

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 Hull Shore Drive, Nantasket Avenue, Metropolitan Park System of Greater Boston MPS

other names/site number Same

2. Location

street & number Hull Shore Drive, Nantasket Avenue N/A not for publication

city or town Hull N/A vicinity

state Massachusetts code MA county Plymouth County code 023 zip code 02045

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.)

Betsy Friedberg National Register Director 12/2/03
Signature of certifying official/Title Cara H. Metz, Executive Director Date
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

Date of Action

Elsa H. Beall

11/21/04

Hull Shore Drive, Nantasket Avenue
Name of Property

Plymouth County, 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

_____ building

_____ sites

_____ 2 _____ 1 _____ structures

_____ objects

_____ 2 _____ 1 _____ 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

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature, conservation area

TRANSPORTATION – road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature, conservation area

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

Narrative Description

See Section 7 Continuation Sheet

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

**National Register of Historic Places
Continuation Sheet**

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 7 Page 1

DESCRIPTION

Hull Shore Drive-Nantasket Avenue is located entirely within the Town of Hull, approximately five miles southeast of Boston, Massachusetts. The town occupies an inverted L-shaped peninsula by the same name that extends northwest from the southeastern shore of Massachusetts Bay. The area is dominated by large hills to the southern, western, and northern portions of the peninsula. The topography of the surrounding islands and peninsulas is also hilly and included "Worlds End," an undulating nature preserve located immediately to the west/southwest of the peninsula across Hingham Bay. The east side of the peninsula is dominated by the Atlantic Ocean. Many of the Boston Harbor Islands can be seen from Hull, including Peddocks, Georges, Long, Gallop, and Deer Islands. Minot's Ledge Light (NR 1987), located in the waters off the coastal towns of Scituate and Cohasset, is visible in the distance to the southeast. The towns of Hingham and Cohasset are located south of the peninsula.

Nantasket Avenue-Hull Shore Drive, which is 1.25 miles long, is one of eight ocean parkways administered by the former Metropolitan District Commission (MDC) for Boston's Metropolitan Park System. (In July 2003 the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR].) Nantasket Avenue – Hull Shore Drive was developed between 1900-1935 as part of the Nantasket Beach Reservation, which was established by the Metropolitan Parks Commission (MPC) at the end of the 19th century. The adjacent beach and ocean views have an integral connection with the parkway. While the northern portion of Hull is primarily residential, the character of the area surrounding Nantasket Avenue-Hull Shore Drive, which bounds the south-central portion of the shore, is that of a beach resort and includes hotels, restaurants, food kiosks, and a 1928 carousel (NR 1999). The reservation includes ample parking, a police station, and several bathhouses to accommodate the many visitors that Nantasket Beach attracts.

For purposes of this nomination, Nantasket Avenue-Hull Shore Drive will be described in two segments: Nantasket Avenue and Hull Shore Drive. The southern terminus begins near Atlantic Avenue at the foot of Atlantic Hill, an area of Hull. This segment of the roadway is called Nantasket Avenue, which travels north for more than half a mile until it meets Hull Shore Drive. The roadway continues north as Hull Shore Drive for another three-quarters of a mile until it reaches its northern terminus at Phipps Street. Nantasket Avenue-Hull Shore Drive is discussed from south to north.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 7 Page 2

Segment One – Nantasket Avenue (from Atlantic Hill to Hull Shore Drive)

Beginning at the foot of Atlantic Hill at the southeastern end of the Hull Peninsula, **Nantasket Avenue (#1 on the data sheet)** travels north. The roadway is generally flat and follows the topography of the adjoining shore. Nantasket Avenue consists of two undivided, 14-foot wide, asphalt lanes traveling in either direction. The west side of the roadway is bordered intermittently by a four-foot wide parallel parking lane, but there is no parking along the east side of the roadway itself (although this is a parking lot to the east; see below). Four-foot wide sidewalks border both sides of the road. These directly abut the granite curbs that edge both sides of the parkway. There are no plantings associated with the parkways, and only the occasional tree or shrub appears in the setting. Lights consist of cobra head-type fixtures mounted on contemporary metal poles.

The setting of Nantasket Avenue is that of a resort. The inland side of the road included several modern condominiums as well as historic and modern commercial venues catering to beachgoers. For much of the 20th century, this side of the roadway featured Paragon Park, an Oceanside amusement park founded by the Stone family. Built in 1905, the park at one time included the largest roller coaster in New England. The park was sold for development in 1985. Several seven or eight-story condominiums have been built in its place, particularly near the southern end of Nantasket Avenue. The park's 1928 Philadelphia Toboggan Co. carousel was bought by the MDC, restored by a Friends group, and is now sited a short distance from its original location at the intersection of Nantasket and Wharf Avenues (NR 1999). A row of attached, one-story commercial buildings that appear to date to the late 19th century bound the parkway north of Wharf Avenue. Just north of this row is a refreshment shelter that was built in 1925. Historic photos confirm that this single-story building still retains its original appearance. The former MDC, now the DCR, continues to administer the building as a refreshment shelter. Hull Shore Drive marks the northern terminus of Nantasket Avenue.

The east (ocean) side of Nantasket Avenue consists of a parking lot that borders it from Atlantic Avenue to Hull Shore Drive. The parking lot, which is about 100 feet wide, allows filtered views of the ocean over the retaining wall that runs along the back boundary of the parking lot. Several residential neighborhoods, including Kenberma, Waveland, Bayside, Windemere, and Allerton, are located at the northern end of the Hull Peninsula, which is at a higher elevation than the reservation; they can be seen in the near distance. Most views along the parkway are contained along the roadway itself by the buildings and parking areas that bound either side of Nantasket Avenue. Views open up to the west as Nantasket Avenue nears Hull Shore Drive. Views include

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 7 Page 3

the northwestern portion of the Hull Peninsula, the Boston Harbor Islands, and, directly west across Hingham Bay, the drumlin peninsula known as "World's End." In the early part of the 20th century Frederick Law Olmsted designed a residential subdivision at World's End, formerly the Brewer estate; roads were laid out and trees planted, but the project stopped before housing was actually constructed. This area is now a park owned by The Trustees of Reservations.) Looking south along the parkway, views from Nantasket Avenue are of the lower portions of Hull and the residential neighborhood of Straits Pond.

