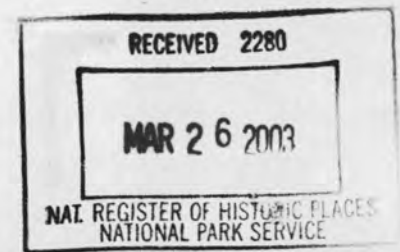


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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

1. Name of Property

historic name Lynn Fells Parkway, Metropolitan Park System of Greater Boston

other names/site number Same

2. Location

street & number Lynn Fells Parkway N/A not for publication

city or town Melrose, Saugus N/A vicinity

state Massachusetts code MA county Middlesex & Essex code 025, 017 zip code 02176, 01906

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby 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.)

Cara H. Metz
Signature of certifying official/Title

3/21/03
Date

Cara H. Metz, Massachusetts Historical Commission, State Historic Preservation Officer

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:

- ☒ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the
National Register
☐ See continuation sheet.
☐ determined not eligible for the
National Register
☐ removed from the
National Register
☐ other (explain):

Signature of the Keeper

Patricia Andrews

Date of Action

5/9/2003

Lynn Fells Parkway
Name of Property

Essex & Middlesex Counties, Massachusetts
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

☐ private
☐ public-local
☒ public-State
☐ public-Federal

(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	
0	0	building
1	0	sites
4	0	structures
0	0	objects
5	0	Total

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

Metropolitan Park System of Greater Boston

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, steel

Narrative Description

See Section 7 Continuation Sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1 **Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

DESCRIPTION

The Lynn Fells Parkway, located in Melrose (Middlesex County) and Saugus (Essex County), Massachusetts, is a 4.83-mile-long two-lane connecting parkway in Boston's regional park system administered by the Metropolitan District Commission (MDC). It is a moderately traveled arterial route through relatively low-density suburban residential neighborhoods with some commercial and institutional nodes, primarily in central Melrose. At its western terminus, the Lynn Fells Parkway connects with Fellsway East at the edge of the Middlesex Fells Reservation. The eastern terminus of the Lynn Fells Parkway is U.S. Route 1, the former Newburyport Turnpike. The Lynn Fells Parkway is described from west to east, the historical order of its development.

The western terminus of the **Lynn Fells Parkway (#1 on data sheet)** corresponds to the Melrose/Stoneham town line. West of this point, the roadway enters Stoneham and becomes Fellsway East within the boundaries of the Middlesex Fells Reservation (see separate nomination for the Middlesex Fells Reservation Parkways, NR 2003). A small miter (traffic island) at its beginning, where Holland Road (**Holland Road Miter, #2 on data sheet**) curves north to connect with the parkway, contains a modern sign welcoming visitors to Melrose and indicates the parkway's importance as a civic gateway. Lynn Fells Parkway has no medians along its length, and its path is gently sinuous and slightly hilly. As the roadway falls and rises in response to the topography of the surrounding area, the elevation of the roadway ranges from 40 to 145 feet above sea level. More specifically, from its western terminus at the Middlesex Fells Reservation, the parkway declines from 145 feet down to 40 feet above sea level near Ell Pond. After that point, the roadway gently slopes between 60 and 80 feet above sea level until it reaches Oakland Vale in Saugus, where it declines further to a low point of 40 feet above sea level near the Breakheart Reservation area. Views are primarily down the corridor, as residential areas and woodlands close off any middle- or long-distance views. In Melrose, the Lynn Fells Parkway is uniformly 40 feet wide, with two 20-foot travel lanes that contain intermittent parking lanes and have vertical granite curbing. It is generally paralleled by six-foot-wide planting strips and nine-foot-wide sidewalks in both sides. Lights are generally cobra heads on metal poles.

From the beginning point until just past Sewall Woods Park, the Lynn Fells Parkway is moderately hilly, running northeastward through an early 20th-century residential neighborhood of two-story house (PHOTO #3). This section has the oldest trees of the route, mature oaks that are 50 to 75 years old, which form a lofty, distinctive canopy over the roadway (**Lynn Fells Tree Canopy, #3 on data sheet**). The Sewall Woods Park edge on the northern side of the roadway is

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2 **Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

dense mature woodlands. Sewall Woods Park (nine acres) is the first of two significant municipal open spaces sited along the parkway.

Between Vinton Street and Tremont Street, the Lynn Fells Parkway passes under a steel plate girder bridge (**former Boston & Maine Railroad Bridge, #4 on data sheet**) for the Western Division of the Boston & Maine Railroad line, with concrete abutments (PHOTO #2). This bridge was built in 1906 as a single-span through-plate girder bridge to carry the pre-existing rail line over the parkway, and was rebuilt in 1930. The 1930 replacement consists of three girders with I-beam floor beams and a steel deck with concrete abutments. This bridge and its abutments are within the boundaries of the Lynn Fells Parkway and considered a contributing structure.

