It was based on the specific geography of the region, a long narrow island (120 miles long and 20 miles wide) with water on three sides, and designed to provide the most efficient public access to its specific scenic attractions. Like the rest of the New York State park system, the Long Island plan was premised on the belief that most twentieth-century patrons would travel to parks in their own cars, and it was conceived as a linear system connecting one great urban population at the west end with a series of parks at graduated distances from the metropolis. The major components of the system were two parallel parkways (Northern and Southern State Parkways) running east-west through the center of the island. Five north-south spur parkways and causeways would branch from the Northern and Southern State Parkways to provide access to waterfront parks on Long Island Sound and Atlantic Ocean beaches; they would also connect the northern and southern parkways to each other, thus forming a continuous recreational drive through the island. The east-west parkway routes were chosen to meet certain broad criteria: to follow a northern or

¹⁶ Caro, 157.

¹⁷ Caro, 157-63.

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southern route through the island, to provide access to desirable recreation spots, and/or to create a continuous link between features. Their specific locations were determined in part by planning and topographical concerns and in part by existing conditions of land tenure. For example, the opposition of the wealthy and powerful owners on the north shore led to a significant change in the right-of-way for the Northern State Parkway, while Moses's discovery of an east-west line of unused New York City watershed properties fixed the route of the Southern State Parkway.

Although the Long Island park and parkway plan reflected the thought given to creating the most efficient connections between patrons and parks, the highest priority was staking out the largest number of desirable open spaces as quickly as possible and ensuring that they be preserved for public recreational use. Early in its history, the commission set a goal of placing at least five percent (or about 40,000 acres) of Long Island into state reservations (by the mid-1950s the commission had acquired only a little more than half of this total and by the mid 1970s, it had 35,000 acres).¹⁸ Because the region was on the cusp of a major influx of suburban development, there was no time to waste. The fact that Robert Moses was not only the major architect of this plan but president of the LISPC and chair of the SCP were the most significant factors in ensuring that this plan was substantially completed as proposed.

Parks and parkways on the southern half of Long Island were the first to be developed. This can be attributed to the fact that Moses discovered easily available potential parkland in this area; however, it also reflected his determination to bring metropolitan New Yorkers to the vast expanse of ocean front beaches he envisioned

¹⁸ The "five percent" reference is from a 1924 report of the Long Island State Park Commission cited in the 1931 annual report of the New York State Conservation Department; statistics for the 1950s and 1970s are from Conservation Department annual reports for later years.

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developing on the south shore barrier islands. The south shore plan involved the acquisition of five tracts of undeveloped land in Nassau County from the city of New York. These large parcels, a total of 3,500 acres that were dispersed north and south of Merrick Road and the Long Island Railroad, had been purchased by the then city of Brooklyn in 1872 as a potential water supply. By the early twentieth century, after the establishment of New York City's extensive watershed system in Westchester County and the Catskills, the Long Island property was no longer needed for its original purpose. The water supply tracts were generally wet and swampy in character, characterized by streams, swamps, waterways, lakes, and several reservoirs. Acquiring these parcels provided excellent opportunities to create parks with facilities for water recreation, such as swimming, boating and fishing. The reservoir at Hempstead Lake State Park, for example, was the largest body of fresh water on Long Island. The dispersal of these tracts across the island also suggested a line for a thirty-eight mile east-west scenic parkway between the Queens County border and East Islip, as well as the routes of two north-south causeways to connect the south shore barrier beaches to the mainland. Although some of the right-of-way had to be obtained from private owners, Moses saw an opportunity to acquire the water supply properties from the city without substantial opposition. He later cited them as the determining component of the south shore plan: "That was the idea behind Jones Beach and the Southern State Parkway....I thought of it all in a minute."¹⁹

The more dramatic component of the south shore plan was the so-called "Twelve-Mile" State Park conceived for the outer barrier beach west of Fire Island. As described in the *First Annual Report of the State Council of Parks* (1925), this scheme called for acquisition of the beaches then known as Short Beach, Jones Beach, Hemlock Beach, High Hill Beach, and Gilgo Beach, a twelve-mile-long strip that included most of the island. The land straddled the Nassau-Suffolk county line and was owned by the towns of Hempstead, Oyster Bay, and

¹⁹ In Caro, 162.

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Babylon. The LISPC proposed creation of a large park near the western end of the island and a ocean front boulevard (or parkway) extending at least twelve miles to the east. The original plan called for construction of a single causeway, to be built just east of Freeport, connecting the island to the mainland. The causeway was an essential component of the proposed park. There would have been no point in developing a enormous public park on an island five miles off shore without providing an efficient way for the millions of expected patrons to get there. Although the name Twelve Mile Park did not stick, establishing a state park on the outer beach barrier island (and causeway and parkway connections) became the LISPC's first priority, and within three years its development was well underway. The commission began with an initial allocation of \$200,000 appropriated by the New York State Legislature in 1924, prior to passage of the park bond. Long Island's share of the \$15 billion was \$1 billion, which was intended to cover the development of the entire Long Island system.

Acquisition

The process of acquiring land for the Long Island park system was fraught with difficulties; however, most of the problems can be attributed to competing interests and the LISPC's [specifically Moses's] lack of sensitivity to local concerns. Whether the latter was fueled by Moses's zest for public improvement and/or a more personal need to complete the plan exactly as he envisioned it, the commission nevertheless succeeded in alienating many of Long Island's citizens, civic groups, and the press almost immediately. Although Moses's assertive methods complicated its reception, the proposed park and parkway system had been premised on the idea that it would provide an enormous public benefit to the citizens of the metropolitan area and Long Island at state expense. However, many landowners and local officials simply did not share the opinion that ceding their land to the state was in the public interest or trust that the state's motives in acquiring it were altruistic – especially when they were denied what they considered to be due compensation for their property. Furthermore, the LISPC's right to appropriate private land for public parks over the opposition of its owners created an atmosphere of mistrust, especially after the commission began to use this method of acquisition freely,

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particularly with some of those who owned land in the proposed right-of-way for the parkways. Although this resentment was shared by large landowners, small farmers, and local governments, not all of these groups had the power to resist the state. Even those that did, such as the politically connected north shore estate owners, sometimes succeeded in delaying or altering projects, but the state park plan enjoyed tremendous support statewide, and most naysayers eventually found that the courts were sympathetic to the park commission – or that Moses had simply outsmarted them.

In particular, the LISPC's plans aroused concern from civic groups and local governments concerned about losing control of their land to the state. Most of these groups were not opposed to recreational development; however, they disagreed over the type of parks, who would develop them and control them, and who would profit from them. In 1925 the Nassau County Committee began to lobby actively against the LISPC's program, promoting the creation of county park commissions modeled after the Westchester County Park Commission. A report for this group by Charles Downing Lay, *A Park System for Long Island*, lobbied for a share of the state park development funds and concurred with many of the suggestions incorporated in the state park plan – including developing a park on the outer beach connected to the mainland via a roadway – but objected to state control of the project and state acquisition of private land, preferring the creation of metropolitan (or local) park planning commissions.²⁰ In a subsequent report, *The Development of Jones Beach, Long Island as a Great Public Park*, the Nassau County Committee presented a more detailed idea for a large concession on the island that would include a hotel and amusement structures similar to those at Coney Island and advocated that the land and tax revenue remain in county hands. In 1924, the Suffolk County Taxpayers Association also took a public stand in a "Park Memorandum" objecting to the LISPC's appropriation and condemnation powers.²¹ The LISPC's plans for road construction and park development were also carefully scrutinized by local citizens who

²⁰ Fasanella, 32-32.

²¹ Fasanella, 33-34.

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wished to share in the potential economic benefits of this development. These included land owners, developers, realtors, construction companies, service providers (gas and food), and other businesses that might profit from the process of laying out new roads and constructing and operating parks. This group had a compelling interest in acquiring knowledge of the state's plans and influencing the selection of parkway routes and locations for development.