Segment Two – Hull Shore Drive (Washington Boulevard to Phipps Avenue)

Except for a small tail of the parkway located between Washington Boulevard and Nantasket Avenue, **Hull Shore Drive (#2 on the data sheet)** is a north-south ocean drive that follows the alignment of the adjoining beach. From the northern end of Nantasket Avenue, Hull Shore Drive continues for a half mile until its intersection with Phipps Street. Samoset Avenue, a municipal road that is also called Nantasket Avenue at times but is not a DCR property, forks to the west from the juncture of Nantasket Avenue and Hull Shore Drive and travels along the center of the peninsula. North of Nantasket Avenue, Hull Shore Drive continues as a one-way, single lane road with parallel parking along its eastern edge. While the roadway follows its original alignment, it no longer functions as it did historically as a two-lane, multidirectional roadway. The roadway was originally built in 1935-36 as a pleasure "loop" extension of Nantasket Avenue: the roadway looped back onto itself by way of a rotary at Phipps Street. Changed to a one-way road in the 1980s, this rotary has since been altered into more of an island, the **Hull Shore Drive Island (#3 on the data sheet)**, which directs traffic to Samoset Avenue. *(NOTE: the 1986 Station and Segment Plan map, included with this nomination, the most recent available, does not reflect these most recent changes to the former rotary.)*

Beginning with the small tail mentioned above at Washington Boulevard, the setting for the Hull Shore Drive includes views of the Paragon Carousel building. As the parkway travels east and meets Nantasket Boulevard, the roadway begins to follow the beach to the east. This junction is defined on its western side by a contemporary triangular common area, Anastos Corner, with concrete sidewalks, benches, flowerbeds, and a monument that memorializes Lou G. Anastos. This corner and the statue are municipally owned. The setting to the east is dominated by the Mary Jeanette Murray Bathhouse, a DCR facility designed in the 1930s. The bathhouse replaced an earlier facility and is an excellent example of the Art Moderne style. All of the elements are outside the district boundaries but contribute to the roadway's resortlike setting.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 7 Page 4

As the roadway travels north from Anastos Corner and the bathhouse, the parkway runs closer to the beach. Portions of the parkway here retain short stretches of precast concrete, quarter-round curbing inset with small cobblestones, a curbing treatment found in a number of the parkways of the Metropolitan Park system. The character of the roadway differs in this area from its southern counterpart, Nantasket Avenue: the west side of the road now consists of a stretch of vacant lots where there were once beach houses facing the ocean, and Otis Street and Quincy Street, residential roads that once intersected Hull Shore Drive from the west, have been obliterated, creating an informal parking area. The east side of the roadway is defined by diagonal parking. Views to the beach and the ocean beyond are more open in this portion of the district than in the southern section.

ARCHAEOLOGICAL DESCRIPTION

While no ancient Native American sites are recorded within the boundaries of Hull Shore Drive and Nantasket Avenue, sites may be present. Seven sites are located in the general area (within one mile). Environmental characteristics indicate a high potential for the presence of ancient Native American sites in the Hull Shore Drive and Nantasket Avenue locale. The roadway corridor includes a level to moderately sloping and excessively drained shoreline characterized by dune land and coastal deposits. The entire roadway is adjacent to Nantasket Beach and Massachusetts Bay.

While known sites and high ancient Native American site potential are documented for the Hull Shore Drive and Nantasket Avenue area, the potential for locating significant Native Resources within the parkway boundaries established for this nomination is low. Impacts related to construction and maintenance of the roadways and related facilities would have had an adverse effect on any ancient Native American resources that may have been located in the parkway right-of-way. Fragmented portions of archaeological sites including deeply buried artifact concentrations and truncated features may survive within the right-of-way, however, it is doubtful NR eligible sites survive. Known sites that existed within and extended into the parkway right-of-way have been essentially destroyed.

Environmental characteristics and documented Colonial settlement patterns also indicate a high potential for locating historical archaeological sites in the vicinity of Hull Shore Drive and

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 7 Page 5

Nantasket Avenue. European settlement has been documented in the vicinity of Hull and Cohasset since early in the 17th century. Structural evidence and artifacts related to residential, commercial, and later recreational related resources may have been originally located within or abutting the nominated area. In general, however, given the same impacts associated with construction of the parkways described for ancient Native American resources, the potential for recovering intact and significant historical archaeological resources is also low within the Hull Shore Drive and Nantasket Avenue right-of-way. Roadway construction has also destroyed potential historical archaeological resources within the nominated parkway area. Truncated features and/or deeply buried fragments of sites may survive but the overall integrity of these sites has been compromised.

(end)

Hull Shore Drive, Nantasket Avenue

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 # _____

Plymouth County, Massachusetts

County and State

Areas of Significance

(Enter categories from instructions)

Architecture

Conservation

Engineering

Entertainment/Recreation

Landscape Architecture

Transportation

Period of Significance

1900-1956

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

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**

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 8 Page 1

SIGNIFICANCE

Nantasket Avenue-Hull Shore Drive, located in Hull, Massachusetts, five miles south of Boston, is significant as a clear reflection of the principles of public ownership, control, and access essential to an ocean parkway as outlined by landscape architect Charles Eliot. Nantasket Avenue-Hull Shore Drive was developed for the Metropolitan Park Commission (MPC) by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers, to border the west side of the Nantasket Beach Reservation. Hull had long been a popular summer destination for its urban neighbors, but could be reached only by way of steamship or electric rail. Like Revere Beach north of Boston, the beaches at Nantasket by the end of the 19th century were overwhelmed by private development that detracted from the area's natural beauty; Nantasket Beach had become so rundown that it was losing its appeal to tourists. Perhaps encouraged by their enormous success in transforming Revere Beach into a safe, clean, and beautiful shore destination three years earlier, the MPC created the Nantasket Beach Reservation in 1899 in an effort to restore its natural beauty and recreate the beach as a respectable resort area. There were arguments against such an acquisition, but those in favor of acquiring lands for the purpose of a reservation at Nantasket Beach prevailed. Land acquisitions, included taking possession of County Road, now Nantasket Avenue-Hull Shore Drive, began in 1900.

Nantasket Avenue-Hull Shore Drive 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, conservation, engineering, entertainment and recreation, landscape architecture, and transportation at the state level and fulfills the Parkways Registration Requirements for the associated Ocean Parkway property subtype, under Section F of this Multiple Property Documentation Format nomination. The period of significance for this parkway is from the start of construction in 1900, when Nantasket Avenue was first developed under the MPC, to 1956.