Between Tremont and Melrose Streets, both sides of the parkway offer distinctive open-space settings in one of the few relatively flat and open section of the Lynn Fells Parkway. To the south of the parkway is Ell Pond, owned by the City of Melrose, separated from the parkway by a grassy park, an access road, and parking areas surrounding The Knoll, a designed landscape planted with trees commemorating the city's war dead. Soccer fields flank The Knoll, while tennis courts bound Ell Pond at both its northwestern end (near Tremont Street/Lynn Fells Parkway intersection), and its northeastern end (at the intersection of the Lynn Fells Parkway with Melrose and Crystal Streets). Just west of Crystal Street, the parkway passes over two culverts, which provide drainage for a stream that runs into the northwestern end of Ell Pond. These culverts are considered together with other culverts (described below) as a contributing feature of the parkway (**Lynn Fells Culvert Drainage System, #5 on the data sheet**). To the north of the parkway, at the intersection with Tremont Street, is Morelli Field, a baseball and athletics complex, and east of that is the distinctive 1932 Art Deco former high school (currently the Veterans Memorial Middle School) and annex, fronted by a lawn and reached from the parkway by a formal oval drive. Further to the east, the ca. 1970 Melrose High School building, also containing the Central School Administration offices, is linked to the middle school's annex by a bridge. A small playing field, Federal Field, fronts the high school, while a large parking lot serving the high school is located at the complex's southeastern corner, at the intersection of the Lynn Fells Parkway and Melrose Street. The trees in this stretch of roadway are evenly spaced, an allee of half-grown deciduous trees, primarily maples and ashes (PHOTO #1).

The section of the Lynn Fells Parkway near its intersection with Melrose's Main Street (formerly the Reading Turnpike) is the most commercial and most densely settled area along the corridor through Melrose. The parkway runs predominantly northeast in this section. Although the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3 **Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

roadway remains 40 feet wide, the former parking lane is intermittently used as a second, narrow travel lane. Much of this section of the parkway has intermittent Belgian block and quarter-round curbing, but the curbing ends altogether at Albert Street.

Just past Clifford Street, the parkway turns more to the east and begins paralleling the course of a small meandering brook, a tributary of the Saugus River known as Cranberry or Crystal Brook. The parkway crosses the brook by culvert, after which point the streambed continues south of the parkway, crossing the edge of the privately owned Bellevue Golf Course. Intermittent views are available to the south, through the stream's trees, across the golf course. To the north the parkway is bordered by mid-20th century residential developments. Past the end of the golf course the parkway again crosses the stream over a culvert. These appear to date from the early to mid 20th century and are considered together as a contributing feature of the parkway (**Lynn Fells Parkway Culvert Drainage System, #5 on data sheet**).

After its intersection with Rivers Lane, the Lynn Fells Parkway crosses into Saugus; unlike the Melrose portion, the Saugus section has fewer cross streets and less densely spaced housing along its right of way, until it reaches Main Street in Saugus. From Rivers Lane eastward for the rest of its course, the Lynn Fells Parkway generally parallels Bennett's Pond Brook, a larger waterway that Cranberry Brook joins just east of the Melrose city limits. The Lynn Fells Parkway crosses this brook by culvert three more times before the brook joins the Saugus River. While the parkway does not run alongside any public open spaces until it reaches Breakheart Reservation, the brook corridor gives it a more pastoral setting than in Melrose. Sidewalks in this section are more intermittent.

In Saugus, the roadway narrows to 30 feet, with standard 14- to 15-foot lanes east- and westbound, and intermittent quarter-round curbing. Beyond the planting strip, asphalt sidewalks parallel the roadway on both sides. Beyond the sidewalks, intermittent SS-type barriers on steel I-beams have been erected along the brook corridor. East of Main Street, the corridor turns to the north-northeast and becomes more densely residential, with more cross streets, predominantly mid-20th century ranch and split-level housing, and driveway curb cuts. Street trees increase in number in this area, but are generally a standard residential mix of deciduous species, and are not very large.

The roadway changes character markedly just past Forest Street, the entry to the MDC's Breakheart Reservation (covered in a separate nomination). Recently rebuilt and resurfaced, this section has newer vertical granite curbing and wide but intermittent concrete sidewalks. Sherwood Forest Lane is a late 20th century suburban development. Beyond that, on both sides of
(continued)

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 4 **Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

the Lynn Fells Parkway, is a mid- to late-20th century commercial strip development, which includes large chain stores with parking lots. The Lynn Fells Parkway ends at the western edge of U.S. Route 1 at a heavily traveled mid- to late-20th century figure-eight ramp intersection, with commercial development occupying this island.