Despite these ongoing challenges, Moses began to acquire land almost immediately. As he had anticipated, the easiest parcels to acquire were New York City's water supply properties. In 1925, Moses persuaded the city to donate "surface easements" on them, thus setting the stage for the development of the Southern State Parkway and its series of adjacent parks (Valley Stream, Hempstead Lake, Meadowbrook and Belmont).²² Moses began to develop parks on the water supply properties as soon as they were acquired, constructing bathhouses, comfort stations, picnic areas, and other features. The popularity of these parks far exceeded the commission's expectations, especially the ones closest to New York City, and the Conservation Department almost immediately reported that all facilities were overtaxed.²³ This enabled Moses to demonstrate both the need for public recreational facilities and the immediate public benefit of the park plan, a fact acknowledged by the village board of Valley Stream in 1927, when it passed a resolution thanking the commission for its work, particularly the creation of Valley Stream State Park.

Developing the proposed plan for the barrier beach proved considerably more challenging, especially as it got caught up in the controversy over the state's right of eminent domain. Moses initially approached the towns of Babylon, Hempstead, and Oyster Bay requesting that they hold referendums on the subject of dedicating land on

²²A surface easement meant that the city retained the right to pump water if needed. Blakelock, 278.

²³New York State Conservation Department, *Annual Report*, 1928.

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the outer beach (and rights-of-way across the bay) to the state. However, these town governments were not initially inclined to relinquish oceanfront property that they had held for centuries (or the right to develop it) to the state, and although the new state parks law gave the commission the right to appropriate private land for state park purposes, publicly owned land could only be transferred after a popular vote.²⁴ Moses's initial inquiries were met with an outburst of opposition from citizens, the press, and public and civic agencies across the south shore, and a referendum placed before the voters of the town of Hempstead in 1925 was defeated by an enormous majority. In addition, rumors about state acquisition of land for the proposed parkway were beginning to increase property values, threatening the state's ability to acquire and develop the land economically. Worst of all, Moses's aggressive actions to acquire property for public parks on the north shore had angered many of the wealthy and powerful landowners of Long Island's exclusive Gold Coast and generated both negative publicity and public scrutiny. Moses's various attempts to resolve these conflicts involved a series of negotiations with state and local officials that, according to Robert Caro, Moses's most thorough biographer, involved manipulation, secret deals, clever political maneuvering, and sheer nerve on the part of Moses that provoked the wrath of the state legislature and even threatened the park program, or at least Moses's involvement in it.²⁵

However, despite his questionable methods and the enormous controversy his actions engendered, Moses (or the park plan itself) was not without support, which came from such respected and experienced individuals and organizations as Jay Downer of the Bronx Parkway and Westchester County Park Commissions, who addressed the state legislative committee in support of the Long Island commission in 1925, and the Regional Plan Committee, which issued a 1926 report, "Parks on Long Island Both Regional and Local," that also supported

²⁴ Caro, 204

²⁵ See Caro, Chapters 9-12.

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the goals of the regional park plan.²⁶ Furthermore, the publicity also provoked discussion and some support in the local press from those who felt that it was in the interest of local officials and citizens to take an active role in planning for the development of areas with potential for recreational development before they were relinquished to a less desirable kind of commercial development.²⁷ Although a thorough discussion of the political context of the state park program and the development of the Long Island regional park system is outside the scope of this nomination, Moses (with help from Al Smith) eventually came up with a plan that placated the north shore landowners, satisfied the politicians, and assuaged the press. In fact, Moses had already claimed much of the land he needed, and to the surprise of many of his critics, by 1927 Moses had possession of the water supply properties, the rights-of-way for the Southern State Parkway and the first causeway to Jones Beach, almost four miles of oceanfront land on the barrier beach for Jones Beach State Park, and an 800-acre parcel on Fire Island. Subsequent acquisitions, a right-of-way for a second causeway to Jones Beach, land for the expansions of Jones Beach State Park on its east and west ends, and for the expansion of Ocean Parkway, Gilgo Beach State Park, Captree State Park and Captree Causeway followed within a few years. By 1934, substantially all of the state park land on Jones Beach and Fire Island had been acquired, and, with minor exceptions, these parks and parkways remain the same size today.

Development

Thanks to Robert Moses's powerful position on the State Council of Parks, development of the Long Island State Park system proceeded rapidly, especially in contrast to some other areas of the state. The Taconic State Park Commission, for example, also established in 1924 (with a parkway plan in place), found itself unable to secure an appropriation sufficient even to begin construction of its proposed parkway north of Putnam County

²⁶ Fasanella, 35-38

²⁷ Fasanella, 36.

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until 1931. On Long Island, however, where the region had been awarded an initial appropriation of \$200,000, parkway construction began in 1926. Moses was able to stretch this allocation considerably, using funds from the Conservation Department's general funds and workers paid by the Department of Public Works and the Conservation Department.²⁸ By 1928, the LISPC had nearly completed the Southern State Parkway to Wantagh and the first causeway to JBSP and there were fourteen state parks on Long Island. By the same year (in which the Taconic State Park Commission received an appropriation of a mere \$12,000), the LISPC had already spent \$1 million, its entire share of the \$15 million parks bond. Moses's success may also be attributed to the way he spent the money he did receive. Rather than use a single allocation to complete a small manageable project, Moses typically used it for a portion of a much larger one (such as construction of the foundation for a large building at Jones Beach). His strategy, correct as it turned out, was that the legislature would surely not leave a large public works project unfinished and subsequently advance the rest of the needed funds. Development of Jones Beach State Park and Ocean Parkway generally proceeded from west to east, although additional development at the far western end of Jones Beach followed a few years later. Of the road system, Jones Beach Causeway (now Wantagh) and Ocean Parkway were the first to be constructed; however, Meadowbrook Causeway, Loop Parkway, and Bay Parkway were underway within a year or two. Development at the far eastern end of the island (Captree Park and Causeway) was planned in the 1930s but delayed by the advent of the Depression and World War II. Although Fire Island had been the first state park on Long Island, it was the

²⁸ Caro, 212-13.

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Development - 1926-1934²⁹

The first phase of development was the most prolific. Between 1926 and 1934, almost all of the major engineering work, development of infrastructure and roads, and construction of significant park structures for the barrier beach system was substantially completed. This is especially remarkable considering the difficulties encountered during construction. The large complex of buildings, roads, causeways, boardwalks, pools, and walkways that Moses had in mind for Jones Beach State Park was a bold proposition. Before 1924, the configuration of land forms, tidal creeks, channels, inlets, sand bars, and shoals that characterized the beach and bay areas was relatively unstable and continually shifting, shaped by the gradual action of natural forces. An environment such as this was almost wholly unsuited for the substantial buildings and highly structured road system and landscape design that Moses proposed. Even on dry land, constructing such an elaborate complex would have required a substantial amount of earth moving, but at Jones Beach it required an extraordinary amount of engineering work and site preparation. The first engineering survey for JBSP, undertaken in December 1926, revealed that the barrier beach was so close to sea-level that buildings and roads would be subject to substantial flooding. Before construction of any buildings could begin, the site would have to be built up fourteen feet. The plan to extend a scenic oceanfront drive along the length of the island meant that fill would have to be added for a distance of seventeen miles. Causeways to breach the five-mile distance to the mainland would also have to be built on fill. Although this was a difficult and expensive project, Moses was undeterred. In the spring of 1927, a massive dredging operation, using enormous floating hydraulic dredges and large pumps on barges, commenced in the bay. At Moses's insistence, the job continued right through the winter of 1927-28, with workers required to labor until midnight and sleep on their barges.³⁰ In all, more than 40,000,000 cubic yards of fill was dredged from the Great South Bay and twenty-six boat channels were created to build the outer beach park, parkway and causeway system. Once the dredging had been completed, molded

²⁹ Most of the specific development history is drawn from New York State Conservation Department, *Annual Reports*, 1927-1965.