The Nantasket Beach Reservation came into the MPC's possession as a result of an act of legislature in 1899. Nantasket had long been a popular tourist destination; however, by the end of the nineteenth century, its character had become marred by disreputable private development and neglect. Furthermore, the "Great Storm of November 27, 1898," severely damaged the Nantasket area. The state legislature realized that acquiring, restoring, and managing the beach would be too much of a burden for the small community of Hull to bear. As early as 1893, the state had been encouraging the MPC to create a reservation at Nantasket Beach in an effort to restore its natural beauty and improve its general character without overburdening the local community. As stated in the Report of the Board of Metropolitan Parks Commissioners in January 1893:

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 8 Page 2

*To expect the local municipalities – sometimes towns neither rich nor populous – to carry the burden of such a public work as the proper improvement of... Nantasket Beach, is neither right nor practical. It must be borne by the (Metropolitan Parks) district for whose benefit and enjoyment it will exist, or the burden most assuredly will not be assumed at all.*¹

By 1899, the conditions at Nantasket were such that the need to acquire and restore the oceanside property could no longer be ignored. The character of the area had so deteriorated that it was no longer popular as a tourist destination. Some of the MPC commissioners questioned the practicality of acquiring a property so far from the main district. The MPC turned to the town of Cohasset and convinced them to share the cost of purchasing more than 25 acres of shoreline property:

[Nantasket Beach] was acquired under a special act which required Cohasset, although out of the Parks District, to share the expense of its acquirement and maintenance. This apparently anomalous arrangement was consented to by Cohasset in the expectation that the reservation would finally extend into that town so as to include the interesting cliffs at the southerly end of Nantasket Beach and Straights Pond . . . at the beginning of the beautiful Jerusalem Road; but the commission has not yet been able to extend its taking to include these attractive features.

The need and the burden of constantly updating the reservation was an issue that would plague the Nantasket Beach Reservation from the beginning. \$700,000 was appropriated for the purpose of cleaning up the new reservation and establishing proper facilities for sanitation, recreation, and safety. Several unidentified buildings burned in 1898. In 1900 the Ocean View Hotel burned down. That same year, the MPC tore down all the remaining old buildings between Atlantic Hill at the southern end of the Hull Peninsula and the Hotel Nantasket. Instead of building all-new facilities, however, the MPC decided to renovate existing buildings that could be useful and to remove those that were not: "A small portion of the Tivoli Hotel was made into a shelter. Reservation offices and police offices were out into the Hotel Nantasket. A bandstand was built facing the hotel piazzas." On the west side of Nantasket Avenue-Hull Shore Drive, all buildings were torn down, with the exception of what is now the Central Services Nantasket Headquarters and a small cottage initially occupied by a watchman. (The latter was converted

(continued)

¹ MPC Annual Report, January 1893, pp.12-13. All further quotes 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

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 8 Page 3

to police barracks and the Superintendent's Residence.) The MPC Annual Report from January 1912 lists the original buildings on the reservation retained by the Commission, which included a large wooden hotel (Tivoli Hotel, now the site of the contemporary Tivoli Pavilion), pavilion and café (originally the Rockland Café, which is now gone), and the boardwalks connecting them.

By 1900, takings plans had been prepared for 21.27 acres of land for the Nantasket Beach Reservation. Total holdings for the reservation at that time included 24.51 acres along one mile of coastline at the eastern side of the Hull Peninsula. According to the MPC Annual Report of 1900, these holdings included:

One mile of beach north from Atlantic Hill, land on both sides of County Road [a county road that would become Nantasket Avenue–Hull Shore Drive under the authority of the MPC] for about .5 mile, and the road [Wharf Road] to the railroad station and the steamboat landing.

There is little mention in that early report of the MPC formally acquiring the main road on the peninsula for the purposes of creating an ocean parkway. The first mention of the MPC caring for any roadways associated with the reservation was when a portion of County Road (now Nantasket Avenue) that passed through the reservation was put under jurisdiction of the MPC for policing purposes only. It is unclear when the name was changed to Nantasket Avenue or when full possession of the roadway was transferred from the municipality to the MPC. In fact, there is little mention in the MPC's early annual reports about the roadway at all, until 1905-1907, when major improvements would be made to the reservation.

1901 marked a year of great improvements to the recreation area that was evolving into Nantasket Beach Reservation. The bathhouses and sanitary facilities had already been deemed inadequate. By the end of 1901, a new building was constructed at the reservation to house the police, an emergency room, and a men's sanitary facility. Along the portion of County Road that was controlled by the MPC, now Nantasket Avenue, the road was resurfaced and curbing was set along its outer edges near the most heavily used sidewalks. That same year, the Olmsted Brothers were preparing plans for further improvements to the reservation. The landscape architects consulted with the noted architecture firm of Stickney & Austin to help develop a preliminary plan for location, approaches, surroundings, and grades for a new bathhouse at Nantasket Beach. The following year, a new bathhouse was built to Stickney and Austin's specifications by building contractor H.P. Cummings Company. A new sanitary building, boiler, and laundry house designed by Stickney and Austin were built at the same time.

Maintaining property at the reservation was a constant challenge for the MPC. Nantasket Beach was

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS

Section number 8 Page 4

again popular with the tourists, particularly after 1904, when a private developer established an amusement park along the western side of Nantasket Avenue just north of Atlantic Hill. Monetary resources provided for the MPC's care of the reservation and Nantasket Avenue were limited:

The large use of this reservation makes it impossible to dispense with the roadway and old buildings or to make any material improvement to them, although both are deteriorating rapidly, and are decidedly inferior to the standard of public accommodation in other reservations.

The MPC argued the importance of maintaining this particular reservation because, unlike the more northerly of the ocean reservations, this one offered such spectacular views and other attractions that it was a popular destination for people far outside the Metropolitan Park Commission district, even attracting tourists from out of state.

The years from 1905 to 1907 marked the second time the MPC would undertake substantial improvements at the Nantasket Beach Reservation. Improvements were also made to the section of Nantasket Avenue that traveled through the reservation. Major changes included: the construction of a bulkhead from the bathhouse to the foot of Atlantic Hill; an additional sanitary building erected next to the bathhouse; an automobile stand built where a former pond had been filled; improvements to the bathhouse laundry; and regrading Nantasket Avenue and resurfacing it with gravel. This was the first time that MPC records acknowledge that they were not only policing the parkway, but maintaining it as well.

The MPC would continue to update and improve facilities at the reservation throughout the early 20th century. In MPC plans and annual reports, the roadway is called alternately by its former name, County Road, and its name under the MPC, Nantasket Avenue. However, the condition and care of Nantasket Avenue were rarely mentioned. In fact, there is little mention of the roadway between 1907, when it was repaved, and 1932, when a contract was awarded for the reconstruction of a roadway between Atlantic Hill and Bay Street, at the southern foot of Sagamore Hill. Work performed by contractor M. McDonough Company at a cost of more than \$50,000 included "a complete realignment of the roadway and walks, the improvements of the loamed areas and parking spaces, and the removal of all overhead wires and poles from the boulevard to a new location along the former Old Colony Railroad rail bed" (it would be abandoned in 1937). Two years later, in 1934, the Metropolitan District Commission (MDC), successor agency of the MPC, laid about 4,200 feet of concrete curbing and 1,000 feet of drainpipe in an effort to improve the enormous parking lot that had developed over time along the eastern side of the road between Nantasket Avenue and the beach.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA
Metropolitan Park System of Greater Boston MPS**

Section number 8 Page 5

By 1935, the MDC made plans to extend Nantasket Avenue, which ended immediately past the police station, to the beach and carry it north to a rotary at Phipps Street. This extension of the roadway, what is now Hull Shore Drive, was aligned along the abandoned Old Colony rail bed:

The scars of the abandoned railroad track on the headlands mutilate the waterfront. Evidently the most satisfactory way to meet the above needs is to provide a shore boulevard of the type the State has been building under similar conditions along the waterfront of the Metropolitan District. Conditions favor the construction of such a boulevard, both topographically and because of the public ownership of such a large portion of frontage. The unified ownership of the remainder of the frontage by the railroad, whose tracks are now abandoned, simplifies the planned program. A loop would be provided in the neighborhood of the site of the old Hotel Pemberton. Footways, shore planting, overlooks, and parking spaces should be provided where needed... If the above projects were carried out as shown on the plan, the total length of the developed waterfront would be approximately five miles and would make one of the most attractive scenic roads of the country.