Archaeological Description

While no ancient Native American resources have been identified within the boundaries of the Lynn Fells Parkway, sites may be present. Thirty-nine sites have been identified in the general area (within one mile) including one site, 19-MD-815, adjacent to the parkway right of way.

Environmental characteristics are also present in the area favorable for the presence of ancient Native American sites. Well-drained, level to moderately sloping terraces and other landforms are present in several areas in close proximity to the parkway corridor. Ell Pond and Bennett's Pond (Crystal Pond) are located within 1,000 feet of the right of way, and the parkway crosses Cranberry or Crystal Brook, a tributary of the Saugus River.

Documentary resources are also known that indicate a favorable potential for the presence of historical resources in the parkway locale. European settlement has been documented in the area since the 17th century, and a wide variety of domestic, industrial, and commercial resources are known in the region and in the vicinity of neighboring parkways. Additional historical and archaeological research can document specific resources in the vicinity of the Lynn Fells Parkway.

In spite of the high potential for locating ancient Native American and historic resources in the vicinity of the Lynn Fells Parkway, the potential to recover significant site survivals, both ancient Native American and historic, within the nominated boundaries of the parkways is low. The Lynn Fells Parkway is classified as a two-lane connecting parkway. The roadway typically included two lanes and ranges from 40 feet wide in Melrose to 30 feet wide in Saugus. The nominated area includes the paved roadway, six-foot adjacent planting strips, nine-foot sidewalks, culverts, granite curbing, roadway barriers and electric light poles. Given the impacts associated with construction of the parkway facilities, potential historical archaeological and ancient Native American resources within the nominated parkway area have been destroyed. Truncated features and/or deeply buried fragments of sites may survive, but the overall integrity of these sites has been compromised.

(end)

Lynn Fells Parkway

Name of Property

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 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

See Section 8 Continuation Sheet

9. Major Bibliographical References

(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 # _____

Essex & Middlesex Counties, Massachusetts

County and State

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Conservation

Engineering

Entertainment/Recreation

Landscape Architecture

Transportation

Period of Significance

1906-1937

Significant Dates

1906-1911: Lynn Fells Parkway constructed

1930: Boston & Maine Railroad Bridge rebuilt

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Metropolitan District Commission, Boston, MA

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1 **Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

SIGNIFICANCE

The Lynn Fells Parkway, a 4.83-mile-long roadway in Melrose and Saugus, Massachusetts, is significant as a relatively unaltered example of a single-carriageway parkway. Designed for the Metropolitan Parks Commission (MPC) by the Olmsted Brothers, it is emblematic of the firm's principles of parkways creation. The Lynn Fells Parkway possesses integrity of location, design, setting, materials, workmanship, feeling and association. It meets National Register Criteria A and C in the significance areas of community development and planning, engineering, landscape architecture, and transportation at the state level and fulfills the Parkway Registration Requirements for the associated Connecting Parkways property subtype, under Section F of this Multiple Property Documentation Format nomination. The period of significance for the Lynn Fells Parkway is from 1906, the beginning of construction, through 1937, when improvements were made to the parkway.

First proposed in 1897, the Lynn Fells Parkway derived its name from its planned course as the parkway link between the Middlesex Fells and Lynn Woods. The MPC Annual Report reasoned, "At present one can pass from one of these reservations to the other through an agreeable country, and for the most part, over tolerably smooth and pleasant roads; but in course of time, when these roads become more closely occupied by buildings and have to provide for a larger tide of travel than at present, they will be inadequate."¹ Since development pressure were less intense here than elsewhere, though, the project was considered of lower priority than other parkways. An MPC long-range planning map from 1900 projected it as a central link in a northern parkway system stretching from the Mystic Valley Parkway through the Middlesex Fells to Lynn Woods and Revere's Point of Pines.

(continued)

¹ MPC Annual Report, January 1898, p. 67. All further quotes and dates are from subsequent editions of the Annual Report or plans in the MDC plans room, unless otherwise noted.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2 **Lynn Fells Parkway**
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA

In 1899, following legislative direction, the MPC devised two preliminary plans for the parkway; a more northerly route through Wakefield and a shorter Melrose route, the eventual choice. In 1904 the MPC began surveying and drawing up takings plans for the eastern end of the parkway

in Melrose, from the Middlesex Fells Reservation to Elm Street. With the exception of the Perkins Street right of way from Sewall Woods Park to Ell Pond, the route avoided existing streets, to the extent of paralleling Howard Street in Melrose and Saugus, but keeping a block south of it.