³⁰ Caro, 232-33.

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artificial dunes were created and the boardwalk and all shorefront buildings were constructed at a distance from the high water line on a backbone or ridge of hydraulic fill above the storm height.³¹ When development began, the commission discovered that the dry and fine grained sand that had been added wouldn't stay in place without the benefit of natural vegetation and the beach was plagued with sandstorms. To correct that, in the summer of 1928 millions of clumps of beach grass were planted by hand to stabilize the newly created beach environment.³²

In 1927, the LISPC received an appropriation for construction of the five-mile Jones Beach Causeway between Merrick Road (the southernmost east-west road serving the south shore) and JBSP. Three steel and concrete bridges were necessary to carry the four-lane, forty-foot-wide causeway over the series of meadows, bays and islands that separated the mainland from the park. Dredging for the causeway, built on sand and gravel, began in 1927-28. When it was completed the following year, the causeway allowed the first automobile transportation between Jones Beach and Merrick Road, where an improved highway took traffic to the Southern State Parkway. In 1930, 13,000 cars a day were traveling over the causeway on Sundays and holidays and the LISPC reported extensive traffic jams. A grade separation the following year at Merrick Road temporarily solved the problem. In 1932, a link (known as the Wantagh Spur Parkway) between Merrick Road and the Southern State Parkway was completed, thus providing a continuous limited-access scenic drive from the New York City border to JBSP. In 1934, two gas stations were constructed on the causeway, just north of Zach's Bay. [The causeway and spur are now considered components of the Wantagh State Parkway, which extends between Jones Beach and the Northern State Parkway.]

³¹ Sidney A. Shapiro, "Jones Beach State Park - A Progress Report," *Shore and Beach*, vol. 35, no. 1 (April 1967): 7.

³² Caro, 232-33.

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In 1931, with attendance at JBSP jumping from 1.5 million to 2.7 million, transportation connections to JBSP were clearly overtaxed, and the LISPC began to plan for a second causeway at the far western end of the island. In 1932, the LISPC acquired a right-of-way across the bay from the town of Hempstead. Construction of the Meadowbrook Causeway began in 1932 and progressed rapidly. In 1934, the new causeway was completed to Freeport; and the following year a spur linked it to the Southern State Parkway. [The causeway and spur are now considered components of the Meadowbrook State Parkway, which extends between Jones Beach and the Northern State Parkway.] At the same time, the commission also acquired the remaining land west of JBSP, extending the park to Jones Inlet. This project also included construction of a short parkway (Loop Parkway, 2.7 mi.) between the Meadowbrook Causeway and Long Beach, the next island to the west (1934) and a second small, two-lane parkway (Bay Parkway, 1.5 mi.) on the bay side of the island. Bay Parkway extended from the Jones Beach Causeway to Jones Inlet, where it provided a second connection to the Meadowbrook Causeway (1934).

Ocean Boulevard (now Ocean State Parkway) was planned as the major cross-axial road through the park. The boulevard intersected with the Jones Beach Causeway at the water tower, the central feature of the park building complex, and was gradually extended to both the eastern and western ends of the island, approximately sixteen miles. The portion that passed through JBSP itself connected the various buildings and features and was formally landscaped with plazas and park areas, while the section that extended along the ocean was an informal, scenic drive that eventually provided a connection to parks at the east end (Gilgo, Captree and Fire Island [now Robert Moses] State Parks) and to another causeway (Captree Causeway, later Captree State Parkway) to the mainland. Within the park, the boulevard provides automobile access from the causeway to the main bathhouses, allowing drivers to drop passengers off before parking. It also provides a division between the beach areas and the parking lots and was constructed with underpasses to allow visitors to reach the beach from the parking lots without crossing the road. As with the construction of the building complex, the island had to

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be raised fourteen feet and stabilized before the road could be constructed; in one section the road breached a nine-foot channel. The contract for the first four billion cubic yards of fill was let in 1928 and a two-mile section of road, extending through JBSP to the Nassau-Suffolk County line, was completed in 1929. In 1930 the commission reported that the boulevard was "one of the most popular motor drives on Long Island."³³ A right-of-way to continue the parkway along the outer beach to the east and land for Gilgo State Park (474 acres) was acquired from the village of Babylon in 1928. By 1931, the parkway was completed to Gilgo and fill for the next segment, which would take it to Fire Island Inlet at the east end of the island, was in place. When the scenic ocean drive reached Captree Island, in 1934, it was fifteen miles in length. The final expansion of Ocean Parkway to Jones Inlet, on the west side of JBSP (also in 1934), brought its length to almost sixteen miles. On the east end, the commission originally intended to continue Ocean Parkway to Fire Island via a bridge. From there, a subsequent expansion would take the parkway east on Fire Island for another approximately forty miles to Smith's Point. However, in 1930, the LISPC reported that plans for this extension had been discontinued due to strong opposition for property owners.³⁴

The plan to continue Ocean Parkway along Fire Island involved more than increasing the opportunity for motorists to enjoy scenic views of the ocean and the bay. The more important purpose was to provide an eastern outlet for the parkway and an eastern approach to JBSP that would relieve heavy traffic on the western approaches. With an expansion of the oceanfront drive to Smith's Point blocked, the LISPC came up with an alternate plan, to construct a third north-south causeway from the eastern end of Ocean Parkway at Fire Island Inlet to the mainland at West Islip. With this goal, the LISPC began to negotiate with the town of Islip for land on Captree Island (immediately north of Fire Island) and a right-of-way across the Great South Bay.

³³ New York State Conservation Department, *Annual Report*, 1930.

³⁴ New York State Conservation Department, *Annual Report*, 1930.

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Negotiations for land in Suffolk County were influenced by the state's surprising discovery that it held title to the county's underwater bay bottoms. Eventually the towns of Babylon and Islip agreed to trade the rights to the bay bottoms to the state for a right-of-way for the eastern half of Ocean Parkway and a causeway over Captree Island. By 1934, the LISPC reported that it held title to 298 acres (for Captree State Park) and another 600 acres for the Captree Causeway. Although plans were completed, construction was delayed by shortages of money and materials during the Depression and World War II, and the causeway was not completed until 1954.

Captree State Park opened in the same year. Similarly, a right-of-way to connect Captree Causeway with the Southern State Parkway was acquired by Suffolk County in 1930; however, construction was not completed until 1953. [The causeway and spur were later part of the Captree State Parkway.] The final piece in the outer beach transportation system was a bridge linking Fire Island State Park with the Captree State Park and Parkway (1964). [The entire system from Fire Island (now Robert Moses State Park) over Captree Island to the Southern State Parkway is now known as the Robert Moses Causeway and Parkway.]

The primary built features at Jones Beach State Park were laid out in a formal, symmetrical plan, including buildings connected by a hierarchy of circulation systems for pedestrians and vehicles. The complex is bisected by the two primary designed roadways, Wantagh Causeway, which runs north-south, and Ocean Parkway, which runs east-west. These roads meet at the traffic circle that surrounds the water tower, the central design element, and major buildings are grouped symmetrically east and west of the tower and connected by the boardwalk. The earliest parking fields are dispersed in various locations behind the beach and connected to the beach via pedestrian underpasses. Buildings are functional in layout but fanciful and eclectic in style, embellished with features derived from Art Deco, Modern, and Moorish idioms; however, they are unified by common materials, including Barbizon brick and sandstone, and a pallet of oranges, pinks and tans. The formal plan was conceptualized when the beach was planned in the 1920s; however, it was expanded almost immediately after

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the commission realized that it had underestimated the demand. Likewise, within the overall plan, new and larger features occasionally replaced old ones that proved inadequate in size.