To fund these improvements, the MDC submitted an application for a 100% grant from the federal Public Works Administration. Presumably they received some if not all of the necessary funds, as the MDC Annual Report for the year 1935 includes a sketch plan by landscape architect Arthur Shurcliff that shows plans for extending the reservation from Atlantic Hill all the way to Point Allerton at the northern tip of the Hull Peninsula. The Shurcliff plans do not appear to have been constructed, however, and by 1936, only the Hull Shore Drive extension of Nantasket Avenue had been built, to the island at Phipps Street as originally planned. Thereafter, construction along Nantasket Avenue-Hull Shore Drive was limited to occasional regrading. In the late 1980s, Hull Shore Drive was converted into a one-way service road for the adjacent beach. It no longer serves as the pleasure drive or, rather, the "loop" that was envisioned by the MDC in its 1935 Annual Report. Nevertheless, despite its somewhat altered use, Hull Shore Drive retains its integrity as an ocean parkway and contributes to the significance of the present nomination.

(end)

Hull Shore Drive, Nantasket Avenue
Name of Property

Plymouth County, Massachusetts
County, State

10. Geographical Data

Acreage of Property ca. 6.5 acres

UTM References

1. 19 Zone	345600 Easting	4682200 (North Terminus- Northing	3. 19 Zone	347400 Easting	4680840 (South Northing Terminus Atlantic Hill)
2. 19 Zone	346600 Easting	4681400 (Junction, Hull Shore Drive – Nantasket Ave.) Northing			

Verbal Boundary Description and Boundary Justification

See Section 10 Continuation Sheet

11. Form Prepared By

name/title V. Adams, S. Berg, E. Maass, T. Orwig with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date December 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 Commonwealth of Massachusetts, Dept. of Conservation & Recreation, DUPR

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

Hull Shore Drive – Nantasket Avenue
Hull (Plymouth), MA

Section number 10 Page 1 Metropolitan Park System of Greater Boston MPS

BOUNDARY DESCRIPTION AND JUSTIFICATION

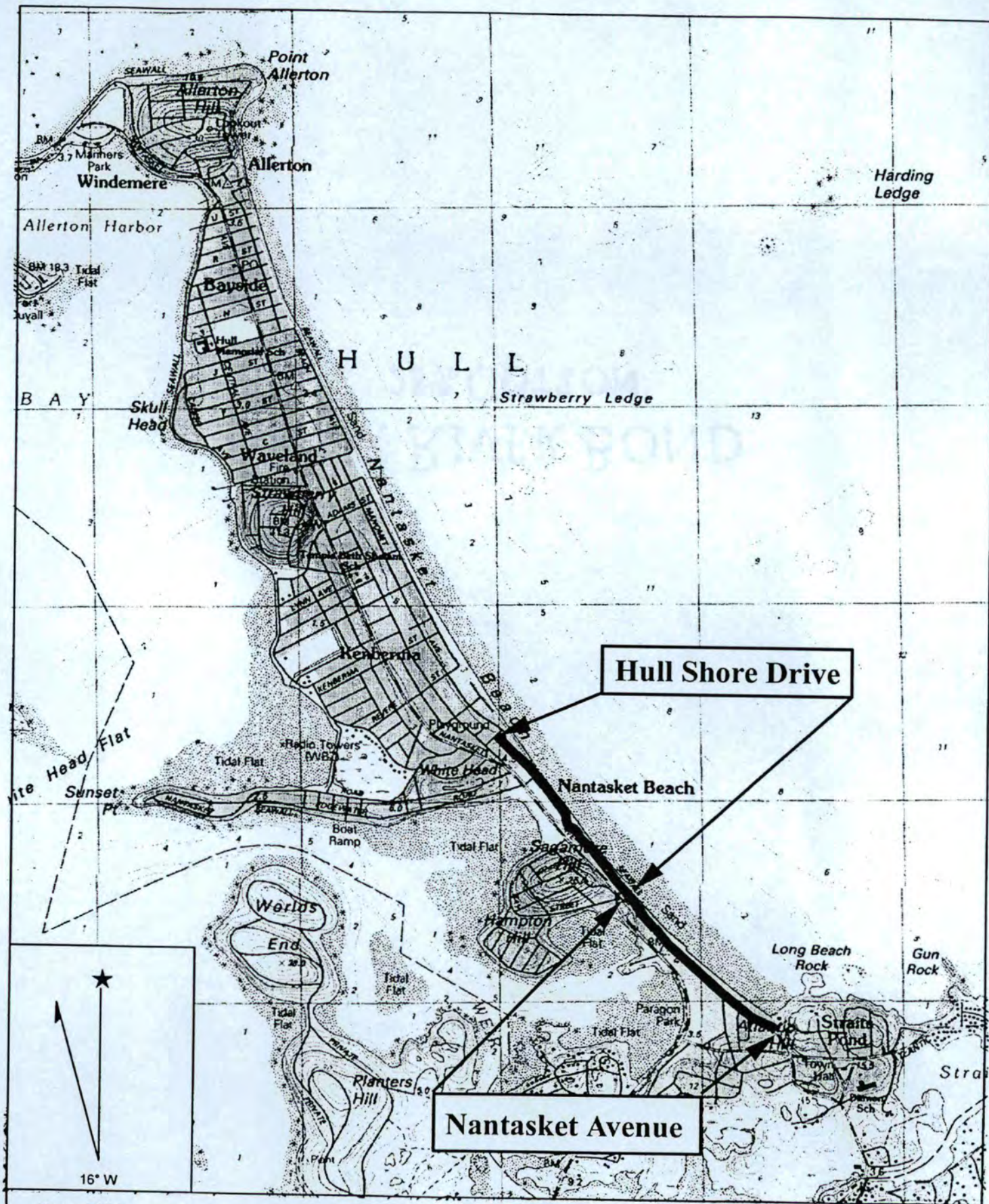
The National Register boundary for Hull Shore Drive – Nantasket Avenue is drawn to encompass property historically and currently associated with the roadway. This includes the parkway, curbing, and adjacent parallel and diagonal parking lanes and sidewalks, where they exist. Where sidewalks and parking lanes do not exist, the nomination includes all the land that extends back 10 feet from the current edge of the parkway. The boundary does not include adjacent DCR-owned parkland that is not directly related to the parkway. More specifically:

Hull Shore Drive. The southern boundary of Hull Shore Drive corresponds to a line of convenience drawn across the northern edge of George Washington Boulevard where the two roads meet. The northern boundary of the parkway corresponds to a line of convenience drawn across the southern edge of Phipps Street at the northern end of the Nantasket Beach Reservation. (NOTE: See Station and Segment Plan Nantasket Division, April 1986. The Plan, the most recent available, does not reflect the changes to the former rotary, described in this nomination.)