Construction began in 1906, on the westernmost stretch from the Emerson Border Road (later part of Fellsway East) of the Middlesex Fells Reservation to Green Street. The MPC built a steel plate girder bridge for the Western Division of the Boston & Maine Railroad line, with concrete abutments, creating an underpass for the parkway. Sub-grade work through swampy land in Ell Pond Park necessitated the construction of a "mattress" of trees and tree limbs (cut from the Middlesex Fells Reservation), 80 feet wide and 1,700 feet long, to prevent settlement of the fill over soft mud 10 to 30 feet thick. Although adjacent sections of the parkway opened to traffic in 1908, the Ell Pond Park section of the parkway was not completed until 1911. Lack of further appropriations stalled construction beyond Bellevue Avenue, but the first segment of the parkway did provide access to the Middlesex Fells from Main Street in Melrose, an arterial north-south road once known as the Reading Turnpike.

Examination of plans from this initial construction campaign shows that the western end of the Lynn Fells Parkway maintains consistency with its original design as a single carriageway (designed without a median). The roadway was planned as a 40-foot-wide parkway (with two 20-foot travel lanes), with parallel six-foot-wide planting strips and nine-foot-wide sidewalks. The planting strips were planned, in some places, to hold 14-foot maples spaced 40 to 50 feet apart. The small traffic miter (triangular traffic island) at the Holland Road intersection also dates from the period of significance, according to Metropolitan District Commission (MDC) maps, from as early as 1927. While edgestone was used in initial construction, it appeared only at corners. Continuous edgestone may not have been used until the 1930s.

Further eastward, extension of the Lynn Fells Parkway stalled for fifteen years. In 1913, the MPC prepared plans and estimates for the extension of the parkway to the Lynn Woods, in accordance with Chapter 87, Resolves of 1913. However, no money was appropriated until 1926, when surveys and takings plans were once again drawn up for the extension, a distance of 3.03

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Lynn Fells Parkway

Section number 8 Page 3

**Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

miles, as part of the Circumferential Highway. Acquisition finally began in 1927, and two years later a contract was awarded for the construction of the extension from Bellevue Avenue in Melrose to the Newburyport Turnpike (U.S. Route 1) in Saugus.

During the 1930s, changes to the Lynn Fells Parkway were mostly limited to resurfacing projects, such as that in Melrose in 1933, when the segment from Vinton Street to Melrose Street was regraded, resurfaced with "bituminous penetration macadam," lined with edgestone, and paralleled with "cement concrete" walks. In 1930 the Boston & Maine Railroad bridge crossing the parkway was replaced with a new three-girder through-plate girder bridge. In 1936 the segment from Bellevue Avenue in Melrose to the Newburyport Turnpike was "seal-coated with cut-back asphalt and pea stone." By 1937, maintenance was limited to the periodic patching, mowing, cleaning of gutters and catch basins, and raking of shrubbery beds.

In 1931, the MDC surveyed for an extension of the Lynn Fells Parkway from the Newburyport Turnpike to Walnut Street in Saugus, and acquired the land of the right of way the following year. In 1935, the MDC graded a segment of 40-foot-wide roadbed east of the Turnpike in anticipation of Public Works Administration funding for the construction, but the road was not finished. The MDC still owns the right of way for the Lynn Fells Parkway completion, extending from its U.S. Route 1 intersection in a curvilinear path eastward to Walnut Street at its intersection with Central Street. A later figure-eight series of exit ramps for U.S. Route 1 currently occupies part of this site. The section of right of way for the Lynn Fells Parkway from Route 1 to Walnut Street has not been considered for the purposes of this nomination.

Although the Lynn Fells Parkway has never actually reached Lynn Woods, it continues to be an important connecting parkway. Since 1930, the Lynn Fells Parkway has provided access to the Middlesex Fells Reservation from the Newburyport Turnpike (U.S. Route 1). The 1931 completion of the Fellsway East extension north through the Middlesex Fells Reservation opened the Lynn Fells Parkway to direct connection with the Middlesex Fells Reservation Parkways system. The Lynn Fells Parkway also provided direct access to Breakheart Reservation, which the MDC acquired in 1934 and developed in the latter half of that decade.

(end)

Lynn Fells Parkway
Name of Property

Essex & Middlesex Counties, Massachusetts
County, State

10. Geographical Data

Acreage of Property approx. 23 acres

UTM References

1. 19 Zone	328980 Easting	4702800 (Intersection with Northing <i>Melrose/Stoneham Line</i>)	3. 19 Zone	332680 Easting	4703980 (Intersect Northing <i>Main St., Saugus</i>)
2. 19 Zone	330460 Easting	4703120 (Intersection with Northing <i>Green Street</i>)	4. 19 Zone	333880 Easting	4705100 (Intersect Northing <i>Newbury Turnpike</i>)