Buildings and infrastructure developed during the first period include both bathhouses, the water tower, the central mall, the boardwalk (partial), a water filtration plant, and a reservoir. The first bathhouse, East Bathhouse, and parking lot were under construction by 1928 and work on the water tower and water system began in 1929. Though not finished, the bathhouse was in use by opening day, 4 August 1929, when the park boasted a staff of 4,000, facilities for more than 10,000 bathers, and parking for 10,000 cars. By 1930, the building was completed and the tower was constructed. The steel and brick tower is 231 feet tall and holds a 315,000 gallon tank, which draws from two wells, each approximately 1,000 feet deep. The first two parking lots, which flank the Jones Beach Causeway north of Ocean Parkway, were completed by 1930. In March of 1930, the cornerstone for the second bathhouse, West Bathhouse, was laid and by summer the partially completed building was put into service. Completed the following year, West Bathhouse included a restaurant and swimming pool. New construction in 1931 also included the central mall -- a landscaped promenade on the ocean side (south) of the water tower that extended from the traffic circle to the boardwalk -- and a cafeteria, a low-scale brick building that fronted on the boardwalk just west of the mall. The boardwalk, begun in 1929, is the first built feature north of the beach and serves as a transitional space between the open expanse of the waterfront and the more sheltered environment around the buildings. The boardwalk was extended east and west from the center mall, connecting the East and West Bathhouses, and then continued east and west across the beach to the first two peripheral parking field and bathhouse complexes. By 1932, JBSP had two bathhouses, a restaurant, several swimming pools and cafeterias, and parking for 12,000 cars. Recreation features included a miniature golf course and a music shell, both west of the center mall, and a pitch putt golf course east of the mall. Other buildings dating from this period include a wood-frame staff residence in the

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Colonial Revival style; this was built near the interchange of the Jones Beach and Meadowbrook Causeways, near the western end of the island. A police headquarters building was constructed in 1937-8.

At Zach's Bay, on the bay (north) side of the island, plans called for a marine theater and a boat basin. A still water bathing beach, comfort station and cafeteria were built in 1932. Zach's Bay had been the location of the early High Hills beach colony, one of the few occupants of the barrier beach when the LISPC took over. The commission allowed the owners, who leased their lots from the town, use of the cottages until the 1940s, when many of them were moved and reused as park buildings and the rest demolished.

1933 – Jones Beach Parkway Authority

In 1932, plans for construction of the second causeway (Meadowbrook) were stalled for lack of funds, as the Depression began to slow development of the entire state park system. To surmount this obstacle, Moses created the Jones Beach State Parkway Authority (JBSPA), the first of a number of similar agencies that he created to allow him more autonomy and control over public works projects. The authority and the LISPC were composed of the same individuals, and the authority shared the powers of the commission to acquire and dispose of real estate, to acquire property through eminent domain, and to maintain a police force. However, it also had the power to issue bonds, let contracts without competitive bidding, impose tolls, and delegate all of its powers to one of its members.³⁵ In 1933, the JBSPA obtained a loan of \$5,050,000 from the Reconstruction Finance Corporation for construction of the Meadowbrook Causeway, the Loop Parkway to Long Beach, and reconstruction work on the Jones Beach Causeway. The bond was to be repaid with tolls charged to use the causeways. Numerous other projects were completed by the Jones Beach Parkway Authority in subsequent

³⁵ Caro, 628-29.

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years, including Captree Causeway, Captree Parkway, the c1952 Jones Beach Theater, and various parkway improvement projects.

Development - 1934 - 1943

Between 1934 and the end of World War II, there was virtually no state funding available for New York's state parks. Although there was no acquisition of land for the outer beach system during that period, improvements and limited capital construction projects were funded by the Jones Beach State Parkway Authority and by state and federal relief programs, including the Temporary Emergency Relief Administration (TERA) and the Works Progress Administration (WPA). Projects included construction of five additional parking lots between 1935 and 1938, a small music shell in 1934, an electrical substation in 1935, additional playing fields, a small skating rink office in 1936 (WPA) and four small round wood-frame lifeguard stations and umbrella stands on the beach. The most substantial buildings constructed with TERA and WPA funding were the original Jones Beach Marine Stadium on Zach's Bay (replaced by the larger Jones Beach Theater in 1952), a maintenance complex and storehouse (c1936) on Bay Parkway and a new police headquarters (1937) near Jones Inlet. One significant engineering project, undertaken in the late 1930s to improve water circulation at Zach's Bay, involved work on a 3,450-foot channel. In 1939, rehabilitation was necessary to repair extensive damage done to the park by a hurricane in 1938.

Development - 1944 - 1954

In the aftermath of World War II, the first task in all state park regions was to rebuild infrastructure and restore facilities that had deteriorated due to the lack of funding over the previous decade. Work included new electrical systems, a substantial amount of parkway reconstruction, additional playing fields, comfort stations, recreation areas, boardwalk repair, water supply work and a sewage disposal plant. In 1943, the LISPC began

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planning for post-war improvements and when plans were complete at the end of that year, the LISPC received approval for its \$5.5 million "Postwar Construction and Park Rehabilitation Program" for the Long Island region. Plans were adjusted to repair facilities damaged during a second hurricane, which caused extensive damage to the boardwalk, golf course and game areas in 1944. In 1944-45, the State Postwar Planning Commission approved nearly \$3 million for improvements and \$90,000 to the JBSPA for design and construction of Captree Causeway and Parkway. In the early 1950s, economic recovery brought a substantial increase in funded projects. These include widening of the parkways and causeways, construction of additional parking lots, refreshment stands, comfort stations, and a commissary. The original wooden marine stadium was replaced in 1952 by a large, elaborately engineered bayside theater with a revolving stage surrounded by water. Work on the parkways and causeways continued under a \$40 million appropriation in 1953-c1956.

Attendance/Activities

During 1930, the first full year of operation, attendance at JBSP reached 1.5 million. By 1932 it had doubled and it remained above three million per year until the mid 1940s, when it fell off dramatically due to gas rationing during World War II. After the war it grew rapidly again until it averaged eleven and twelve million during the mid 1960s. From the beginning, the park offered a diverse array of activities, among them fresh and salt water swimming, nude sunbathing, picnicking, various ball games, tennis, roller skating, archery, shuffle board, golf, fishing, boating, and dancing.

Jones Beach State Park was the scene of numerous important events, such as the tryouts for women's Olympic swim team in 1932 (at Zach's Bay). During the Depression, the LISPC hosted numerous public entertainment programs supported by emergency relief programs. These programs, which were extremely popular, included aquatic events, fireworks, symphony concerts, light and grand operas, operettas, musicals, and public dancing.

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The popularity of these events overtaxed the marine theater and precipitated plans to replace it with a larger and more sophisticated arena after the war. During World War II, the park was available to military personnel and defense workers and a USO lounge was maintained there. In 1943, more than 28,000 military workers used lockers and many thousands more used the facilities.³⁶

Although Moses conceptualized the plan, building types, and general aesthetic, the actual designs for buildings and structures at Jones Beach State Park were the work of LISPC staff, particularly Earle Andrews, architect/engineer, Clarence C. Combs, landscape architect, and Herbert Magoon, engineer. Magoon was the primary architect for the water tower, East and West Bathhouses, and other first period buildings, while Combs is credited with the circulation system and landscape design. They (and other LISPC staff) worked directly under instructions from Moses, who, along with Arthur Howland (LISPC chief engineer and general manager) and Earle Andrews, signed the title sheets for every major set of drawings in the first few years. Numerous other architects, engineers and draftsmen worked for the park commission and their names (or initials) are scattered throughout the building records.³⁷ Although buildings are eclectic and exhibit a wide range of stylistic and decorative details, all the designers were working to express the aesthetic ideal that Moses conveyed to them.