Nantasket Avenue. The southern boundary of Nantasket Avenue corresponds to a visual line of convenience drawn across the parkway at the foot of Atlantic Hill (at the southern end of the adjacent parking lot that bounds the reservation to the east.) The northern boundary of the parkway corresponds to a line of convenience drawn across the eastern edge of Hull Shore Drive where the two roads meet.

(end)

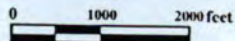
Nantasket Avenue-Hull Shore Drive								
Hull, Massachusetts								
District Data Sheet								
#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
1			Nantasket Avenue	Hull	Begins at the foot of Atlantic Hill at the southeastern end of the Hull Peninsula and extends to its intersection with Hull Shore Drive just north of Bay View Street.	Transferred to the MPC in 1900	C	Structure
2			Hull Shore Drive	Hull	Southern terminus is marked at the eastern edge of George Washington Boulevard and extends northeast toward its northern terminus at the southern edge of Phipps Street.	Built by MDC in 1935	C	Structure
3			Hull Shore Drive Island	Hull	Located at the northern end of Hull Shore Drive where its terminates at Phipps Street.	Built in 1935	C	Structure



Name: HULL

Date: 9/17/2002

Scale: 1 inch equals 2000 feet



Location: 042° 17' 09.7" N 070° 52' 02.7" W

Caption: Hull Shore Drive/Nantasket Avenue
Hull, Massachusetts

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Hull Shore Drive, Nantasket Avenue, Metropolitan Park System
NAME: of Greater Boston MPS

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Plymouth

DATE RECEIVED: 12/09/03 DATE OF PENDING LIST: 1/06/04
DATE OF 16TH DAY: 1/21/04 DATE OF 45TH DAY: 1/22/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03001470

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 1/21/04 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



Nantasket Avenue - Hull Shore Drive
Hull, Massachusetts
Photo #1

<No. 4 >003 © BN
0040 37 N N N-8 NN AC-01 GR08 Z101/100



Nantasket Avenue - Hull Shore Drive
Hull, Massachusetts
Photo #2

<NO. 5 >007 © BN
0040-37 N N N-8 NN AC-01 GR08 Z101/100



Nantasket Avenue - Hull Shore Drive
Hull, Massachusetts
Photo #3

QND. 7 X011 © BN
0040 37 N N N-8 NN AC-01 GR08 Z101/100



Nantasket Avenue - Hull Shore Drive
Hull, Massachusetts
Photo #4

<No. 10 >015 © BN
0040 37 N N N-8 NN AC-01 GR08 Z101/100



Zone 19
1. 346000
4682200
2. 346000
4681400
3. 347400
4680820

Hull Shore Dr. - Nantasket Ave.
Hull (Plymouth) MA
Hull
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

1997

Produced by the United States Geological Survey
Derived from imagery taken 1978 and other sources. Photorevised using imagery dated 1997; no major culture or drainage changes observed. Survey control current as of 1979.
Boundaries, other than corporate, revised 1998.
North American Datum of 1927 (NAD 27). Projection and 1000-meter grid. Universal Transverse Mercator, zone 19 U.S. public lands survey range, township, section.
Datum is mean lower low water. The relationship between the two datums is variable. The mean range of tide is approximately 2.8 meters.
Selected hydrographic data compiled from NOS charts 13269 (1980), 13270 (1982), and 13272 (1982).
This information is not intended for navigational purposes.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.
Bumkin Island, the Brewster Islands, Calf Island, Little Calf Island, and Green Island under jurisdiction of Hull Town.

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 0.5 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.8 METERS

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS			
Meters	Feet	Diagram		1	2	3	
1	3.2808			1	2	3	
2	6.5617			4	5		
3	9.8425			6	7	8	
4	13.1234						
5	16.4042						
6	19.6850						
7	22.9659						
8	26.2467						
9	29.5275						
10	32.8084						

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

UTM grid convergence (600 and 1000 magnetic declination (MM) at center of map
Diagram is approximate