Verbal Boundary Description and Justification

See Section 10 Continuation Sheet

11. Form Prepared By

name/title V. Adams, S. Berg, E. Maass, T. Orwig, PAL with Betsy Friedberg, Michael Steinitz, MHC

organization Massachusetts Historical Commission date March 2003

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

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 Metropolitan District Commission

street & number 20 Somerset Street telephone (617) 727-5264

city or town Boston state MA zip code 02108

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1 **Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA**

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for Lynn Fells Parkway is drawn to encompass property historically and currently associated with the roadway, including the parkway corridor and adjacent planting strips and sidewalks, where they exist. Where sidewalks and planting strips do not exist, the nomination includes all land that extends ten feet back from the current edge of the parkway. The boundary does not include adjacent MDC-owned parkland that is not directly related to the parkway. The specific termini for the parkway are as follows:

The western terminus for Lynn Fells Parkway corresponds to a line of convenience drawn at the Stoneham/Melrose town line in Melrose. The eastern terminus for the roadway corresponds to a line of convenience drawn along the western edge of U.S. Route 1 in Saugus.

(end)

LIST OF PHOTOGRAPHS

Photographer: Emily Maass, PAL

Date: July 2002

Location of negatives: PAL, Pawtucket, RI

1. View looking west near Ell Pond and surrounding parks
2. Looking west toward the former B&M Railroad bridge.
3. Between B&M Railroad bridge and Middlesex Fells Reservation.

**Lynn Fells Parkway
Melrose/Saugus (Middlesex/Essex), MA
District Data Sheet**

#	Name	Town	Location	Date	Status	Type
1	Lynn Fells Parkway	Melrose/ Saugus	Between Stoneham/Melrose town line and U.S. Route 1 in Saugus	1906-11; 1929; 1935-37	C	ST
2	Holland Road Miter	Melrose	Intersection of Lynn Fells Parkway and Holland Road	early 20 th c.	C	ST
3	Lynn Fells Tree Canopy	Melrose	Between western terminus and Melrose Street	early 20 th c.	C	SI
4	Railroad Bridge	Melrose	Between Vinton and Tremont Streets	1930	C	ST
5	Culvert Drainage System	Melrose/ Saugus	Four culverts in Melrose and three in Saugus that travel under Lynn Fells Parkway	early to mid 20 th c.	C	ST

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lynn Fells Parkway, Metropolitan Park System of Greater Boston

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, ~~Suffolk~~ *Middlesex*

DATE RECEIVED: 3/26/03 DATE OF PENDING LIST: 4/23/03
DATE OF 16TH DAY: 5/09/03 DATE OF 45TH DAY: 5/10/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000380

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 5/9/2003 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept A&C