Some sources cite similarities between the plan for Jones Beach and Daniel Burnham's 1909 plan for Chicago, specifically Burnham's treatment of the city's waterfront, which featured recreational amenities and facilities for

³⁶ New York State Conservation Department, *Annual Report*, 1943.

³⁷ Fasanella, 100.

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swimming.³⁸ Others have cited similarities to Rye Playland (though Playland was developed in 1926-28, after Jones Beach was conceptualized), located across Long Island Sound in Westchester County. The plan for Playland was designed for the Westchester County Park Commission by Gilmore Clark, who was apparently hired by the LISPC at some point.³⁹ Other purported influences have ranged from Frank Lloyd Wright to nineteenth-century French architect Baron Georges Eugene Haussmann, who worked on the city of Paris under Napoleon.⁴⁰ It seems likely that, as with his involvement in the New York State park plan, Moses was inspired by and drew on the work and/or advice of master architects and planners. However, within this context, Jones Beach is noteworthy for Moses's overall conception of the complicated scheme, his personal involvement in creating the details of the seaside playground, and his absolute insistence that it be developed on a site that most professionals would probably not have considered.

It seems clear that Moses saw Jones Beach as an empty canvas and he had little sympathy for those who criticized the park for its massive scale or lack of sympathy to the natural environment. In 1974 he described the beach before park development as "an isolated swampy sand bar accessible only by small boats and infrequent ferries, inhabited by fisherman and loners, surf casters and assorted oddballs, and beachcombers trying to get away from it all" and declared that "Jones Beach was in fact a mosquito-infested tidal swamp full of stagnant pools, flanked by shifting dunes."⁴¹ In his mind the enormous engineering and construction work that turned the sandbar into a middle-class playground was a civic improvement of the highest order and he believed that it was a combination of skilled engineering, quality design and construction, and tight control over park use by the LISPC that separated Jones Beach from the likes of the often distained Coney Island and accounted for its civilizing value.

³⁸ Michael P. McCarthy, "Who Designed Jones Beach: Robert Moses or Daniel Burnham," in Fasanella, 96-7.

³⁹ Fasanella, 98.

⁴⁰ See Fasanella, Chapter IV, 92-102.

⁴¹ In Fasanella, 26.

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Analysis

The design of Jones Beach was unlike anything in the New York state park system. In other state parks, designers enhanced the natural features of the site, planting or thinning trees, clearing views and moving boulders, and constructing dams to create artificial lakes. Within these naturalistic landscapes, buildings were constructed of native materials and hidden among the trees, swimming areas were simple lakefront beaches, and pools were rare. At JBSP the park site itself and all the approaches to it from the mainland were almost entirely engineered with material dredged from the bay. Although a naturalistic beach was developed on the site with artificial dunes planted with beach grasses, Moses eschewed the kind of simple cabanas and boardwalks that might have blended into the landscape; instead, he proposed something that resembled a small city. Although carefully designed with materials and textures that complemented the seaside environment, the facility had a formal, Beaux-Arts plan that stretched out over a mile. The circulation system included a mile-long boardwalk and a hierarchy of park drives and pedestrian walkways. A sixteen-mile ocean parkway extended the designed landscape the length of the outer barrier, eventually linking JBSP with Gilgo and Captree State Parks at the far eastern end of the island. Components at JBSP included multiple bathhouses, swimming pools, restaurants, cafeterias, shops, first aid stations, games areas, ball fields, boat basins, fishing piers, a theater and parking for thousands. The focal point was the water tower - its height exaggerated by the flat, open site - designed to resemble a campanile. The details of the park's design suggest the scale of expected patronage, while the range of facilities reflects its potential diversity. The first period development included 15,000 lockers, parking for 12,000 cars, and a 315,000-gallon water tank. Over the years, these facilities only increased and the range of available activities expanded. With throngs of beachgoers, the park needed three causeways to the mainland, all of which were subsequently connected to the Southern and Northern State Parkways. Addressing transportation, circulation, infrastructure and design, the scheme for Jones Beach was an exercise in city planning applied to a beach. The scale of development is reflected in the cost. The 1924 state park bond

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—included one \$1 million for the development of parks and parkways on Long Island. In less than a decade \$15 million – an amount equal to the entire parks bond - had been spent on the development of Jones Beach alone.

was continued for

On a national level, Jones Beach State Park stands out as one of the country's most spectacular public beaches.

It is notable for its colossal size, extensive engineering and design scheme, and ability to provide public recreation on a massive scale. In his classic study of state parks, Freeman Tilden referred to JBSP as the "greatest of all physical recreation areas of the seashore" and noted it as a work of consummate planning.⁴²

Tilden was struck with the immense size of the park, the diversity of recreational opportunities it offered, and the attention to detail used in planning everything from the 315,000 gallon water tower to the "diaper changing rooms and electric bottle warmers."⁴³ Landscape historian Norman T. Newton has appraised it as "outstanding in the category of areas of intensive use" and a masterpiece of landscape design." In particular, Newton cites the plan for "[dispersing] with astonishing evenness a use population of unbelievable thousands" along several miles of ocean beaches, noting that while groups of features (such as individual beaches with bathhouses, parking and other facilities) are spread across a large area, the design is unified by simple geometry: the boardwalk, central mall and park road system.⁴⁴ Although many other coastal states have preserved seashore areas for the public, none has such an intensively developed facility of this size and scale, elegant formal plan, and highly engineered site. Unlike beaches that have been acquired and preserved for their scenery, the scenic landscape at Jones Beach can be more appropriately be described as created from scratch.

Perhaps the truly exceptional thing about JBSP is that it was intentionally developed to serve an enormous metropolitan area and entailed a planning and construction process of enormous scale and complexity. Tilden

⁴² Tilden, 85-86

⁴³ Tilden, 86-7.

⁴⁴ Norman T. Newton, *Design on the Land: the Development of Landscape Architecture* (Cambridge: Harvard University Press, 1971), 567.

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noted that it gave "a great urban population [an] unparalleled opportunity to enjoy a day in the country."⁴⁵ From the beginning, Moses conceptualized and created this beach as a playground for New York City's middle-class population. It was intended to be the antithesis of Coney Island, which Moses and many others condemned for its unplanned and unsightly appearance and rowdy patrons. But in order to create the "perfectly planned public beach" Moses had to start with the creation of the beach itself, complete a massive engineering project, design an elegant plan, construct large and attractive buildings and structures, develop an efficient circulation system and infrastructure, and account for the segregation of functions and the dispersal of crowds. Most important he had to provide a way for the millions of expected visitors to get to the park, which was located twenty-five miles from Times Square and five miles off the mainland. Not content with facilitating bus or train travel, Moses created an entire system of limited-access scenic parkways and major causeways that enabled New Yorkers to get into their private cars and travel to Long Island through a designed landscape, find a parking place away from the beach, take a pedestrian passage under the road, and emerge on an uninterrupted six-mile expanse of sandy ocean beaches. The effect was to extend the recreational experience considerably - for many metropolitan New Yorkers, the vacation started almost the minute they left home. Considering the political, financial, technical and design factors involved, Jones Beach State Park is almost unparalleled in the history of American public recreation.

Conclusion

The development of an extensive system of parks and parkways on Long Island testifies to Moses's creativity, determination, and political skill. Robert Moses himself cited Jones Beach as the achievement of which he was most proud. Certainly the concept of building an enormous public works project on a narrow and nearly inaccessible coastal barrier island would have been noteworthy. But Moses's success in bringing his ambitious proposal to life within three years is an achievement almost impossible to imagine in the political and social

⁴⁵ Tilden, 88.