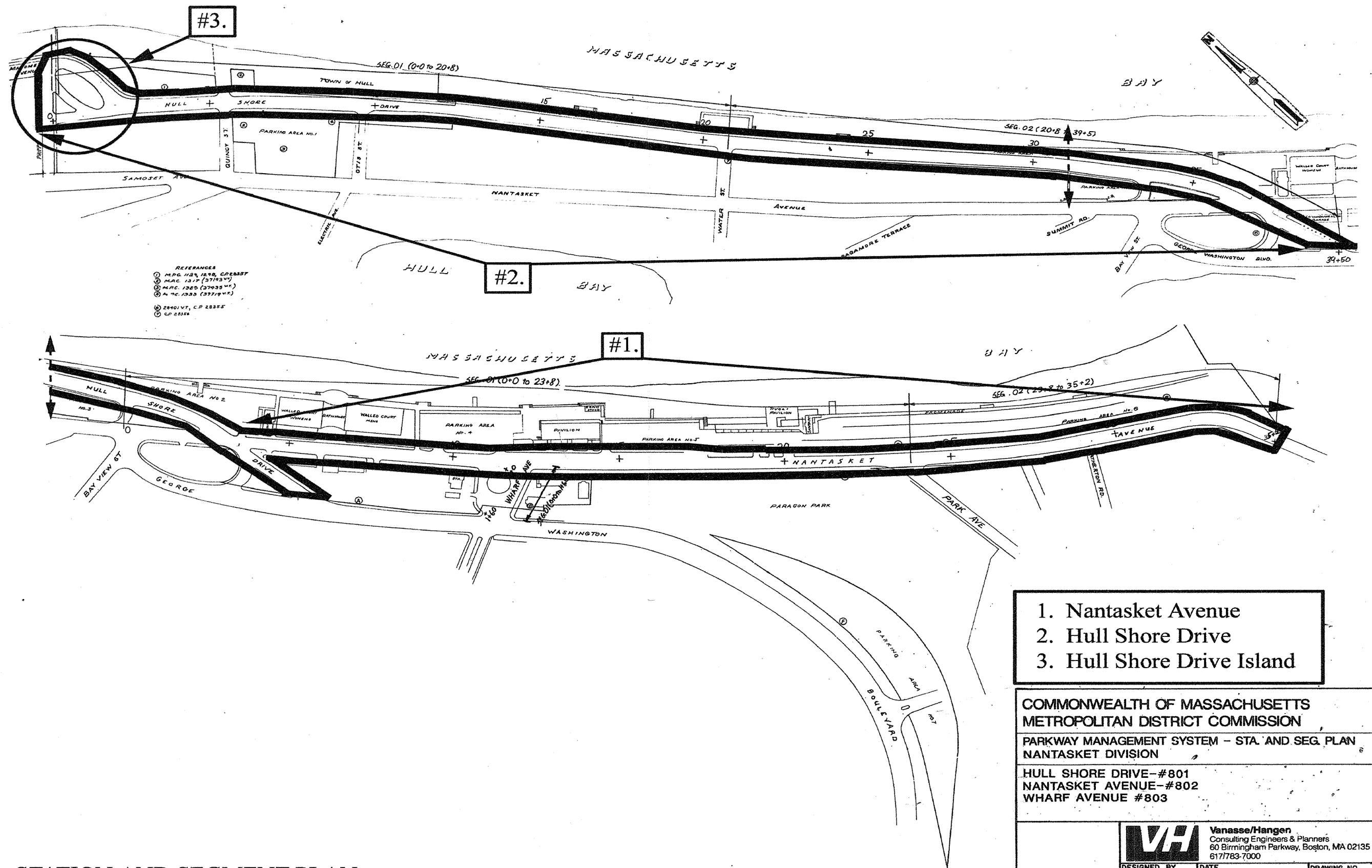
1 Boston North
2 Lynn
3 Boston South
4
5
6 Norwood
7 Weymouth
8 Scituate

ISBN 0-607-89586-1
9 780607 895865

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	.....
Foedridge, 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	.....
Ranges, township, section line: location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam, dam with lock	.....
Cemetery, grave	.....
Campground, picnic area, U.S. location monument	.....
Well: water well, spring	.....
Mini shaft: prospect, adit or cave	.....
Contour: horizontal station; vertical station; spot elevation	.....
Contours: index; intermediate; supplementary; depression	.....
Distorted surface: strip mine, lava, sand	.....
Bathymetric contours: index, intermediate	.....
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; woodland	.....
Scrub; mangrove	.....
Orchard; vineyard	.....

A pamphlet describing topographic maps is available on request
FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225



STATION AND SEGMENT PLAN:
NANTASKET AVENUE - HULL SHORE DRIVE



Hull Redevelopment Authority

Hull Town Hall
253 Atlantic Avenue
Hull, Massachusetts 02045

C. R. Katzeff, Chairman 781 925-0830

NR pg

March 12, 2003

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

Re: Nomination of Hull Shore Drive (and Hull Shore Drive Extension)
Nantasket Avenue
Metropolitan Park System of Greater Boston

Ladies and Gentlemen:

This letter is submitted on behalf of the Hull Redevelopment Authority (the "HRA") to object to the proposed nomination of Hull Shore Drive as depicted in the National Register Nomination Form (the "Nomination") to the National Register of Historic Places (the "National Register"). As detailed herein, Hull Shore Drive does not possess the requisite integrity to warrant inclusion in the National Register.

First and foremost, the depiction of Hull Shore Drive north of Water Street in the Nomination is not accurate. It is a depiction of a roadway condition which existed from approximately 1951 to approximately the mid-1980s, but does not now exist. In the mid-1980s, the roadway was realigned, ending Hull Shore Drive at Water Street and re-directing the traveled way toward the west, reconnecting with Nantasket Avenue. The connector road is sometimes referred to locally as Topics Road. The portion of Hull Shore Drive which was eliminated from the through way is referred to for all purposes in Hull (and in this comment letter) as "Hull Shore Drive Extension." The current condition is shown on the map attached hereto as Exhibit A (which specifically denotes the former bed of Hull Shore Drive north of Water Street as "Hull Shore Drive Extension"), and in the aerial photographs attached hereto as Exhibit B.

The Nomination is replete with other inaccuracies. For example, the Nomination suggests that the original configuration of Hull Shore Drive was constructed in 1935/1936 as a pleasure loop, "looped back onto itself by way of a rotary at Phipps Street." However, plans reviewed by the HRA's engineers suggest that the formal layout taking of Hull Shore Drive by the MDC occurred in 1951; the roadway in a substantially similar location which existed before that MDC layout was a Town of Hull road named Franklin Street and was not configured all the way through to Hull Shore Drive.

The Nomination acknowledges that in the late 1980s, Hull Shore Drive Extension became "a one-way service road for the adjacent beach. It no longer serves as the pleasure drive or, rather, the "loop" that was envisioned by the MDC in its 1935 Annual Report." However, it inaccurately asserts that "despite its somewhat altered use, Hull Shore Drive retains its integrity as a ocean parkway and contributes to the significance of the present nomination."

In fact, Hull Shore Drive Extension in its current condition it is no longer intended to function as a roadway. Rather, its use is limited to a driveway to a parking area, accessed by a curb cut from the relocated roadway. Therefore, it does not exhibit the integrity of a drive along the beach which the Nomination asserts.

The National Park Service Bulletin entitled *How to Evaluate and Nominate Designed Historic Landscapes* contains the following specific example of a designed landscape which has lost integrity: "If, for example, a property is primarily significant because of its internal road circulation, yet the historic road patterns are no longer discernible or have been badly damaged, then the landscape has suffered a loss of integrity that may make it ineligible for the National Register." The HRA submits that Hull Shore Drive Extension is such a situation. While the former road may be discernable in part, its function has been intentionally downgraded.

Thus, Hull Shore Drive Extension does not share the period of significance attributed to it in the Nomination, and in its current condition and use lacks integrity of location, design, setting, feeling and association asserted in the Nomination.

The very reason that the layout of Hull Shore Drive was reconfigured in the mid-1980's, thereby creating Hull Shore Drive Extension, was to facilitate the redevelopment of the area owned by the HRA pursuant to The Hull Redevelopment Authority Urban Renewal Plan for the Town Center #1 Urban Renewal Project (Mass R-124) (the "Renewal Area"). In fact, the Metropolitan District Commission and the HRA have worked cooperatively over a number of years to facilitate redevelopment of the land within the Renewal Area, including land exchanges in the vicinity of Hull Shore Drive Extension.