REVIEWER Patricia Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 5/9/2003

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



LYNN Fells PARKWAY

Melrose, MA

#1

<NO. 10 >032 © BN
0035 37 N N N-6 NN GR08 Z101/100



LYNN FELS PARKWAY

Melrose, MA

#2

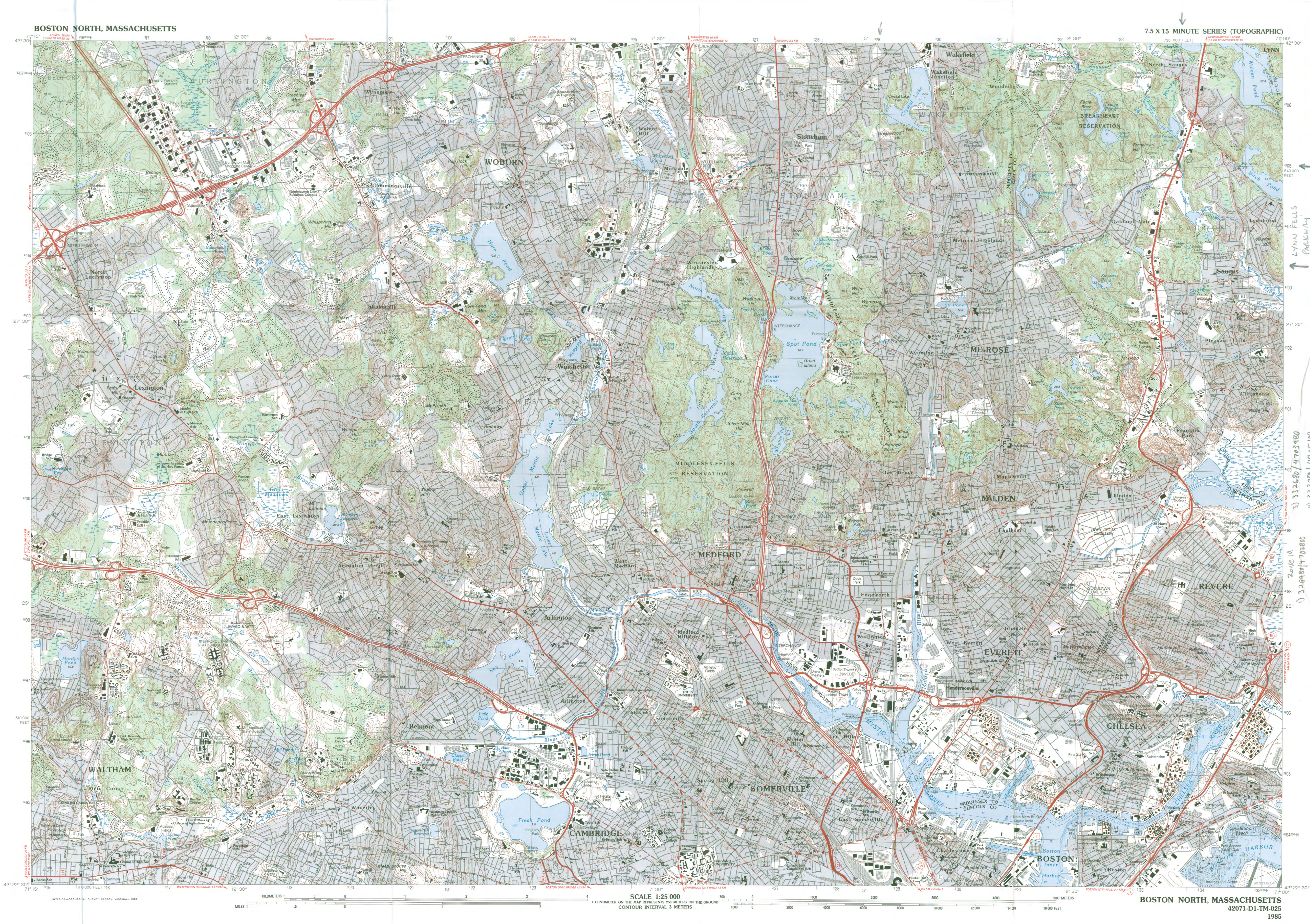
<NO. 12>039 @ BN
0035 37 N N N-6 NN GR08 Z101/100



LYNN Fells Parkway
Melrose, MA

#3

<No. 11 >033 @ BN
0035 37 N N N-6 NN GR08 Z101/100



LYNN FELS PEN 42071-D1-TM-025
MELROSE / SAUGUS, MA

Boston North

MASSACHUSETTS

1:25 000-scale metric
topographic map

7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names

GEOLOGICAL SURVEY

1985

Produced by the United States Geological Survey
in cooperation with Massachusetts Department
of Public Works

Control by USGS, NGS/NOAA, and Commonwealth of
Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs
taken 1978. Field checked 1979. Map edited 1980.
Supersedes Boston North and Lexington 1:25,000-scale
maps dated 1971.

This information is not intended for navigational purposes.

Selected hydrographic data compiled from NOS chart 13722 (1982).

Transverse Mercator, zone 18.

Projection and 1000-meter grid: Universal.

10,000-foot grid ticks based on Massachusetts coordinate
system, maintained since 1927 North American Datum.

To place on the predicted North American Datum 1983
move the projection lines 4 meters south and
41 meters west as shown by dashed corner ticks.

There may be private inholdings within the boundaries of
the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 1 METER

DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER

THE RELATIONSHIP BETWEEN THE TWO DATUMS IS UNKNOWABLE

SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE
OF MEAN HIGH WATER

THE MEAN RANGE OF TIDE IS APPROXIMATELY 3 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U.S. GEOLOGICAL SURVEY

DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet			1	2	3
1	3.2808	284 MILS 12° 30' 25 MILS 28° 15'	1	2	3	
5	16.404		4	5	6	
10	32.808		7	8	9	
15	49.212					
20	65.616					
25	82.020					

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

UTM grid convergence (G) and 1983 magnetic declination (M) at center of map. Diagram is approximate.