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context of today. Jones Beach State Park was planned as the showpiece of the Long Island regional park system. Like the other major regional state parks (Bear Mt/Harriman in Palisades and Fahnestock in Taconic), JBSP was reasonably close to the metropolis, relatively large in size, and sited advantageously for parkway development. In other respects, Jones Beach was dramatically different. Long Island's ocean beaches, unique in the state, demanded a design aesthetic entirely different from the rustic, Adirondack-inspired designs favored in New York's other state parks, and the narrow, unstable island did not lend itself naturally to park development on this scale without massive feats of engineering.

It has been said that Robert Moses stood on the wind-swept sandbar and sketched the entire plan for Jones Beach on an envelope. Whether or not the story is literally true, Moses certainly envisioned the massive complex as a whole, the sum of pieces conceptualized to the smallest detail. This image transcended what the park would look like and what amusements would be offered to include how patrons would dress and behave and how the carefully crafted scene could be maintained. For example, Moses specified exactly where patrons could change their clothes (they could change in the bathhouse or arrive wearing bathing suits, but they could not remove clothes worn over suits in cars or on the beach), and the commission turned out droves of uniformed attendants who kept the beach pristine. Less obviously, his almost exclusive promotion of automobile transportation to the park helped to fill Jones Beach with middle-class patrons, who were more likely to own vehicles than lower income citizens. In contrast, during the same period, the PIPC, which also served the metropolitan area, acquired its own steamboats to supplement the inadequate public transportation available to its working-class and underprivileged patrons.

Robert Moses was a complex individual. His exacting vision was matched by his determination to succeed. He is respected for his skill – though not always admired for his methods - in negotiating the myriad political and

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legal hurdles that might have tempered his plans. However his actions are judged, it is unlikely that anything like JBSP would have been developed on Long Island without his bold vision, political adeptness, and forceful personality. In 1930, its first full year, JBSP drew 1.5 million visitors. But even Robert Moses underestimated the demand. By 1932, attendance had doubled; five years later it surpassed four million. Over the next decades, roads were expanded and improved, parking lots were doubled, and other facilities were improved to accommodate ever-growing crowds. Nearly seventy years later, millions of visitors still enjoy Jones Beach State Park's magnificent ocean beaches, and the Jones Beach theater remains a premier venue for top acts. Today, Jones Beach is renowned as one of New York's finest state parks and – an appraisal that would no doubt delight him - a monument to its creator.

Jones Beach State Park

Name of Property

Nassau County, New York

County and State

10. Geographical Data

Acreeage of property 10,034 acres

UTM References

(Place additional UTM references on a continuation sheet.) SEE CONTINUATION SHEET

1 18
Zone Easting Northing

3
Zone Easting Northing

2 _____

4 _____

See continuation sheet

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

name/title Kathleen LaFrank, Program Analyst

organization New York State Historic Preservation Office date January 2005

street & number Peebles Island State Park, Box 189 telephone 518-237-8643 x 3261

city or town Waterford state New York 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 the SHPO or FPO for any additional items)

Property Owner

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

name New York State Office of Parks, Recreation and Historic Preservation

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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United States Department of the Interior
National Park Service

Jones Beach State Park, Causeway, and
Parkway System, Towns of Hempstead and
Oyster Bay, Nassau County, New York

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

UTM References (all zone 18)

Freeport Quadrangle:

1. 625430 / 4506090
2. 625900 / 4503970
3. 626080 / 4500710
4. 626290 / 4499660

Amityville Quadrangle:

5. 628120 / 4500690

West Gilgo Beach Quadrangle:

6. 628160 / 4497590
7. 629190 / 4496970
8. 630130 / 4496760
9. 630280 / 4493850

Jones Inlet Quadrangle:

10. 620710 / 4490580
11. 619150 / 4494630
12. 620390 / 4497660

Freeport Quadrangle:

13. 621030 / 4499860
14. 620760 / 4502200
15. 620000 / 4505180
16. 620660 / 4505130
17. 621100 / 4502580
18. 622130 / 4499140

See continuation sheet

United States Department of the Interior
National Park Service

Jones Beach State Park, Causeway, and
Parkway System, Towns of Hempstead and
Oyster Bay, Nassau County, New York

National Register of Historic Places Continuation Sheet

Section number 10 Page 2

Jones Inlet Quadrangle:

- 19. 624150 / 4495830
- 20. 624470 / 4495170
- 21. 625560 / 4495630

Freeport Quadrangle:

- 22. 625620 / 4499850
- 23. 625240 / 4503110
- 24. 625230 / 4504350
- 25. 624850 / 4506120

Verbal Boundary Description

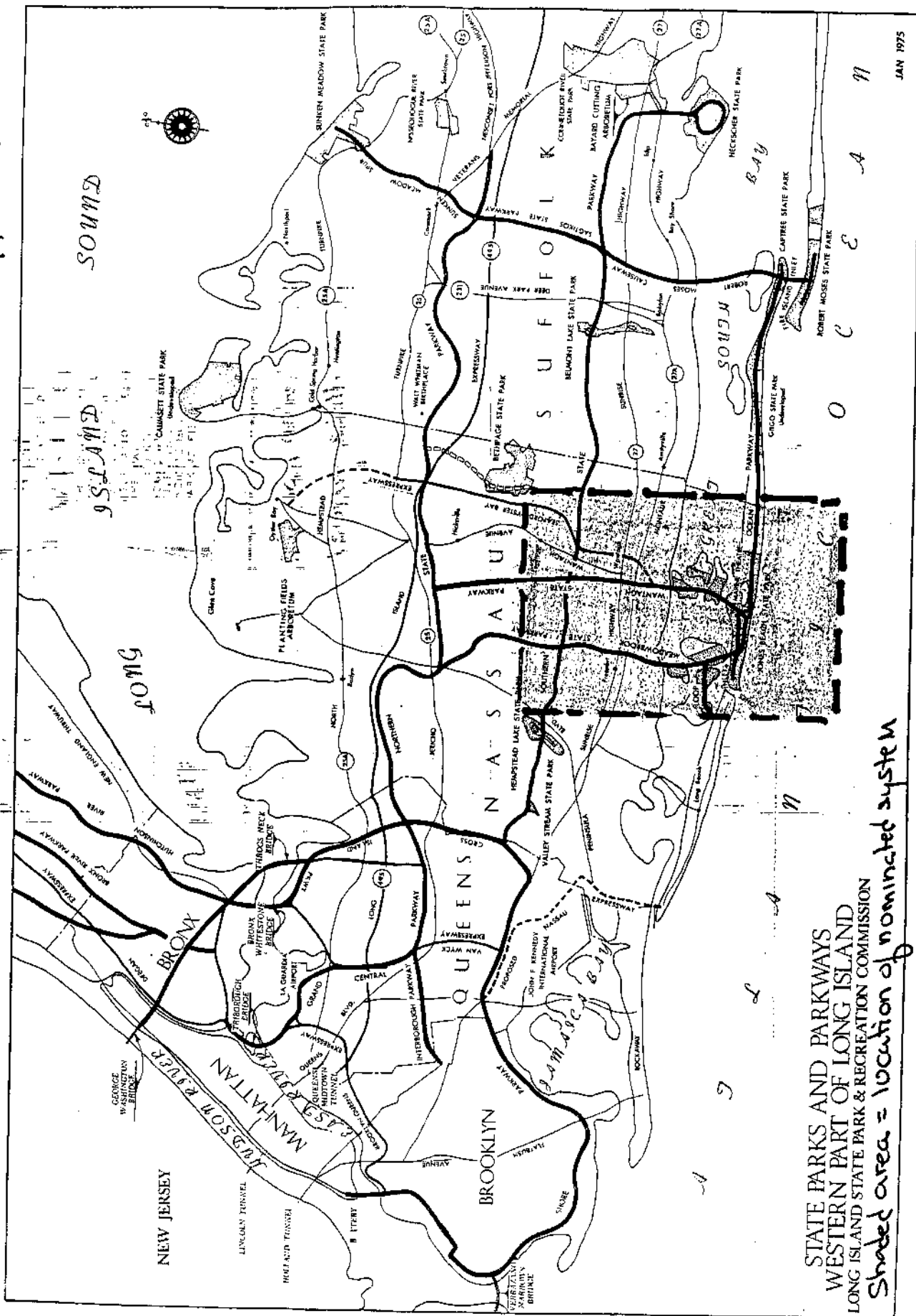
The boundary is indicated by a heavy line on the enclosed maps with scale.