After many years of false starts, the HRA believes that redevelopment in the Renewal Area may finally be at hand, and the HRA intends to solicit developer interest for a primarily residential development and large park development in the near future. The HRA believes that redevelopment of the Renewal Area, which will require state permits and may require federal permits or financial assistance, will be unnecessarily burdened by the additional layers of review which will result from the inclusion of Hull Shore Drive Extension on the National Register and the State Register of Historic Places.

Accordingly, the HRA requests that Hull Shore Drive Extension be eliminated from consideration for inclusion on the National Register or the State Register of Historic Places.

Very truly yours,

Hull Redevelopment Authority



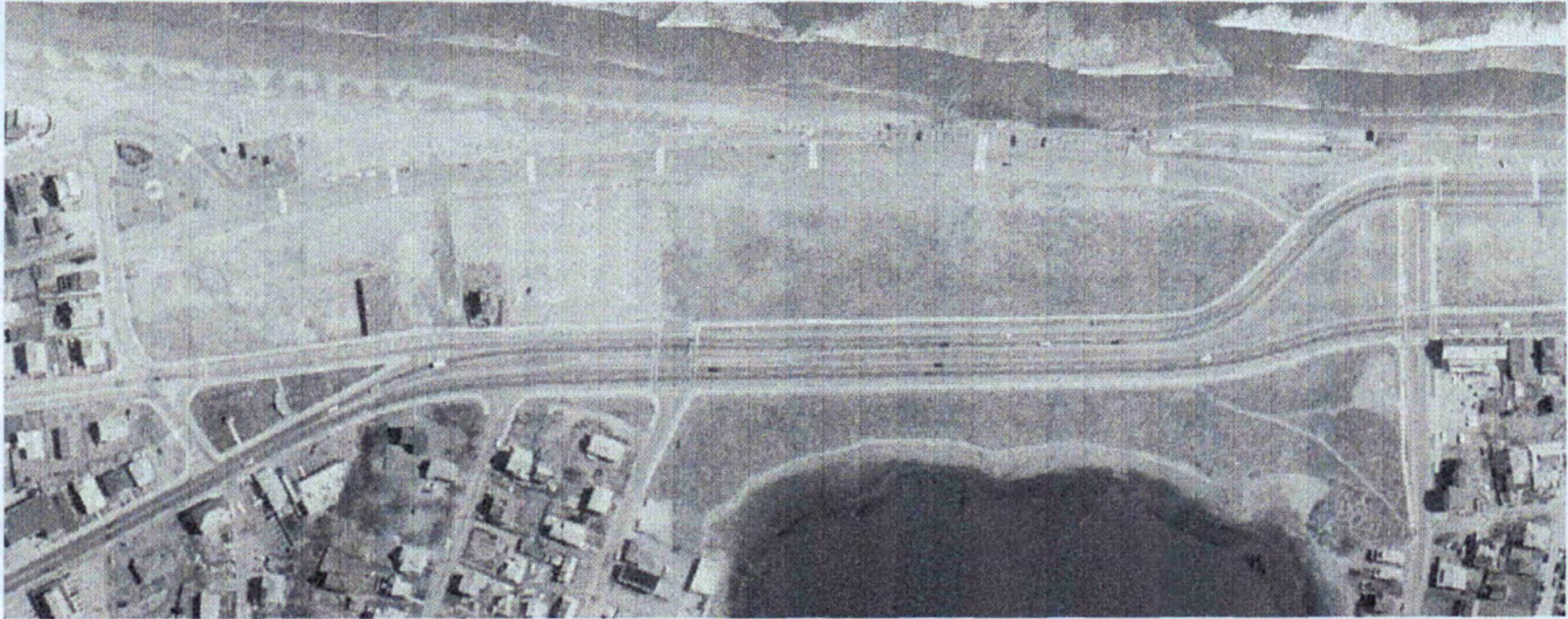
Carl Katzeff, Chairman

cc: Hull Board of Selectmen
Bob Hedlund, State Senator
Garrett J. Bradley, State Representative
William D. McKinney, Interim Commissioner of the MDC
Stephen R. Pritchard, COO, Executive Office of Environmental Affairs