1 Billerica

2 Reading

3 Salem

4 Maynard

5 Andover

6 Framingham

7 Boston South

8 Hatt

ISBN 0-607-23443-1
9 780607 234431

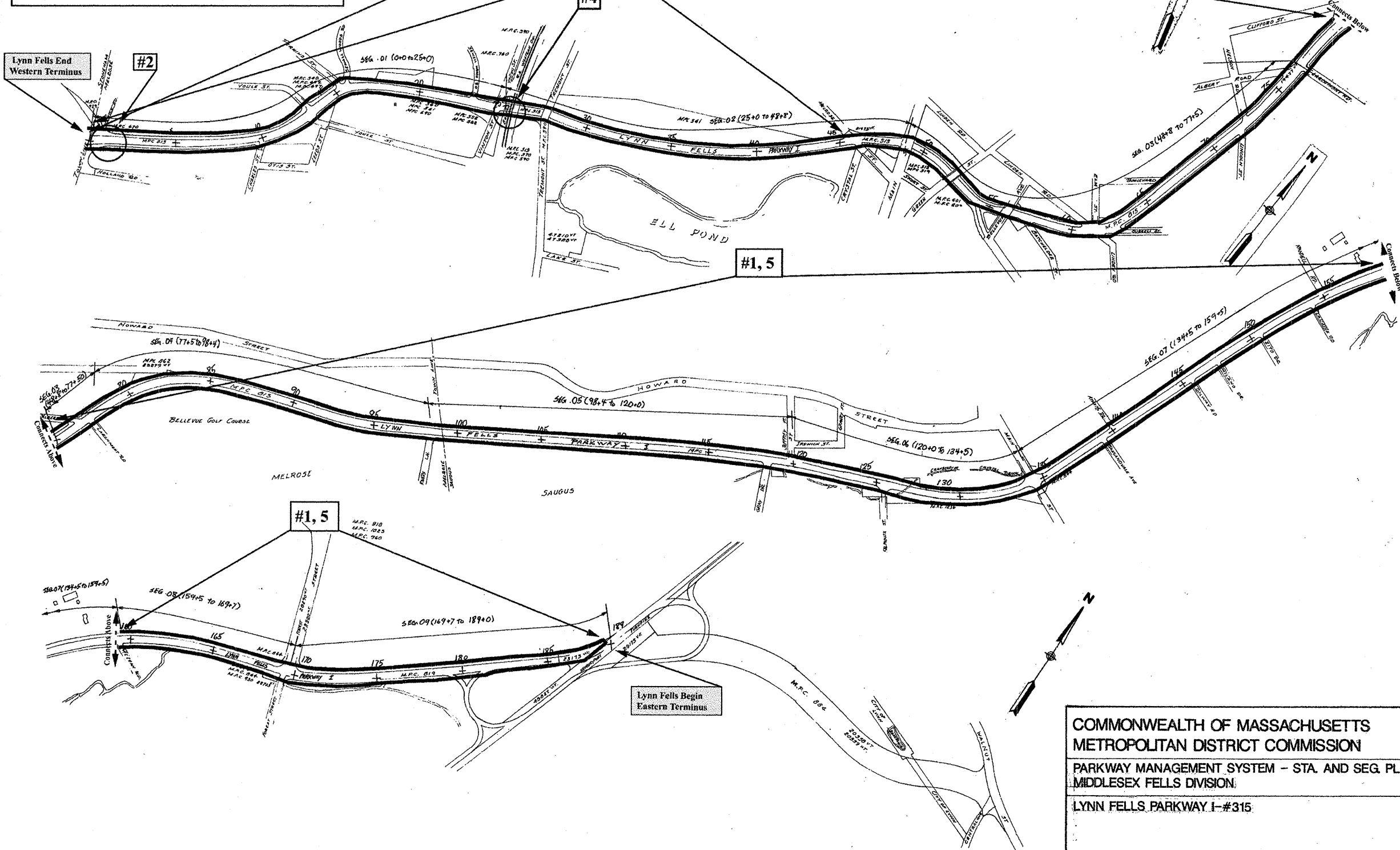
Topographic Map Symbols

Primary highway, hard surface	—————
Secondary highway, hard surface	—————
Light-duty road, hard or improved surface	—————
Unimproved road, trail	—————
Route marker: Interstate, U. S. State	—————
Railroad: standard gauge, narrow gauge	—————
Bridge: drawbridge	—————
Footbridge; overpass; underpass	—————
Build-up area: only selected landmark buildings shown	—————
House, barn, church, school, large structure	—————
Boundary:	
National, with monument	—————
State	—————
County, parish	—————
Civil township, precinct, district	—————
Incorporated city, village, town	—————
National or State reservation; small park	—————
Land grant with monument; found section corner	—————
U. S. public lands survey: range, township, section	—————
Range, township, section line: location approximate	—————
Fence or field line	—————
Power transmission line, isolated tower	—————
Dam, dam with lock	—————
Cemetery, grave	—————
Campground; picnic area; U. S. location monument	—————
Wellhead, water well; spring	—————
Mine shaft; prospect; adit or cave	—————
Control: horizontal station; vertical station; spot elevation	—————
Contours: index; intermediate; supplementary; depression	—————
Distorted surface: strip mine, lava, sand	—————
Perennial lake and stream; intermittent lake and stream	—————
Rapids, large and small; falls, large and small	—————
Submerged marsh; marsh, swamp	—————
Land subject to controlled inundation; wetland	—————
Scrub; mangrove	—————
Orchard; vineyard	—————