Boundary Justification

The boundary was drawn to encompass Jones Beach State Park and the earliest and most essential components of the transportation system constructed to provide access to the park and circulation within it. These are defined as Wantagh and Meadowbrook State Parkways between Jones Beach State Park and their intersection with the Southern State Parkway, all of Loop and Bay State Parkways, and Ocean State Parkway between Bay State Parkway and the eastern boundary of Jones Beach State Park. All of the nomination components are part of the Long Island State Park and Parkway System, and, as such, three of the five nominated roads (Wantagh, Meadowbrook and Ocean) extend outside the nomination boundaries and connect with other state parks and parkways. Although the nomination could be expanded to include other components of the Long Island park system at a later date, Jones Beach is the most important state park on Long Island, and the section of roads included in this submission are those that have the most important connection to its history and function.

See continuation sheet

Jones Beach State Park, Causeway
and Parkway System
Wantagh, Nassau County, New York



STATE PARKS AND PARKWAYS
WESTERN PART OF LONG ISLAND
LONG ISLAND STATE PARK & RECREATION COMMISSION
Shaded area = location of nominated system

Jones Beach State
Park, Causeway,
and Parkway System
Wantagh, Nassau Co
New York
Amitville Quad

Continued
on
Freeport Quad



URM Coordinates - all Zone 18:

5. 628120 : 4500690

40°37'30"
73°30'

JONES INLET



Continued on West Gilgo Beach

Prepared and published in 1981 by the New York State Department of Transportation, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

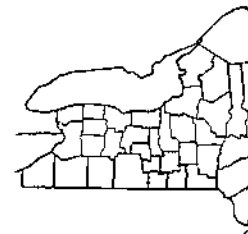
Map base from 1969 U.S. Geological Survey 7.5-minute quadrangle.

Map revisions made using 1980 aerial photography, construction plans, official records and other sources. Features revised include: highways and other transportation facilities; civil boundaries; recreation sites; hydrography; and buildings. Grey tint indicates intensely developed areas in which only landmark buildings are shown.

Revisions may not comply with National Map Accuracy Standards.

Correspondence concerning this and other maps of the Department of Transportation should be directed to: Map Information Unit, New York State Department of Transportation, State Campus, Albany, New York 12232.

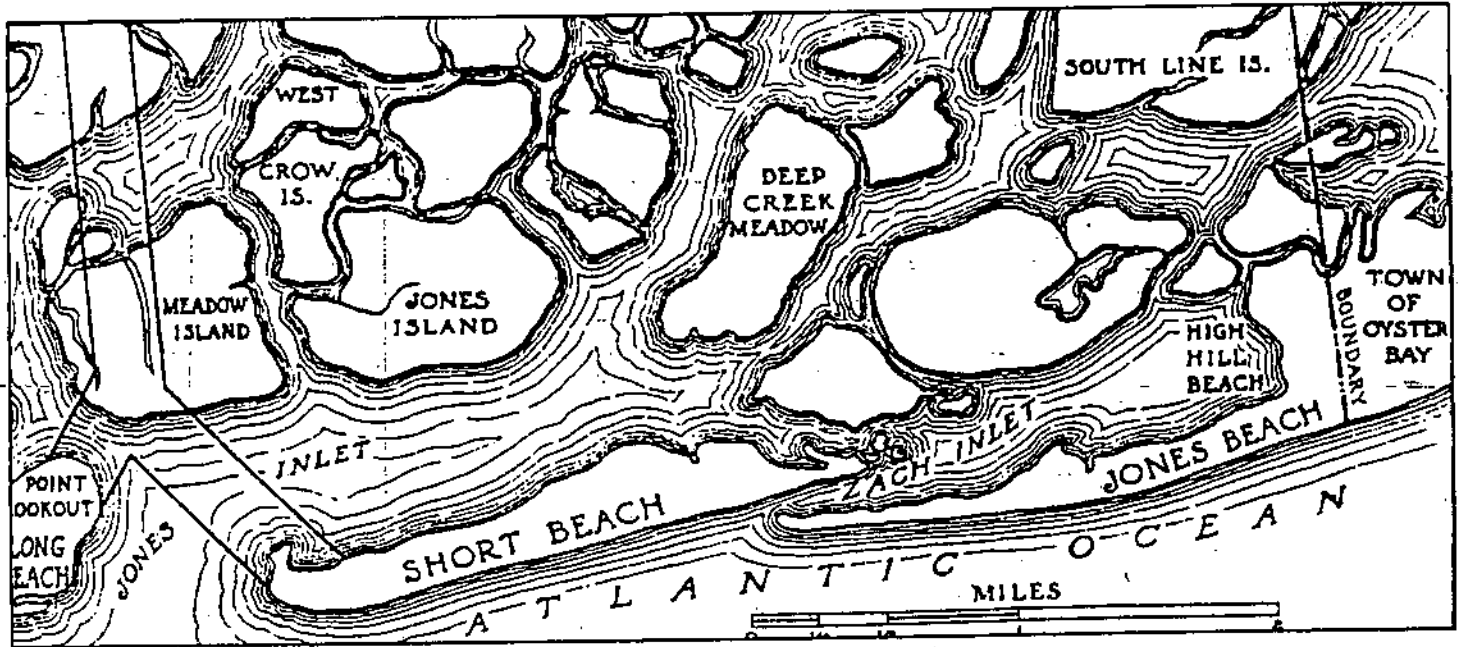
1981 revisions by G. D. Schmidt



QUADRANGLE LOCAT

Jones Beach State Park,
Causeway and Parkway System
Wantagh, Nassau County

LONG ISLAND FORUM • FALL 1996



Nassau County Committee map. Jones and Short Beaches prior to the construction of the park.

↑N

West Gilgo Beach Quad Jones Beach State Park, Causeway
 AND Parkway System
 WANTAGH, Nassau Co. New York

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 GEOLOGICAL SURVEY

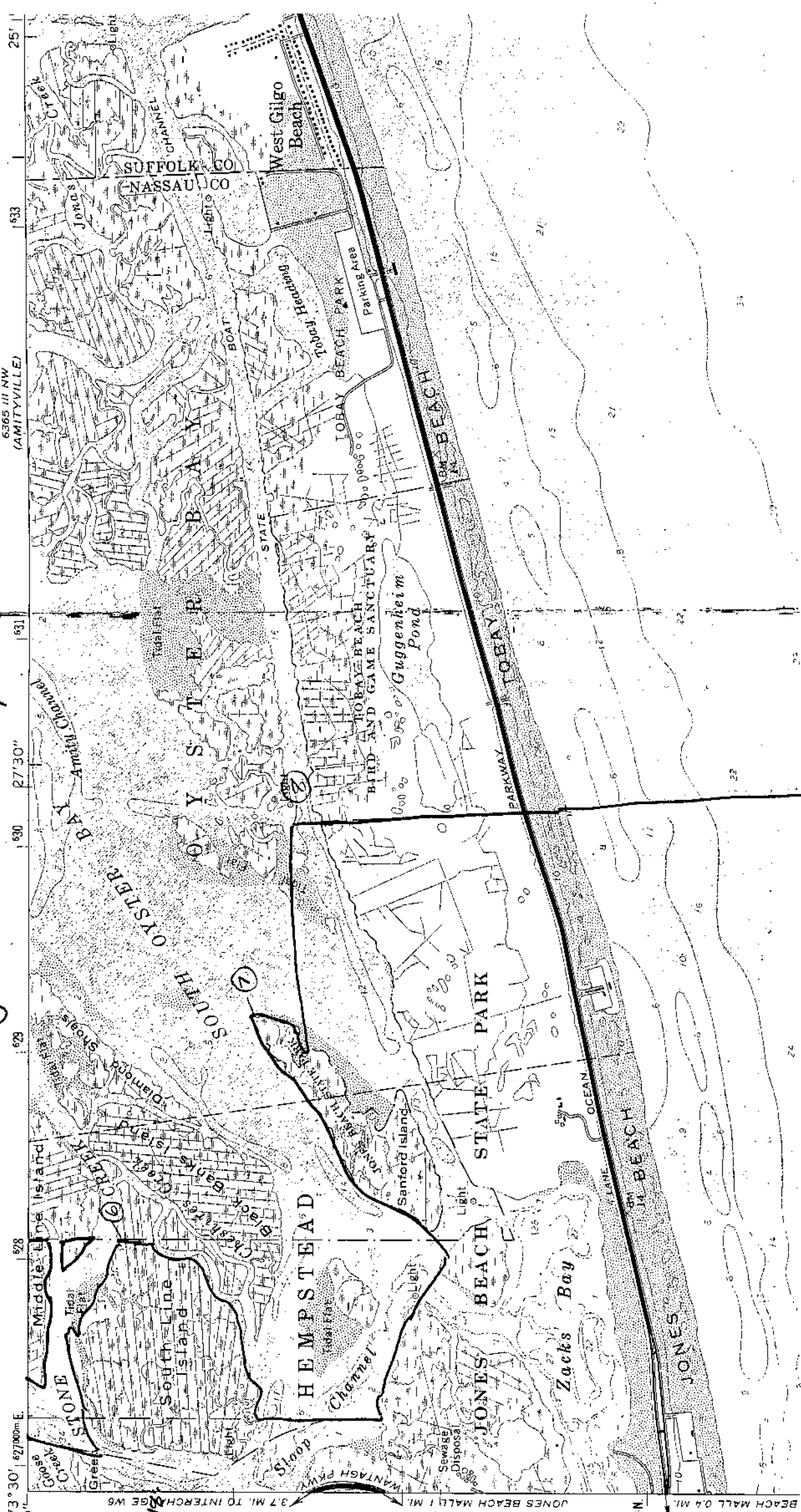
6265 II NE
 (FREEPORT)



continued on
 Amityville
 Quad

- utm Coordinates - all Zones
- 6. 6228160 4497890
 - 7. 629190 4496970
 - 8. 630130 4496760
 - 9. 630230 4493350

continued
 on
 Jones Inlet
 Quad



6365 III NW
 (AMITYVILLE)

4495000m N



UTM Coordinates - all zone

1.	625430	450690
2.	625900	4503970
3.	626080	4500710
4.	626290	4497660
13.	621030	4499860
14.	620760	4502200
15.	620000	4505170
16.	620660	4505130
17.	621100	4502570
18.	622130	4499140
22.	625620	4499850
23.	625240	4503110
24.	625230	4504350
25.	624850	4506120

Transportation.
Transportation.

minute quadrangle.

SCALE 1:24 000

1 000 0 1000 2000 3000 4000 5000 6000 7000 FEET

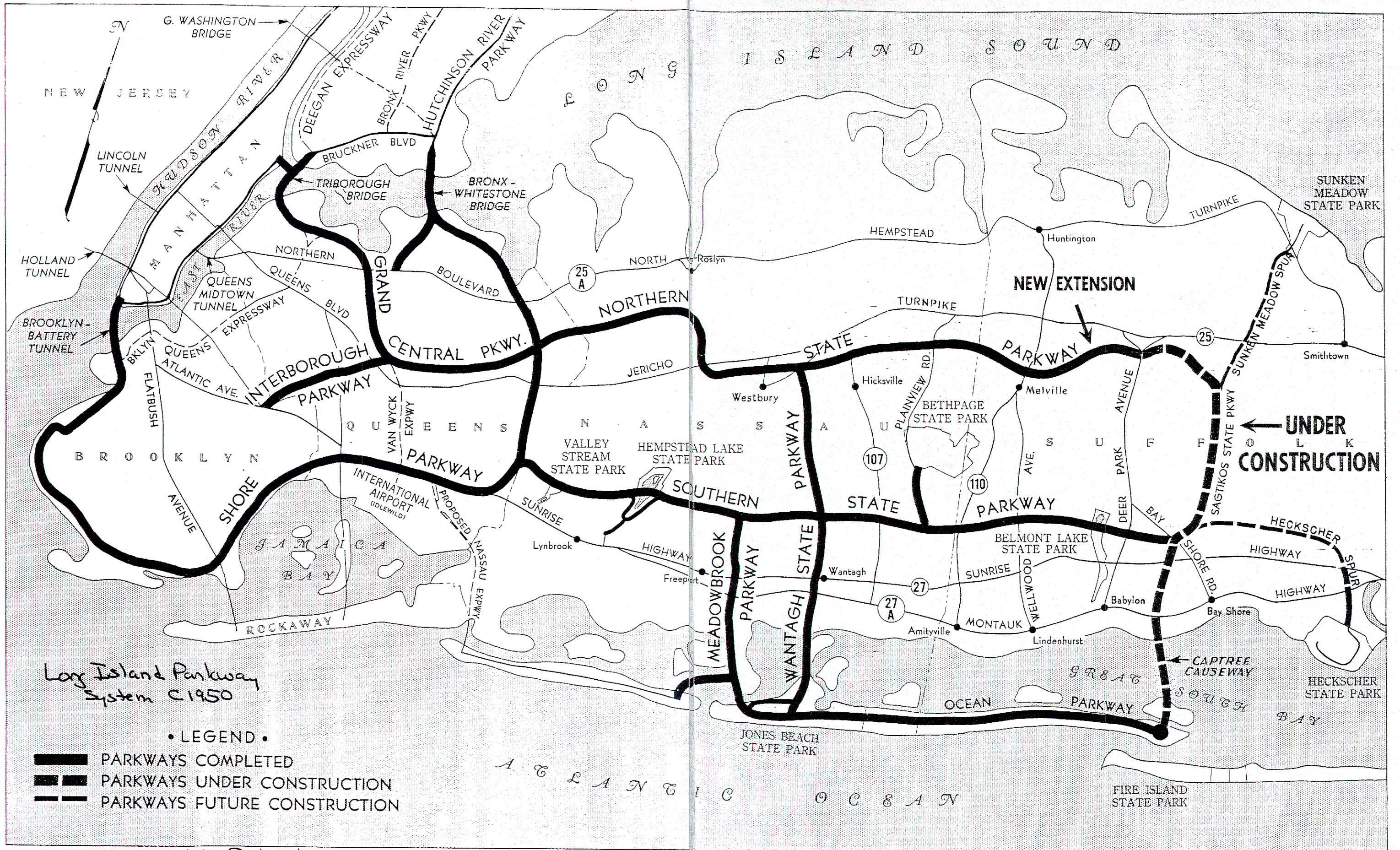
1 KILOMETER

INDEX TO

↓ continued on Jones Inlet Quad ↓

State
County
Town or City
Incorporated Village
State / Federal Land

WEST GILGO BEACH



Jones Beach state Park Causeway,
and Parkway System
Wantagh, Nassau County, New York



Hemstead Town Park

JONES INLET

Light

10

JONES BEACH
West End Beach
Short Beach
West Parking
Parking

(WEST GILGO BEACH)
6365 W. SW

4489

4490

449

4493

35