Current Street Map



Site – Arial Photo



Hull Redevelopment Authority – Project area – Top Down View

HRA - Exhibit B-1

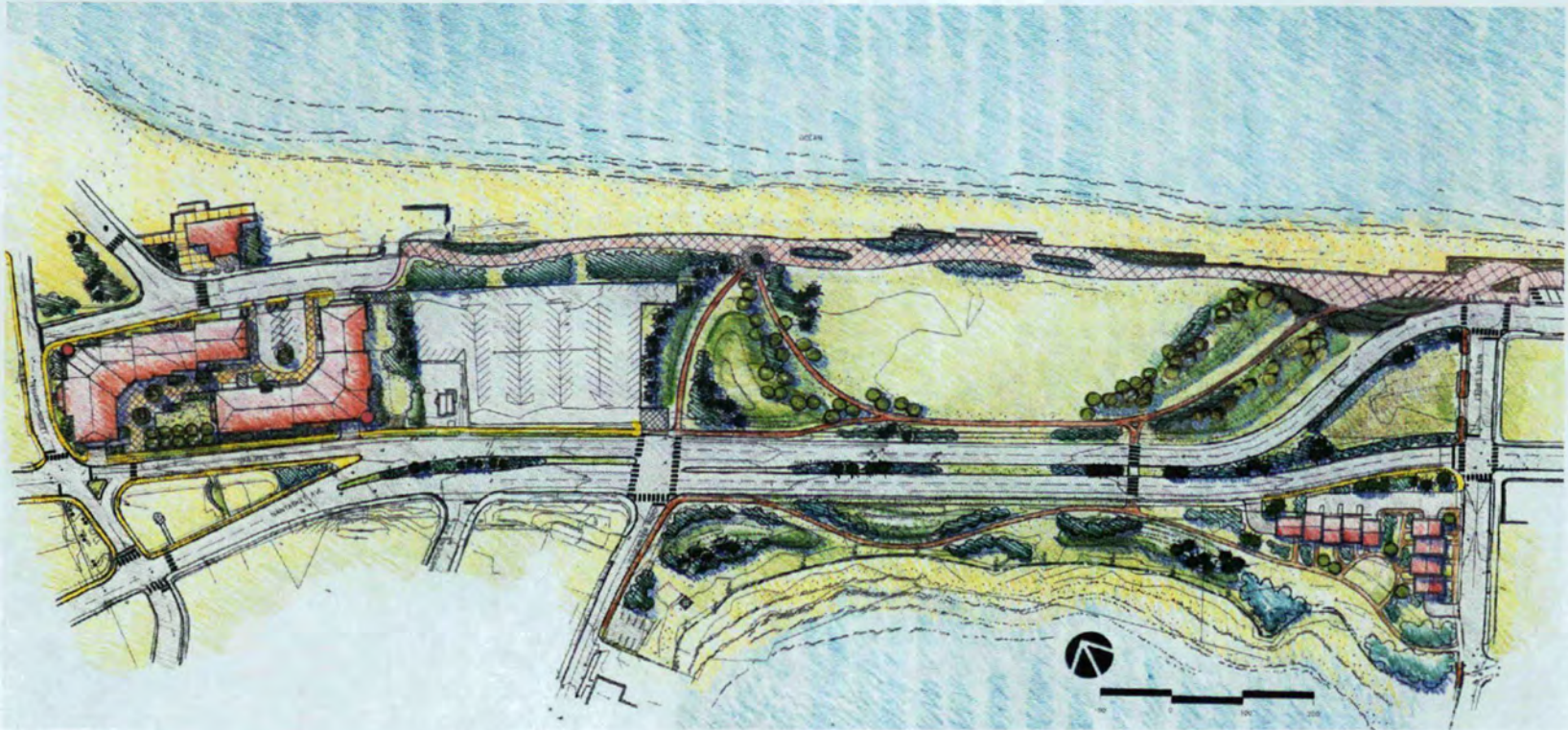
Site – Arial Photo



HRA North West View

HRA - Exhibit B-2

Preferred Site Plan



1. Maintaining site lines from the bay side to the ocean. (West & East)
2. Enhancing pedestrian traffic directly to and from the beach and bay by coming off of existing Hull shore Drive walkway.
3. Providing a formalized park area

HRA - Exhibit C-1



Town of Hull



BOARD OF SELECTMEN

MUNICIPAL BUILDING
HULL, MASSACHUSETTS 02045
(617) 925-2000

Ms. Cara H. Metz
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Ms. Metz:

The Town of Hull received a copy of the National Register of Historic Places Registration Form for the Hull Shore Drive, Nantasket Avenue, Metropolitan Park System of Greater Boston. Although on January 14, 2003, we received a copy of the letter indicating the nomination, we were unable to obtain the actual nomination form and information until March 5, 2003. Given that the hearing on this nomination is scheduled for March 12, we have not had the time for a detailed review of the application. Indeed, we have received no information on the benefits of this nomination for the subject property and the community nor the potential implications of this designation on future development plans along this roadway. For these reasons and the more specific reasons listed below, at this time, the Town objects to the proposed designation.

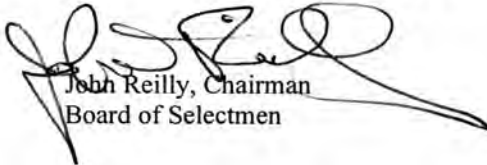
1. Prior to the creation of the Nantasket Beach reservation, Nantasket Avenue, then known as County Road, was an overland route to access the Town. Throughout the 1900's, and particularly as travel by automobile began to dominate, Nantasket Avenue served primarily as the access route to the Town. With the demise of the railway and travel by steamship, Nantasket Avenue was the only access point to the Town until the construction of George Washington Boulevard in the 1980's. While it is true that Nantasket Avenue borders the MDC reservation to classify the road as an ocean parkway ignores the primary function the road has served.
2. The description notes that vacation condominiums and a historic refreshment shelter border Nantasket Avenue. The condominiums are primarily year round residences with few if any vacation rentals. The persons living in the condominiums utilize Nantasket Avenue to enter and exit the Town. The refreshment shelter is actually the former main rail station in the Town. It's location on Nantasket Avenue is again related to the roadways function as the main thoroughfare through the Town. Additionally, reference is made to MDC ownership of the carousel. At no time has the carousel been owned by the MDC.
3. The report fails to mention that Hull Shore Drive was the site of the railway that served the Town of Hull. It also fails to note that the area west of Hull Shore Drive was an established neighborhood with several businesses, year round residences and vacation homes. Included in this area were Otis and Quincy Roads, which connected to Franklin Street. In the early 1900's Franklin Street ran alongside the railroad bed from Phipps Street to slightly beyond Quincy Street but did not connect to Water Street. Franklin Street which later became Hull Shore Drive primarily served this neighborhood and continued to do so until the 1970's when the neighborhood was lost to urban renewal.
4. Throughout the application reference is made to improvements to the beach or buildings. Clearly, the roadway was a secondary element to the MDC vision and plans for Nantasket Beach.

5. Finally, the Town is currently beginning planning for the future development/redevelopment of the entire beachfront area. This area extends from the Bay to the beach. The Town views this beachfront area as the economic engine for the community and views Nantasket Avenue and Hull Shore Drive as critical elements of any future plans. We are concerned that altering the status of either of these roadways at this time may affect the options available to the Town at some future date.

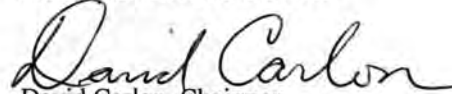
To conclude, we would like to state that we are not categorically opposed to these roadways inclusion in the National Register. However, without any knowledge of the implications of such a designation and with plans currently under formulation for the future of the area in which these roadways exist, we cannot support such an application at this time.

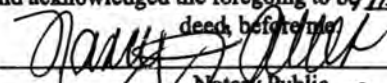
Thank you for your consideration.

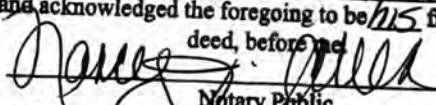
ON BEHALF OF THE
HULL BOARD OF SELECTMEN


John Reilly, Chairman
Board of Selectmen

ON BEHALF OF THE
HULL PLANNING BOARD


David Carlon, Chairman
Planning Board

Commonwealth of Massachusetts
Plymouth, ss. Date 3/11/03
Then personally appeared the below
named, John Reilly,
and acknowledged the foregoing to be his free act and
deed, before me,

Notary Public
My Commission Expires: 3-9-08

Commonwealth of Massachusetts
Plymouth, ss. Date 3/11/03
Then personally appeared the below
named, DAVID CARLON,
and acknowledged the foregoing to be his free act and
deed, before me,

Notary Public
My Commission Expires: 3-9-08



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



December 8, 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:

Hull Shore Drive/Nantasket Avenue, Hull (Plymouth), 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.

Two letters of objection have been received, from entities of the Town of Hull. All property included in this nomination is owned by the Commonwealth of Massachusetts.

We request an 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
DCR/DUPR: Sean Fisher, Karl Haglund, Samantha Overton, Joseph Orfant, Julia O'Brien, Rick
Corsi
Public Archaeology Laboratory, consultants
Secretary Ellen Roy Herzfelder, EOE
Patrice Kish, Betsy Shure Gross, DEM
Elizabeth Vizza, Halvorson Company
Hull: John Reilly, Hull Board of Selectmen; Brison Shipley, Hull Historical Commission;
Jay Szklut, Development Office; David Carlon, Planning Board; Carl Katzeff,
Hull Redevelopment Authority