A pamphlet describing topographic maps is available on request

BOSTON NORTH, MASSACHUSETTS
42071-D1-TM-025
1985

1. Lynn Fells Parkway
2. Holland Road Miters
3. Lynn Fells Tree Canopy
4. Former Boston and Main Railroad Bridge
5. Lynn Fells Culvert Drainage System



**STATION AND SEGMENT PLAN:
LYNN FELLS PARKWAY**

COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
MIDDLESEX FELLS DIVISION

LYNN FELLS PARKWAY I-#315



Vanasse/Hangen
Consulting Engineers & Planners
60 Birmingham Parkway, Boston, MA 02135
617/783-7000

DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. MF-1
DRAWN BY NBF	SCALE NOT TO SCALE	
CHECKED BY VAG	SHEET OF 1	JOB NO. 1120

61773X



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

March 21, 2003

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Ms. Shull:

Enclosed please find the following nomination:

Lynn Fells Parkway, Melrose/Saugus (Middlesex/Essex), MA
Metropolitan Park System of Greater Boston (Parkways) MPS

The nomination was voted eligible by the State Review Board and been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

We request expedited review of this nomination.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: William F. Galvin, Secretary of the Commonwealth
Sean Fisher, Karl Haglund, Samantha Overton, Joseph Orfant, Julia O'Brien, Rick Corsi, MDC
Public Archaeology Laboratory, consultants
Secretary Ellen Roy Herzfelder, EOE
Patrice Kish, Betsy Shure Gross, DEM
Elizabeth Vizza, Halvorson Company
Melrose: Robert J. Dolan, Mayor; Chair, Melrose Historical Commission; Denise M.
Gaffey, City Planner
Saugus: Janette Fasano, Board of Selectmen; Mary Carfagna, Planning Board; Stephen Carlson,
Saugus Historical Commission

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

National Register of Historic Places

Continuation Sheet

**Lynn Fells Parkway
Metropolitan Park System of Great Boston MPS
Melrose/Saugus (Middlesex/Essex), MA MA**

Section number 10

Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for Lynn Fells Parkway is drawn to encompass property historically and currently associated with the roadway, including the parkway corridor and adjacent planting strips and sidewalks, where they exist. Where sidewalks and planting strips do not exist, the nomination includes all land that extends ten feet back from the current edge of the parkway. The boundary does not include adjacent MDC-owned parkland that is not directly related to the parkway. The specific termini for the parkway are as follows:

The western terminus for Lynn Fells Parkway corresponds to a line of convenience drawn at the Stoneham/Melrose town line in Melrose. The eastern terminus for the roadway corresponds to a line of convenience drawn along the western edge of U.S. Route 1 in Saugus.

(end)

Revised UTM's (February 19, 2008)

- 3
2
1
4
5
6
- 19 329472E 4703263N
 - 19 329472E 4703136N
 - 19 329035E 4703095N
 - 19 330460E 4703120N (Intersection with Green Street)
 - 19 332680E 4703980N (Intersection with Main Street, Saugus)
 - 19 333880E 4705100N (Intersection with Newbury Turnpike)

LIST OF PHOTOGRAPHS

Photographer: Emily Maass, PAL

Date: July 2002

Location of negatives: PAL, Pawtucket, RI

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Lynn Fells Parkway, Metropolitan Park System of Greater Boston

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 2/29/08 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 4/13/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000380

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 4.9.08 DATE

ABSTRACT/SUMMARY COMMENTS:

~~Additional Documentation Accepted~~

RECOM./CRITERIA Accept

REVIEWER Edson Beall

DISCIPLINE History

TELEPHONE _____

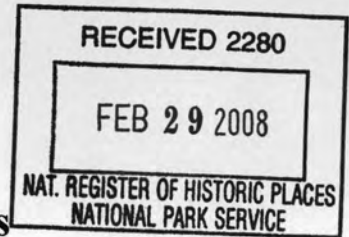
DATE 4.9.08

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

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



03000380



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

February 19, 2008

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

RE: Lynn Fells Parkway, Melrose and Saugus (Middlesex/Essex counties), Metropolitan Park System of Greater Boston (Parkways) MPS

Dear Mr. Loether:

I am writing with a technical correction to the above nomination. The path of the parkway at its southernmost end, as indicated in the USGS map submitted with the nomination in 2003, is incorrect. The enclosed USGS map indicates the correct path, and revised UTM's. The following UTM's A, B, and C take the place of UTM #1 in the 2003 nomination.

A.: 19 329472E 4703263N
B: 19 329365E 4703136N
C: 19 329035E 4703095N

In addition, I am enclosing a revised final page for the NR cover form, to take into account this correction.

The text of the nomination, and the verbal boundary description and justification, are otherwise correct.

Thank you.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure