

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 Old Harbor Reservation Parkways, Metropolitan Park System of Greater Boston

other names/site number The Strandway, Columbia Road, Gardner Way

2. Location

street & number William J. Day Blvd, Columbia Rd between Farragut Rd and Kosciuszko Circle, Old Colony Ave between Pacuska Circle and its intersection with Columbia Rd. N/A not for publication

city or town Boston (South Boston) N/A vicinity

state Massachusetts code MA county Suffolk County code 025 zip code 02127

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.)

Brona Simon
Signature of certifying official/Title Brona Simon
Massachusetts Historical Commission, State Historic Preservation Officer

June 11, 2008
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☒ 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

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	1	building
0	0	sites
12	0	structures
1	1	objects
13	2	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, 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, bronze, concrete, granite, plantings, steel

Narrative Description

See Section 7 Continuation Sheet

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DESCRIPTION

The Old Harbor Reservation Parkways comprise more than three miles of Ocean and Connecting Parkways along and near the shores of Old Harbor, the westernmost section of Dorchester Bay between South Boston and Dorchester in the City of Boston. The Parkways are part of Boston's regional park system formerly administered by the Metropolitan District Commission (MDC). (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].) The designation "Old Harbor Reservation" is a modern (1974) classification intended to manage these parkways and the adjoining DCR-owned properties as a single entity. Originally built and managed by the Boston Park Commission (later Boston Park Department), the roads were once part of a single, multi-lane divided boulevard known variously as the Strandway, Columbia Road, Gardner Way, and Old Colony Avenue. Transferred to the MDC between 1949 and 1955, the roads today are referred to as William J. Day Boulevard (informally "Day Boulevard"), Columbia Road, and Old Colony Avenue. For the purposes of this nomination, each parkway will be discussed separately, starting on the east at Castle Island and ending at Kosciuszko Circle in the southwest.

William J. Day Boulevard, Segment 1 (formerly Gardner Way)

The roadway known as Gardner Way until the 1960s is currently considered part of William J. Day Boulevard. For the purposes of this nomination, to highlight its different character and history, the former Gardner Way will be discussed separately, as "Segment 1" of Day Boulevard. **Day Boulevard Segment 1 (#2 on the data sheet)** is a 4,300-foot-long roadway bordering Pleasure Bay in the easternmost section of the Old Harbor Reservation. The eastern end of the roadway at Castle Island sits in the shadow of Fort Independence (NR, 1970). In addition to Fort Independence, several other DCR-owned facilities located at Castle Island can be seen from the parkway: the Signal Corps Building built in 1929 and today housing the Castle Island Association; the Robert M. Greene Memorial Playground and Picnic Area (dedicated 1980); the Harry McDonough Sailing Center (dedicated 1983); and the Castle Island Sanitary facility (ca.1964).¹ Like the current parking lot it faces, Sullivan's, the Castle Island take-out concession, also dates to ca. 1964.

As it travels west and then south, the former Gardner Way borders Pleasure Bay for almost its entire length and is defined by views of the Bay as well as Castle Island, Head Island and the 1950s-era causeways enclosing Pleasure Bay and linking Head Island with Castle Island and with the shore. Visible in the distance are various Boston Harbor Islands, on Columbia Point, Dorchester, the John F. Kennedy Presidential Library and the University of Massachusetts Boston campus.

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¹ Dates provided by DCR and from Chap. 28, Acts and resolves passed by the General Court of Massachusetts in the year 1980 (Boston: Secretary of the Commonwealth [1981]), hereafter "Acts of [year]"; and Chap. 308, Acts of 1983.

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The former Gardner Way consists of two wide bituminous-concrete lanes with one 16-foot-wide lane traveling in either direction. For the purposes of this nomination, the roadway begins at the miter at the western end of the Castle Island parking lot and ends just west of Marine Park at Farragut Road, where Columbia Road and Day Boulevard (Segment 2) begin. The small granite-curb-lined miter itself and the parking lot for Castle Island were constructed ca. 1964 when the parking lot replaced the previous traffic circle at this location.² Neither the parking lot nor miter are considered part of this nomination.

The first 2,000 feet of roadway, as far as Shore Road, originally an artificial causeway linking Marine Park with the island, features diagonal parking on the south side of the road; a 3-foot-wide planting strip is interspersed by benches and planted with occasional Sycamore maples (*Acer pseudoplatanus*). On the north side of the roadway, edged with vertical granite curbs, crabapple trees line the 3-foot-wide planting strip between the curb and a concrete fence faced with vertical wood planks that borders the southern boundary of the Massachusetts Port Authority property, the Paul W. Conley Terminal. At the western end of the causeway, where it widens out near Marine Park, the strip is planted with Rugosa rose (*Rosa rugosa*). Near Shore Road, a small cluster of American lindens (*Tilia americana*) and pines shield the fence. Lighting along the former Gardner Way consists of modern cobra-heads on concrete posts.

As the roadway follows the crescent-shaped shore and beach of Pleasure Bay, it commands dramatic views to the east, north and south of the Boston Harbor and Islands. Shipping containers and lifts of the Massachusetts Port Authority are partially concealed by the fence on the north side of the roadway. In addition to being used by visitors to Castle Island, the beach, wide promenade, and parking that define the south side of the roadway make it appealing as a recreational area used by beachgoers as well as runners, walkers, and bikers. Views along the former Gardner Way to the north include partial glimpses of the Boston skyline. In the medium distance, west across Marine Park, can be seen the late 19th-century and early 20th-century residential area that comprises the Dorchester Heights Historic District (NRDIS, 2001).

Along the west side of the former Gardner Way, between Shore Road and Farragut Road, the road traces the eastern edge of Marine Park, a DCR-owned park divided into two sections by East Broadway. East Broadway itself terminates at its intersection with the former Gardner Way and the **Farragut Rotary (#3 on the data sheet)**. The **Farragut Monument (#4 on the data sheet)**, a life-size bronze statue of Admiral David Glasgow Farragut (1801-1870) defines this intersection between the parks. The monument consists of a large polished-granite platform with the name "Farragut" engraved into its façade. The granite platform is surmounted by the statue of Admiral Farragut for whom the rotary and adjoining street were named. Because they fall within the boundary of the parkway, both the rotary and the monument are considered contributing

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² William Stokinger, DCR, personal communication, 24 April 2008.

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elements of the parkway. Marine Park itself forms part of the immediate setting for the roadway but is not within the boundaries of the parkway nomination.

The northern (12-acre) section of Marine Park contains two ballfields, two tennis courts and a modern DCR-owned skating rink, the Francis L. Murphy Rink (1961), built on the site of the original 1912 Aquarium. A large grassy depression between the rink and East Broadway mark the location of one of the aquarial pools. The park is bounded on the north side by Shore Road, itself lined by tall oaks and a few Norway maples. Relatively recent little-leaf lindens (*Tilia cordata*) line the edge of the former Gardner Way along the park from Shore Road to Farragut Road.

The smaller 7-acre portion of Marine Park south of East Broadway is dominated by a brick bandstand in its center (ca. 1948) and many mature shade trees (oaks, beeches, and maples), most of which postdate the hurricane of 1938. This section also includes a modern playground and original sanitary (ca. 1890). Both segments of Marine Park along the parkway are bordered by a 6-foot-wide concrete sidewalk. Parallel parking borders both the north and south sides of the road in the area of Marine Park.

Unlike most of the rest of the Old Harbor Reservation Parkways, edged by vertical granite curbs, most of the former Gardner Way (about 2,000 feet) along Marine Park is lined with a three-row curb of Belgian paving block, set at a raking angle, a variation on the more typical quarter-round Belgian-block curbing found in other parkways. The same curb design also survives along 1,500 feet of the beach (east) side of the former Gardner Way. As do other examples of Belgian-block curbing in the metropolitan system, this work probably represents renovations to this section of roadway in the 1950s.



Belgian-block curb along
Marine Park

Along the east side of the former Gardner Way, a planting strip, broad sidewalk, and a concrete balustrade separate the roadway from the beach. (The balustrade or seawall, replaced in the 1950s renovation, is not included in the present nomination.) At intervals visible along the beach side of the balustrade, are alternating concrete shade shelters and low concrete planters. Each of the planters contains an aging ginkgo tree (*Ginkgo biloba*), some now in deteriorating condition; in one case, a black locust (*Robinia pseudoacacia*) has colonized the corner of an otherwise empty planter. At its southern end, where it meets the stone causeway defining the south side of Pleasure Bay, the roadway's planting strip broadens out into a small parking lot and memorial park with an octagonal cedar pavilion (1992) and with monuments to South Boston legislator John E. Powers (1910-1998) and South Boston World War II veterans (dedicated 2005). South of the causeway and memorial park is City Point Beach, popular since the 1890s (see photo, sec. 8, p. 4). (The beach, parking lot and park are also outside of the limits of the nomination.) Sycamore maples continue in the planting strip, joined by green ash (*Fraxinus pennsylvanica*) and honey locusts (*Gleditsia triacanthos*), all plantings from ca. 1998 according to landscape plans from that date.

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William J. Day Boulevard, Segment 2 (formerly the Strandway)

Day Boulevard, Segment 2, (#5 on the data sheet), known as the Strandway until 1950, begins at the western terminus of Day Boulevard, Segment 1 (the former Gardner Way) at Farragut Road, immediately west of Marine Park, and travels for approximately 1.75 miles along Dorchester Bay to its southern terminus at Kosciuszko Circle (formerly Columbia Circle), a large traffic rotary at the southern end of the municipally owned Joe Moakley Park (formerly Columbus Park). The roadway, which follows the contours of the adjoining shoreline, is relatively flat and travels at an elevation of between eight and 10 feet above sea level, except at the southern end, where it climbs an artificial rise to 24 feet at Kosciuszko Circle. Although formally a four-lane roadway, the first 4,200 feet, between Farragut Road and I Street, today provide for on-street parking in the outer westbound lane, effectively reducing the road to three traffic lanes (two eastbound and a single westbound lane) for almost half its length. The roadway is separated from Columbia Road on the north by a wide planted median (**#7 on the data sheet**) until G Street at the northeastern corner of Columbus Park. At G Street, Day Boulevard turns south as a four-lane road with two lanes traveling in each direction between the eastern edge of Columbus Park and Carson Beach to its terminus at Kosciuszko Circle. The outer edge of Kosciuszko Circle marks the southernmost point of the nominated parkways district.

This section of William J. Day Boulevard is the only portion of the Old Harbor Reservation Parkways to retain any traditional street lamps. As noted above, modern single-arm and double-arm cobra-headed lamp standards are used throughout the parkway system for lighting both the road and walkways. However, in the section of Day Boulevard between Farragut Road and G Street, four separate single-globe lamppost designs can be found, primarily in the median strip between Day Boulevard and Columbia Road. Of these, evidently the earliest and most elaborate are the two remaining examples of a cast-iron and wooden lamppost: the 40-inch high decorative pedestal (right) includes a high palmiform die and a palmiform cap separated by a Greek-key frieze. Above the original wooden fluted column a cast-iron palmiform capital supports the glass globe. One surviving example faces the main entrance of the L Street Bathhouse (Curley Community Center) and a second in the median is nearly opposite the house of the late Judge William J. Day (1780 Columbia Road). Probably in the 1950s, the MDC introduced reinforced concrete to lamppost designs, and three examples survive of an octagonal column form with a splayed base and a simplified lotus capital. More common, however, are plain octagonal-section concrete poles without ornamentation. Twelve survive along this section of roadway, including six on the Carson Beach side of the roadway between G Street and the western end of the L Street Bathhouse. Finally, a single example exists of a reproduction fiberglass pole, the "Madison" design of Shakespeare Composite Structures of Newberry, SC. The 30-inch high pedestal design employs a splayed and fluted die and a decorative cap with Tudor roses linked by a running ornament. The pole is located on the median just west of Ticknor Street, opposite the west wing of the L Street Bathhouse.



Original design, cast-iron
lamppost pedestal sur-
mounted by fluted
wooden shaft

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At the roadway's eastern end, opposite Farragut Road, is a stone dock, built as a steamboat landing in 1898 but for much of the 20th century known for the local eatery that formerly stood here, "Kelly's Landing." A wide concrete sidewalk abuts the vertical granite curbs that border this side of the roadway. A small pocket park ("In memory of John 'Dunny' Donovan and Jack Stapleton") separates Kelly's Landing from the first of four boating clubs, all built while this part of the Strandway was under construction, 1898-1899 and on land leased from the city: the South Boston Yacht Club; the Columbia Yacht Club; the Puritan Canoe Club; and the Boston Harbor Yacht Club. The boat club buildings, which make up the South Boston Boat Clubs Historic District (NRDIS, 2005), of wood-frame construction and clad in weathered and/or painted wood shingles, dominate the south side of Day Boulevard and block views to the harbor. At the west end of the district, a second pocket park, John Edward Hicks Park was designated in 1980 to honor the Navy War veteran and long-time South Boston resident.³ Hicks' wife was the Boston School Committee member and one-term Congresswoman Louise Day Hicks (1916-2003) who was Boston's most vocal opponent to busing during the city's desegregation efforts in the 1960s; as a Congresswoman she was defeated by Joe Moakley (1927-2001), after whom Columbus Park was renamed in 2001. Judge William J. Day (1876-1950) after whom the boulevard was named in 1950, was her father. The family lived for most of the century across the street at 1780 Columbia Road.

As Day Boulevard travels west past the boating facilities, views open onto Dorchester Bay and DCR's M Street Beach, a 1,200-foot-long broad stretch of sand, one of a series of beaches established by the city along the Strandway as it was developed between 1900 and 1924. Most of the trees in the median strip are little-leaf lindens, established by the MDC in the 1960s. Along the south side of the road are more recent honey locusts, possibly planted in the 1990s. Small shelters (wooden shingle roof on three concrete posts) are spaced at intervals facing the M Street and Carson beaches.

The L Street Bathhouse (today the Curley Community Center), facing Day Boulevard between M and K streets, extends the full length of the L Street Beach. Built by the City in 1931 as a public bathhouse with Art Deco elements, the building consists of a central 1½-story block with long single-story wings projecting from either side. The 1,050-foot-long brick and limestone building features decorative relief carvings as well as several engraved panels indicating separate entrances for boys (eastern entrance), men (center) and women and girls (western). Neither the municipally-owned bathhouse nor the beaches are within the boundaries of the nominated parkways, but serve as setting.

Across the street from the bathhouse, in the median separating Day Boulevard and Columbia Road, is a statue of Rev. Joseph E. Laporte (1932-1965) (**Joseph E. Laporte Monument, #8 on the data sheet**). Erected after his death, this monument is not considered a contributing feature of the parkway because it postdates the parkway's period of significance.

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³ Chap. 200, Acts of 1980.

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As the roadway travels south from the L Street Bathhouse, views open up to the grand sweep of Carson Beach (originally Columbus Park Beach), 1.2 miles in length between the L Street Bathhouse and the small "Mother's Rest" tempietto on the opposite side of the harbor. Designed by Arthur A. Shurcliff (1870-1957), the beach's horseshoe form copies Olmstead's original design for Pleasure Bay. The setting is dominated by the 1924 Carson Beach Bathhouse (Harrison A. Atwood (1863-1954), architect), centrally located on the beach, and a nearby small brick octagonal refreshment pavilion. (When the building was renovated in 1998 it was rededicated as the Edward J. McCormack, Jr. Bathhouse.)

Landscaping along the length of Day Boulevard between the L Street Bathhouse and the southern end of Carson Beach is characterized by little leaf lindens (*Tilia cordata*) which dominate the streetscapes, largely planted in the 1960s under the direction of MDC landscape architect James Falck and Charles Shurcliff, grandson of Arthur Shurcliff. On the south side of the boulevard at G Street is the sole remaining example of a white willow (*Salix alba*), with which much of the Strandway and its medians were planted ca.1900.⁴



Linden trees along Day Boulevard near Carson Beach

Shortly after passing the Carson Beach Bathhouse, Day Boulevard leaves the beach and in the last fifth of a mile to Kosciuszko Circle, passes the former MDC Old Colony Police Station (1964) with views to the south of the ca. 1987 Bayside Business & Conference Center and Bayside Exposition Center. Two short access roads, both outside the Parkway nomination limits, link Day Boulevard with the Exposition Center (ca.1968) and with Mt Vernon Street (ca. 1948). A monument to William J. Day, for whom the parkway was named in 1950, stands about 15 feet from the edge of the parkway near the traffic circle. The monument consists of a large granite boulder faced with a bronze plaque. A small brick police garage (ca. 1948, now Massachusetts State Police Special Operations), stands next to the monument; both are located beyond the boundary of the parkway and are considered setting for the purposes of this nomination.

Kosciuszko Circle (#14 on the district data sheet), originally Columbia Circle, was laid out as part of the Strandway extension and the development of Columbus Park and Beach in the 1920s. The 270-foot-diameter traffic circle marked the formal southern terminus of the Strandway and the start of what was formerly known as the Old Colony Parkway, renamed William T. Morrissey Boulevard after the sudden death of the MDC commissioner in 1951. In the same year, the Polish American Citizens Club of South Boston erected an obelisk (**Kosciuszko Monument, #15 on the district data sheet**) to the memory of the Polish American Revolutionary war hero, Tadeusz Kosciuszko (1746-1817), in the center of Columbia Circle, although the Circle itself was not renamed until 1963.

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⁴ William Stokinger, DCR, long-time Fort Independence superintendent and South Boston resident, has helped identify much of the planting history of the Parkways.

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On the north side of Day Boulevard Segment 2 between Farragut Road and Columbus Park, the road is bordered by the median strip and Columbia Road. These streetscapes will be discussed below in the context of Columbia Road. Columbia Road and Day Boulevard Segment 2 diverge at G Street at the northeast corner of Joe Moakley (formerly Columbus) Park where a 4-acre parcel, cut off from the northeast corner of the park by **Babe Ruth Park Drive (#10 on the District Data Sheet)**. This small parcel of land is lined by mature lindens, which partially conceal behind them the large **Columbus Park Headworks (#9 on the district data sheet)**, the 1967 pumping station designed to replace the aging Calf Pasture Pumping Station Complex (NR, 1990) 1.3 miles to the southeast on Columbia Point. The Columbus Park Headworks facility was designed to divert the sewage to new treatment facilities at Deer Island. However, because the Headworks complex is not within the period of significance of the parkways, it is not considered a contributing element of the Parkway.

For its last 2,800 feet, Day Boulevard Segment 2 is bordered on the west by Joe Moakley Park, part of Arthur Shurcliff's 1914 design for the completion of the Strandway. The 60-acre park itself had been largely completed by 1924, with a brick fieldhouse and numerous ballfields. Tennis courts, playgrounds, and a second, more recent fieldhouse can also be seen from the road. At the park's southern end, the road curves around the large open Columbus Stadium, also part of Shurcliff's plan but not built until ca. 1930, known since 1953 as the Paul J. Saunders Stadium. Columbia Road, which traces the northern and western sides of the Park, meets Day Boulevard again at Kosciuszko (Columbia) Circle.

Columbia Road

Columbia Road (#6 on the data sheet) is a two-lane roadway that travels parallel to Day Boulevard from Farragut Road to the eastern edge of Columbus Park. After it splits from Day Boulevard, Columbia Road becomes a dual carriageway tracing the northern edge of the park as far as the traffic circle. At the northwest corner of the park, it turns south by way of a small rotary at Preble Street (**the Sgt. Alexander F. Pacuska Circle, #11 on the data sheet**) (formerly Preble Circle). South of the rotary, Columbia Road and Old Colony Avenue together make up the dual carriageway for much of the distance to Kosciuszko Circle. Old Colony Avenue is discussed separately below.

Beginning at Farragut Road, Columbia Road is a narrow, multidirectional residential service road with parallel parking on both sides. Vertical granite curbs bound the outer edges of the parkway. Immediately after Farragut Road, a small Boston city park planted with lindens fills the edge of the road between Columbia Road and East 6th Street, together with a memorial to Robert Whitey McGrail (1938-1985). This park is not included in the nomination. To the north and west two multi-story brick housing complexes are visible; on Columbia Road itself, Lennon Court (1949) was carefully built around mature lindens. Lindens also line the length of Columbia Road as far as G Street on both the north side of the road and on the wide planted median that separates Columbia Road from Day Boulevard.

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The north side of Columbia Road borders a largely continuous neighborhood that consists of a mix of largely early 20th-century two- and three-story wood-frame single and multi-family residences. The earliest, the three-deckers between O and East 8th streets, were constructed in 1904 facing the new South Boston Yacht Club, very soon after the completion of the Strandway. Nearby, constructed the same year at the corner of Columbia Road and East Eight Street, is the three-story brick Oliver Hazard Perry Grammar School. However, residential construction generally is later in date the further west one travels along the roadway. The Dorchester Heights Historic District (NRDIS, 2001) and the Dorchester Heights National Historic Site are visible to the north in the near distance.

At I Street, Columbia Road makes a sharp dog-leg turn inland to capture the right-of-way of the former Marine Road, which had been paralleling Columbia Road. (Marine Road, formerly East Ninth Street, had been the southernmost road on the South Boston peninsula facing the Old Harbor before the Strandway was built in 1898-99.) Beginning at I Street, the median strip between Columbia Road and Day Boulevard, 100 feet wide at I Street, narrows to a continuous 50-foot width as far as Carmody Court. Original willows stood here as late as the 1950s, although today the broad, park-like area, designated the Lieutenant Charles Bazzinotti Park in 1973,⁵ is planted sporadically with double rows of lindens.

At G Street, Columbia Road becomes a dual carriage way of six lanes: the northerly two-lane alignment of Columbia Road continues westward characterized by parallel parking, vertical granite curbs, and a wide concrete sidewalk. This northerly alignment is separated from the parallel southerly four-lane alignment, along the north side of Joe Moakley (Columbus) Park by the 50-foot median strip, narrowing after Carmody Court before the two alignments meet at Pacuska Circle. Much of the median strip has no curbing on the north side, the street merging into a narrow dirt shoulder and grass; some sections of the roadway show the remains of raked Belgian-block curbing, now reduced in height by repeatedly being driven over.

Prominently facing Pacuska Circle as the northwest corner entrance to both Columbia Road and Joe Moakley (Columbus) Park is the single-story brick fieldhouse (1187 Columbia Road) constructed by the city in 1911 to the designs of the city architect William Downes Austin (1856-1943). The Columbus Park Fieldhouse, now the oldest structure in the park, was one of several similar buildings in rustic Flemish style designed by Austin for the city in this period. The municipally owned building houses the preschool programs of the South Boston Neighborhood House.

Multi-story, multi-family housing borders Columbia Road on the north and west, beginning at H Street with the 7-story Foley Apartments (1961), the 17-story Carson Towers (1972) at G Street, the 15-acre 1941 Old Colony Housing Development, and, facing Old Colony Avenue, the slightly earlier Old Harbor Village housing development (1938, now the Mary Ellen McCormack Development). To serve the Old Harbor complex, the city

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⁵ Chap. 121, Acts of 1973.

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constructed the Old Harbor Village Footbridge, now the **Hugh Farren Pedestrian Overpass (#13 on the data sheet)** in 1941 to link the housing complex with Columbus Park by a 130-foot long footbridge across Columbia Road and Old Colony Avenue.⁶ The former Preble Circle, now the **Sargent Alexander F. Pacuska Circle (#11 on the data sheet)** may also have been constructed at this time.

Between Pacuska and Kosciuszko Circles, Columbia Road, tracing the western side of Joe Moakley Park, is a one-way, three-lane roadway that forms the northbound lanes of what appears, together with Old Colony Avenue, to be a divided boulevard. The road is bi-directional for its last 675 feet, when it picks up Old Colony Avenue's southbound traffic (see Old Colony Avenue, below). A more recent one-story brick fieldhouse, rededicated as the Will McDonough Fieldhouse in 2004, is located near Kosciuszko Circle. A narrow turf median with occasional trees separates the roadway from Old Colony Avenue.

Old Colony Avenue

Old Colony Avenue, laid out in 1898 on the right-of-way of the former Old Colony Railroad, is 1.2 miles long between Dorchester Avenue and Mount Vernon Street. Old Colony Avenue is a two-way four-lane roadway except for the nominated portion (south of Pacuska Circle), which carries two southbound lanes only, parallel to Columbia Road's northbound lanes. The nominated section is approximately 1,922 feet in length, and ends on the south end where Old Colony Avenue departs from the general alignment of Columbia Road and resumes its bi-directional traffic pattern. At this point, approximately 675 feet north of Kosciuszko Circle, it exchanges traffic lanes with Columbia Road, and continues south beneath the Columbia Road Bridge (now the Stanislaw R.J. Suchecki Memorial Overpass) where it meets Mount Vernon Street and the Morrissey Boulevard southbound access road. Only those portions of Old Colony Avenue paired with Columbia Road are included in this nomination, thus eliminating both the northern portion of the highway north of Pacuska Circle and the last 1,100-foot section of Old Colony Avenue after it departs from Columbia Road.



Aerial image of the interchange of north and southbound lanes near Kosciuszko Circle (annotated Google Earth June 2007 satellite image)

The nominated portion of **Old Colony Avenue (#12 on the data sheet)** is separated from Columbia Road by a 25-foot wide planted median. Parallel parking, vertical curbing, and a 6-foot-wide bituminous concrete sidewalk border the west side of the roadway throughout most of this section as it travels south. As noted above, the **Hugh Farren Pedestrian Overpass (#13 on the data sheet)** (1941), linking the Mary Ellen McCormack Development with Moakley Park, crosses Old Colony Avenue and Columbia Road.

(end)

⁶ The bridge was renamed the Hugh Farren Pedestrian Overpass in 1962 to honor a World War II veteran killed in action in the Gilbert Islands (now part of Kiribati) (Chap. 335, Acts of 1962).

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 # _____

Areas of Significance

(Enter categories from instructions)

Community Planning and Development _____

Conservation _____

Engineering _____

Entertainment/Recreation _____

Landscape Architecture _____

Transportation _____

Period of Significance

1893*-1956 _____

** The former Gardner Way (Day Boulevard Segment 1) was initiated before the period of significance*

Significant Dates

1883-1924: Parkways constructed _____

1949-1955: Parkways transferred from City of Boston to the MDC _____

Significant Person

N/A _____

Cultural Affiliation

N/A _____

Architect/Builder

Frederick Law Olmsted (1822-1903) _____

Arthur A. Shurcliff (1870-1957) _____

Primary location of additional data:

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

Name of repository:

Dept of Conservation & Recreation, Boston, MA _____

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SIGNIFICANCE

Originally known as the Strandway, the group of roads today referred to as the Old Harbor Reservation Parkways was the final component of the system of Boston parks known as the "Emerald Necklace" (Olmsted Park System, NRDIS 1971), designed by the 19th century's pre-eminent landscape architect, Frederick Law Olmsted (1822-1903). Olmsted's 1883 design for a major urban seaside park and parkway in South Boston represents the only coastal component within Boston's Emerald Necklace park system and was an important precursor to the Metropolitan Park Commission's Revere Beach, designed by Olmsted's associate Charles Eliot (NRDIS 1998 and NHL 2003) beginning in 1893. The Strandway's two principal components, Pleasure Bay (designed 1883) and Columbus Park Beach (later renamed Carson Beach, designed in 1914⁷ by Olmsted's student and protégé Arthur A. Shurcliff [1870-1957]), both reflect Olmsted planning concepts, and the urban seaside park and parkway attracted national attention.⁸ Locally, the construction of the Strandway, as forecast by Olmsted and the Boston Park Commission, fostered new housing construction along the filled land adjacent to the Strandway. By World War I, the Strandway and Columbia Road were lined with handsome, Classical-Revival three-deckers and shingle-covered single-family dwellings.

Planned and built under the auspices of the Boston Park Commissioners between 1883 and 1930, the Strandway and its associated beaches were absorbed into the park system of the Metropolitan District Commission (MDC) in 1949.⁹ As such, and in the context of the Metropolitan Park System of Greater Boston MPS, the Old Harbor Reservation was the last to be created by the MDC before 1956, the general cut-off year for the period of significance for parkways included in this Multiple Property Documentation Format nomination for the Metropolitan Park System of Greater Boston. (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).)

The Old Harbor Reservation was created by the MDC in 1974¹⁰ as an administrative unit to care for the various beaches, parks, and parkways that border Dorchester Bay in South Boston. Although portions of the Old Harbor Reservation Parkways were built before the beginning date of the period of significance (1893), the parkway was constructed with a design intent similar to that of the core group of MDC parkways and has retained characteristics consistent with other parkways in the MDC system. For this reason, the Old Harbor Reservation Parkways are considered eligible for inclusion within the context of this nomination.

(continued)

⁷ "1914" date from the "Guide to the Arthur A. Shurcliff Collection of Glass Lantern Slides." Massachusetts Historical Society, 1985, slide 47. The actual slide (see figure 3), does not show this date, but only the dates of two revisions: April 1922 and Jan. 11, 1924.

⁸ Annual Report of the Boston Park Department, 1928, pp. 1-2.

⁹ Chap. 509, Acts of 1949.

¹⁰ MDC Minutes, Volume 40, pp. 167-168, item no. 6 (December 18, 1974), courtesy of DCR Archivist Sean Fisher.

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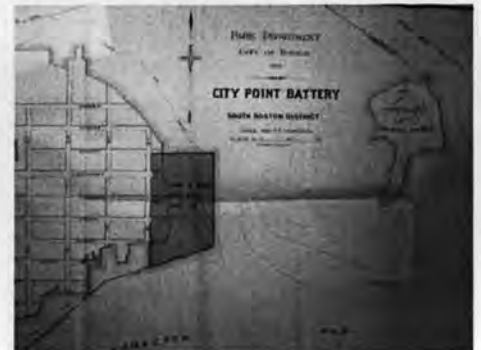
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**Old Harbor Reservation Parkway
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The Old Harbor Reservation Parkway today consist of three roadways built between 1883 and 1924 that are significant within this nomination for their design and integrity: William J. Day Boulevard (formerly the Strandway and Gardner Way), Columbia Road, and Old Colony Avenue. These parkways possess integrity of location, design, setting, materials, workmanship, feeling, and association. They meet National Register Criteria A and C in the significance areas of community planning and development, conservation, engineering, entertainment and recreation, landscape architecture, and transportation at the state level and fulfill the Parkway Registration Requirements for the associated Connecting and Ocean Parkway property subtypes under Section F of this Multiple Property Documentation Format nomination. The period of significance for this property is from 1893 to 1956, incorporating work already completed on Gardner Way.

The Boston Park Commission and City Point Park

The movement for a citywide park commission grew out of the post-Civil War parks movement. For Boston, which had just annexed five municipalities,¹¹ a citywide park system was seen as an important means of unifying the city. The Boston Park Act was passed in May 1875. Residents of South Boston (annexed to the city 71 years before) were not slow to respond to the opportunities offered by the Act. Immediately following its passage, they petitioned the commissioners for a neighborhood park. In their first report, the Park Commissioners included a preliminary plan for a 27½-acre "City Point Battery" consisting of a rectangular parcel of land added on to the tip of City Point, then the easternmost tip of South Boston facing Castle Island and Fort Independence over a 3,000-foot stretch of water. Q Street, later named Farragut Road, was proposed as the park's western limit. This is approximately the area that would later become Marine Park. In 1876, however, there was no thought of a link to other parks. It was proposed to link the new park to downtown Boston via the "projected Eastern Avenue" (today's Summer Street).



Original plan for park at City Point published in the first annual report of the Boston Park Commissioners (1876)

Elsewhere in their 1876 report, the Commissioners called for linking the new "West Roxbury Park" (Franklin Park) with Dorchester and South Boston. The commissioners recommended widening to 100 feet the existing Columbia and Boston streets. "Planted with malls on each side of the roadway, [it would] form an avenue of the

(continued)

¹¹ Roxbury, 1867; Dorchester, 1869; Charlestown, West Roxbury and Brighton, 1873.

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first class."¹² Thus the vision of Columbia Road as a broad boulevard linking Franklin Park and South Boston was planned almost a quarter of a century before it was actually completed in 1897.

In the meantime, it remained to Olmsted to redesign the City Point Park and link it with the Strandway to Columbia Road and Franklin Park. But in 1876, Olmsted was still an unpaid consultant living in New York. And in 1877, with no further authorization or funding from the city, the Board of Park Commissioners closed its offices and discharged its clerk.¹³ A year later, Olmsted was appointed landscape architect for Boston's park system.

Marine Park and Pleasure Bay

The most active proponent for a South Boston park was Benjamin Dean (1824-1897), a prominent City Point resident who became Chairman of the Board of Park Commissioners in the 1880s.¹⁴ Under Dean's guidance the Commission pushed forward a more ambitious plan for City Point. In 1883 Olmsted submitted the first of a series of plans for a park at City Point called Pleasure Bay. Olmsted's bold design required extensive harbor dredging to create sloping lawns, a crescent-shaped beach, and a causeway connector between the mainland and Castle Island facing a long pleasure pier.¹⁵ This early plan, a "Preliminary Study for a Plan for a Pleasure Bay,"¹⁶ although unlinked to the future Emerald Necklace or Columbia Road, uses the term "Strand" for the Pleasure Bay beach separated by a double row of trees from a "Drive" along the length of the Strand. The "Drive" is the earliest version of the former Gardner Way.

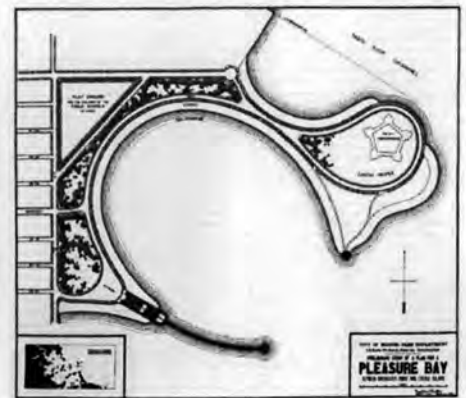


Fig. 1. Olmsted's preliminary plan for Pleasure Bay (1883) (Source: see footnote 16)

(continued)

¹² First Annual Report, p. 37. At this time, "Boston Street" was the name of the street linking Dudley Square and Five Corners (Edward Everett Square). Both this section of Boston Street and Columbia Street were renamed Columbia Road in 1892. East Chester Park (now Massachusetts Avenue), extended on a new alignment, became the "Dorchesterway" in 1892 linking Five Corners with Mount Vernon Street. The Dorchesterway too was absorbed into Columbia Road in 1897. (see Boston Board of Street Commissioners. *A Record of the Streets, Alleys, Places, Etc. in the City of Boston* (Boston, 1910), hereafter *Streets*, p. 158) The continued existence of "Boston Street" north of Five Corners/Edward Everett Square sometimes confuses the modern interpretation of the Commissioners' plans.

¹³ Cynthia Zaitzevsky, *Frederick Law Olmsted and the Boston Park System* (Cambridge: Harvard University Press, 1982), p. 46

¹⁴ Dean, himself, was born in Clitheroe, Lancashire, studied law in Lowell in the 1840s, and moved to Boston in 1852 when he set up a law practice. He served in the State Senate, on its Judiciary Committee and various public posts in addition to his position as Chairman of the Board of Park Commissioners. He built a substantial mansard-roofed mansion ca. 1870 at 945 East Broadway, less than a block from City Point. *Boston Evening Transcript* 9 April 1897, p. 2

¹⁵ First report of Frederick Law Olmsted, Report of the Boston Park Commissioners for 1883 (1884), p. 24

¹⁶ Frederick L. Olmsted, *Preliminary Study of a Plan for a Pleasure Bay between Dorchester Point and Castle Island, December 1883*. Collection of Frederick Law Olmsted National Historic Site, Brookline, Mass., Fig. 11.28 in Nancy S. Seasholes, *Gaining Ground. A History of Landmaking in Boston* (Cambridge: The MIT Press, 2003).

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Construction work on Marine Park began in 1883 following authorization by the City Council to spend \$100,000 on the project. Houses and hotels at the eastern tip of City Point were removed, cellar holes were filled and graded, and a complete topographical survey for dredging and filling was completed. By 1886, a 1,166-foot-long wooden promenade pier had been extended from Marine Park's southwestern headland into Dorchester Bay (location of the present causeway to Head Island). A year later, the Commissioners reported that "the Marine Park [had] become a popular place of resort even in its rough and undeveloped state. ... It is a great resort on pleasant Sundays. As many as forty thousand have been estimated by the special officer in charge and others to have visited the park on some occasions."¹⁷ The promenade pier was connected via an iron pier to Head Island, on which the Park Commissioners proposed to construct a grand three-story iron pierhead structure. (Today, the site of the wooden promenade and iron pier have been replaced by a long causeway, part of the MDC's 1950s plans to enclose Pleasure Bay.)



City Point Beach and temporary wooden pier.
(1887) (Source: Report of the Park Commission, 1888)



Pierhead structure planned for Head Island
(1890, unbuilt) (Source: Report of the Park
Commission, 1890)

Implementation of Olmsted's plans for Pleasure Bay, however, were delayed by ownership disputes and national security issues. In 1885, the legislature granted to the city the use of the flats owned by the Commonwealth for Pleasure Bay, thus allowing dredging and filling projects to proceed unimpeded, but the link to Castle Island remained elusive. In 1888 President Grover Cleveland vetoed a bill passed by Congress, which would have permitted the attachment of Castle Island to the mainland by a solid fill causeway. A drawbridge connection was more acceptable, and in May 1890 the city was granted permission to use Castle Island, although ownership would remain under the jurisdiction of the Secretary of War. A temporary wooden bridge from Shore Road to Castle Island, including a drawbridge spanning a 50-foot wide channel,

was opened to the public on July 29, 1892. The revised plan prepared by Olmsted (Figure 2, below) shows the bridge linking the island and an extended neck of Marine Park.

(continued)

¹⁷ Report of the Boston Park Commissioners for 1887 (1888), p. 22.

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On June 28, 1893, a bronze statue of the Civil War naval commander Admiral David Glasgow Farragut (1801-1870), designed by Henry Hudson Kitson, was dedicated at the intersection of East Broadway and the former Gardner Way (**Farragut Monument, #2 of the data sheet**). The statue is believed to be one of only two erected to the "hero of Mobile Bay" in the United States, the other being in Washington D.C.'s Farragut Square (Vinnie Ream, sculptor, 1881). The sculptor of the 1893 monument, Henry Hudson Kitson (1865-1947), born in Huddersfield, England, was educated at l'Ecole des Beaux Arts where he studied under Jean Marie Bonnassieux. He spent a year in the Romanian army and was knighted by the Queen of Romania, according to his obituary.¹⁸ Almost 30 examples of his work are recorded in Massachusetts including the Minuteman Statue in Lexington (1898) and the Pilgrim Maiden Statue in Plymouth (1924). The Farragut Statue, cast in 1891, is his earliest recorded work in Massachusetts.



Fig. 2. Revised plan for Marine Park by F.L. and J. Olmsted, Architects, December 1889 (Source: Report of the Park Commission, 1890)

Between 1894 and 1897, the work on improving Pleasure Bay continued with little letup. Fine grading of the beaches, laying out of the drives, and substantial planting was done throughout the park. Other features of the park included the Head House, a large, wood frame, multi-gabled building designed by City Architect Edmund Marsh Wheelwright and erected at the head of the Promenade Pier in 1896; and an impressive twin-towered shelter built on the granite block wharf on the steamboat pier (later known as "Kelly's Landing") opening in 1898. An aquarium, proposed as early as 1876, was completed in 1912 (William D. Austin, architect) on the site of the present skating rink.

A defining feature of Pleasure Bay is the masonry balustrade or seawall and broad promenade that separate the beach from this segment of Day Boulevard, formerly Gardner Way. The original balustrade was almost certainly due to the generosity of the Boston philanthropist, George A. Gardner (1829-1916). During the winter of 1915-16, "in order to provide work for the needy unemployed ... at Marine Park a balustrade was erected from the Head House to Castle Island Bridge. This was flanked on the land by a granolithic walk, 20 feet in width, and a planting space 10 feet wide."¹⁹ Gardner had given the city \$10,000 to employ the needy during the winter and the city used these funds on what would later be named Gardner Way.²⁰ The original stone balustrade was replaced by the present concrete structure in the 1950s to prevent the recently re-sanded beach from blowing onto the roadway.

(continued)

¹⁸ MHC Inventory BOS.9257; "Henry Hudson Kitson", *New York Times* 27 June 1947.

¹⁹ Report of the Parks and Recreation Department for the year 1915 (1916), p. 3.

²⁰ Charles Zeublin, *American Municipal Progress* (1916), p. 173; George A. Gardner, *Boston Evening Transcript* 7 August 1916, p. 4.

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Olmsted's plan for a permanent causeway linking Castle Island and Marine Park, the last section of the former Gardner Way (now Day Boulevard) to be built, was not realized until the 1930s, when the causeway, which replaced the wood-pile pedestrian bridge in 1927, was finally paved, allowing automobiles to drive to the base of the fort..²¹ A traffic circle with space for parking along the perimeter was constructed on filled land at the base of the fort, replaced in the 1960s by the current parking lot.

Little evidence has been discovered of the original planting for either the roadway facing Pleasure Bay or for the Strandway. However, in a report prepared by the Olmsted Brothers for the Board of Park Commissioners in 1911, the landscape architects described the intent of the original planting: "The absence of a row of trees between the drive and the shore walk was intentional, as it was thought the view from the drive would be more enjoyable if unobstructed, and that the openness would form a desirable contrast with the Strandway."²² Elsewhere, the Park Department notes that European elms and lindens, "which seem to be well adapted for bleak sea-side planting," were used in Marine Park.²³

Columbia Road and the Strandway

For over a decade, no work was done on the Commission's 1876 plans to link Franklin Park with South Boston, but in 1886, specifically citing the need to connect Marine and Franklin parks, the Commission again called for widening the "narrow lane" of Columbia and Boston streets to 90 feet. "Not being built upon to any great extent, [it] can be widened at no very large expense."²⁴ Two years later, with the new popularity of Marine Park, the Board repeated their call for widening the roads. For the first time, it looked to the Old Harbor waterfront, envisioning "one of the greatest pleasure resorts in the world":

(continued)



Postcard view of the footbridge, ca. 1920, linking Castle Island and Fort Independence with Marine Park. (Source: MHC NR collection, Fort Independence)

²¹ Report of the Park Dept (1928), p. 5; William Stokinger, DCR, personal communication.

²² "Report of Olmsted Brothers," in Annual Report of the Park Department for 1910 (1911), p. 68.

²³ Report of the Park Department for 1901 (1902), p. 9.

²⁴ Report of the Boston Park Commissioners for 1885 (1886), p. 23.

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The importance of the Marine Park to the system requires a more fitting and unimpeded connection with the other parks than this half-way plan [Columbia and Boston streets] provides. In looking for a feasible route for such a connection a glance at the map reveals the vacant south shore of South Boston, on a part of which Ninth Street has recently been built along the water's edge. Here is to be found over a mile of water-front almost unimproved, having a southerly exposure and a fine near view of the harbor, which could be utilized, at small proportional cost, to make a most attractive drive and promenade, and, in connection with the Marine Park, one of the greatest pleasure resorts in the world. A connection could readily be made with Columbia and Boston streets, which, improved in like manner, would complete the circuit of the Parkway. ... The Board thinks [the Commissioners concluded] it would be derelict in its duty if it did not urge to the utmost the purchasing, at this time, of the lands necessary for the entire system of parkways."²⁵

In April 1890, the Park Commissioners made complete takings between Marine Park and Atlantic (now Covington) Street near Burnham's Wharf. Not until April 1892 was the Board able to take the 56 parcels needed to construct the "Dorchesterway," the section of pleasure drive from Five Corners [Edward Everett Square] to the head of Old Harbor at Mount Vernon Street. Early in 1893, the Commissioners noted that they expected this section to be completed the following year, but added: "It will not be of much use for a park drive until it is connected by the Strandway with Marine Park, but we deem its early completion as highly desirable to open the land for building and to fix the character of the residences to be built in this vicinity."²⁶

The connection between the head of Old Harbor and Burnham's Wharf was more problematic. Old Harbor was then shallow water and mudflats up to the Old Colony Railroad, an alignment followed by today's Old Colony Avenue. On the north shore, between Mercer and Old Colony streets, were small industries and wharves. (The Columbus Park Fieldhouse at Preble Circle would have been at the very edge of the mudflats.) In 1898, when the railroad abandoned its alignment for a route further west, the Commissioners were able to build on the railroad's right-of-way, immediately west of what is today Joe Moakley Park. But in 1892, with the Old Colony still in place, this was not an option. Their proposed 1892 route would have paralleled the railroad 960 feet east of the railroad, taking the north-south alignment that would eventually be followed by the Strandway in 1924, now Day Boulevard.



Detail of 1891 plan of the Burnham Wharf area, showing Old Colony Railroad (today Old Colony Avenue), Mercer Street, and Old Harbor St. Burnham and East Ninth streets are today's northerly alignment of Columbia Road (Source: Detail from Plate 33, *Atlas of Boston Vol 8 South Boston*. G. W. Bromley & Co., 1891)

(continued)

²⁵ Report of the Boston Park Commissioners for 1887 (1888), pp. 18-20.

²⁶ Report of the Boston Park Commissioners for 1892 (1893), p. 22, 29-30.

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Leaving the mainland at the head of Old Harbor [near where Kosciuszko (Columbia) Circle is now located] this way is to be carried across the harbor, by a causeway one hundred and thirty feet wide, to the mainland near I Street, and thence along the shore of Old Harbor to Marine park. The channel to Burnham's wharf is to be crossed by a drawbridge which will not be opened very frequently, and the expense of which will be much less than that which would be attendant upon closing the channel. ... It is the plan to dredge the flats to a line below low-water mark along the whole length of the Strandway, so that when completed it will afford a drive of two miles, bordered by a beach reaching to clean sea-water, which, with its views seaward, cannot fail to be a very attractive resort. If the funds at command of the Board prove to be sufficient, this Strandway can be completed within three years, and with a suitable adjustment of the appropriation, possibly could be finished in 1894.²⁷

In 1887, Olmsted had recommended that a common nomenclature be adopted for all the park roads in the Boston Park System. The Fenway, the Riverway and the Arborway were all named at this time. The recommendation was formally adopted by the Board of Park Commissioners in December 1887,²⁸ but it was not until 1892 that the Board applied the nomenclature rule to Marine Park and its connecting roads. In their annual report to the mayor that year, they decided that all that part of the road from Five Corners to the Head of Old Harbor [Mount Vernon Street] would be called the "Dorchesterway," while the remaining distance, from the Head of Old Harbor to Marine Park, would be called the "Strandway."²⁹ As a name, the "Dorchesterway" only lasted five years, replaced by becoming part of Columbia Road in 1897.³⁰ The Strandway name would survive until 1950, when the road was renamed William J. Day Boulevard.

The goal to finish the Strandway now became the priority over adding to shelters or new buildings in Marine Park, but the nationwide financial depression of 1893 brought a halt to many projects in Boston until funding was available, and little work was done in 1894.³¹ In 1896, the State Legislature authorized the City of Boston to issue notes for the construction of new roads in the city, noting that no less than \$200,000 should be appropriated to completion of the Strandway.³² By this time, plans for the Strandway between Marine Park and O Street had already been prepared and accepted by the Board. "The intention of these plans is to concentrate the yachting and boating interests at the point nearest the anchorage, leaving the rest of the Strandway comparatively free from anything of the kind."³³

(continued)

²⁷ *Ibid.*

²⁸ Report of the Boston Park Commissioners for 1887 (1888), p. 17

²⁹ Report of the Boston Park Commissioners for 1882 (1883), p. 23

³⁰ *Streets*, pp. 123, 158.

³¹ Report of the Boston Park Commissioners for 1893 (1894), pp. 30-31

³² Chap. 453, Acts of 1896.

³³ Report of the Boston Park Commissioners for 1895 (1896), p. 42.

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The Strandway's development represented one of the Olmsted firm's major planning and engineering achievements. From Marine Park westward to just beyond O Street, the work involved demolition of existing yacht clubs and shipyards along City Point's south shore, extensive landfill operations, and the construction of a granite block sea wall, topped by a handsome iron railing. The relocated cluster of yacht clubs between O and P streets—the Boston Harbor Yacht Club, Puritan Canoe Club, Columbia Yacht Club, and the South Boston Yacht Club—were all built between 1898 and 1899. Together these make up the South Boston Boat Clubs Historic District (NRDIS, 2005). At the same time, a new building was erected for the L Street bathhouse on or near the site of a modest wooden bathhouse that had been erected by the city in 1865. (The original L Street Bathhouse has been called "the world's first free bathhouse.") The more elaborate wooden structure completed in 1901 was planned to complement the Strandway and mirrored the Germanic medieval architecture of the Headhouse at Pleasure Bay.³⁴ (The 1901 wooden bathhouse was replaced in 1931 by the current structure.)

The Parkways Act

Despite the Park Commission's construction of the Dorchesterway and the accelerated work on the Strandway, however, it would appear that there was some tension between the role of the Strandway and the Dorchesterway as recreational boulevards and the need for a traffic artery linking Franklin and Marine parks. This tension seems to have played itself out between the Board of Street Commissioners and the Board of Park Commissioners.

In May 1897 the Legislature enacted an "act relative to Parkways in the City of Boston."³⁵ Known thereafter as the Parkway Act, under this authority, the Board of Street Commissioners was directed to "locate anew, alter, widen, lay out, and order to be constructed, a public way, over public ways and private lands, connecting Franklin Park with the Marine Park [in Boston]..." Section 2 of the legislation provided that the Board of Street Commissioners could designate (at their discretion) certain parts of the route to be under the authority of the Board of Park Commissioners. By this act, Columbia Road was to be a continuous thoroughfare for daily traffic between Franklin Park and Farragut Road. The Dorchesterway itself disappeared into Columbia Road in 1897, and the Street Commissioners laid out a new traffic artery, Columbia Road, parallel to the Park Commissioners' other domain, the Strandway. Although Columbia Road would later be turned over to the Park Commissioners (and ultimately to the MDC and DCR) to manage, at least until the early 1920s, the two roadways were managed separately, with commercial (truck) traffic prevented from using the Strandway.

(continued)

³⁴ MHC Inventory #BOS.6851.

³⁵ Chap. 394, Acts of 1897.

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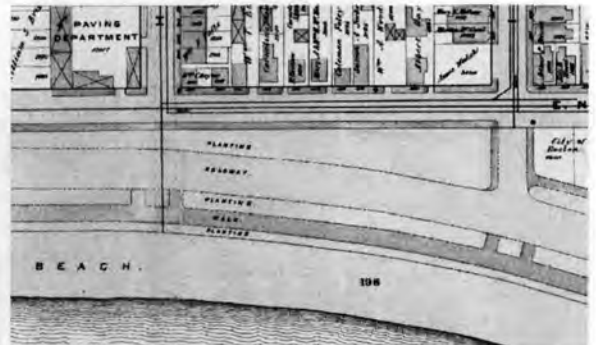
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Street Department reports in subsequent years distinguish between the "easterly or pleasure drive" and the "traffic road." Describing the roads running north along the former Old Colony Railroad right-of-way, the Street Commissioners wrote in 1905:

The easterly or pleasure drive is 42 feet wide, of 9-inch macadam, with 15-foot crushed stone sidewalks and edgestone. A fifteen (15) foot planting space is between the roadways. The westerly or traffic road is 30 feet wide, of 4-inch macadam on 8-inch telford base with 8-foot crushed stone sidewalks and edgestone. This type of construction continues in a northerly direction for about 800 feet. From here the pleasure drive continues of the same width and description to a point near Hyde street, where it turns in an easterly direction, and running about 600 feet connects with a drive of the same character built by the Park Department.³⁶

By the time of the South Boston Atlas of 1899, the entire route between Edward Everett Circle and Farragut Road was identified as "Columbia Road." In subsequent maps, "Strandway" often appears in parentheses. The Atlas of 1899 (inset at right) also details the layout of the road. From the Beach, northward (inland), designations are for Planting, Walk, Planting, Roadway, and Planting. The roadway is shown as a single, undivided space with no indication of lanes. The roadway today referred to as Columbia Road is identified as "East Ninth Street."



Section of Columbia Road and East Ninth Street at I Street, 1899, showing planting and roadway arrangement (Source: Detail from Plate 19, Atlas of Boston: South Boston. G. W. Bromley & Co., 1899)

In the meantime, the Old Colony Railroad, now subject to the State's grade-crossing elimination act of 1890,³⁷ was forced to eliminate the line's grade crossing of Dorchester Avenue, and with costs paid by the Commonwealth, the City and the railroad, its right-of-way was relocated approximately 200 yards to the west. Under 1898 legislation, the Commissioners appointed by the Superior Court laid out Old Colony Avenue, a highway of 80 feet in width on the former railroad alignment.³⁸ The portion of Old Colony Avenue between Mount Vernon Street and Preble Circle became the City's traffic artery, continued as Columbia Road along the alignment of East Ninth Street as far as I Street. Columbia Road, west and north of Columbus Park, also carrying the same "Strandway" was the pleasure drive. Although both roads were given back to the Park Department in the 1920s, it was not until 1955 that the two roads were turned over to the MDC.³⁹

(continued)

³⁶ Report of the Street Department for 1905 (1906), p. 45.

³⁷ Chap. 428, Acts of 1890.

³⁸ Streets, p. 348; An Act to provide for the abolition of the grade crossing of Dorchester Avenue and the Old Colony Railroad in the City of Boston (Chap. 519, Acts of 1897).

³⁹ Chap. 570, Acts of 1955.

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The last major structure to be completed on the route was the bridge carrying Columbia Road over Old Colony Avenue and the railroad tracks at Mount Vernon Street. Abutments for the bridge were contracted for in October 1898,⁴⁰ and the bridge itself was completed in 1902. The last section of Columbia Road, from the railroad bridge to Covington Street, was completed May 6, 1905. The new parkways opened in 1905, the last link in the chain between Marine and Franklin parks.⁴¹

Columbus Park and Columbus Park Beach

The final 3,900-foot segment of the Strandway, between G Street and Columbia Circle, not completed until 1924, is closely tied to the history of Columbus Park and the adjoining Columbus Park Beach (now Carson Beach⁴²). With Columbia Road being constructed by the Board of Street Commissioners, it fell to the Board of Park Commissioners to develop the vacant land. In 1897, the Park Commissioners noted that the passage of the Parkways Act "made it desirable to secure the land and flats, lying between the original line of the Strandway and the Old Colony Railroad, and the Board, therefore, making a taking on June 9, 1897, of so much of the land and flats as the appropriation available therefor would warrant." Further, noting the desirability of playgrounds for parts of Boston hitherto poorly provided, it recommended that this land be used for playground purposes.⁴³ The following year the city began filling in the flats to make what would become the park. By late 1902, "sufficient ground had been graded to form a good ball field of three diamonds, which were much used, as were later the three acres which were flooded for skating."⁴⁴

The new playground, however, was slow to be filled in; the southern end of the park was still mudflats up to the edge of Columbia Road in 1910, when the Bromley Atlas of that year shows a wood-frame "bath house" on "McKenzie Beach" approximately where the southwest corner of the stadium would be today. (The Board of Park Commissioners reported that year that the McKenzie Beach Bathhouse was used by 40,252 persons, fifth highest of the 14 bathhouses run by the City.) The northern end of the park was well established with several

(continued)

⁴⁰ Streets, pp. 122, 284; Report of the Street Department for 1898 (1899), pp. 9, 243-244.

⁴¹ Report of the Street Department for 1905 (1906), p. 45; Seasholes, pp. 326-327.

⁴² "Carson Beach" is the earliest and latest of names for this section of beach at the western end of Old Harbor. Carson Street, Dorchester, east of Five Corners, was laid out in 1887, and by the end of the 19th century, a portion of the mud flats used for swimming at the end of this street was called Carson Beach. In 1906, as more and more of the Old Harbor mud flats were being filled, the beach was renamed McKenzie Beach (see Streets, p. 94). Well before the completion of the present bathhouse in 1924, the beach was actively used. In 1910, the Park Commissioners reported its use by 40,252 persons. In 1924 the Beach was renamed Columbus Park Beach, a name it held until the MDC returned to the Carson Beach name when it took over responsibility for the Beach and Strandway (but not Columbus Park) in 1949.

⁴³ Report of the Boston Park Commissioners for 1897 (1898), pp. 3-4.

⁴⁴ Report of the Boston Park Commissioners for 1902 (1903), p. 7.

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actively used ball fields, and in 1911, the city built one of a series of fieldhouses it was then building in different neighborhoods around the city. The Columbus Park Fieldhouse, built to the designs of city architect William Downes Austin (1856-1943), is today the oldest structure in the park and its studiously rustic Flemish architecture is characteristic of park facilities Austin built in this period.⁴⁵

The design of Columbus Park, the western Strandway, and Columbus Park Beach was the work of Arthur A. Shurcliff (1870-1957). As a young engineering student at MIT, Shurcliff had been introduced to Olmsted in the early 1890s. Olmsted encouraged Shurcliff to study landscape architecture at Harvard College. Upon completion of his graduate studies in 1896, Shurcliff went to work for the Olmsteds (then Olmsted, Olmsted and Eliot) in 1896, about the time of Olmsted senior's retirement. After Olmsted's death in 1903, Shurcliff helped to finish a number of the firm's commissions, and in 1905 set up practice for himself as a consulting landscape architect both for the Boston Park Commission and for the Metropolitan Park Commission.

About 1914, Shurcliff drew up a masterplan for what would later become Columbus Park. It is not clear to what extent his original plan differs from the final result, since the lantern slide of the drawing that has come down to us⁴⁶ (Figure 3, right) was revised in 1922 and 1924 and shows the Park, Strandway and Beach in their present configuration. Nevertheless, the Strandway along this section of Old Harbor and Columbus Park Beach demonstrate Shurcliff's tribute to Olmsted's design of Pleasure Bay thirty years before. The broad cove created for the Beach, although natural-appearing today due to extensive land filling, copied the smaller cove of Pleasure Bay that Olmsted had designed. As in Olmsted's plan for a pierhead at the end of the Pleasure Bay crescent, Shurcliff finished off the sweep of the cover with a picturesque tempietto, today called "Mother's Rest" (no reference was found for the use of the name "Mother's Rest" before the MDC's acquisition of the beach). The "Strandway" name was now applied to the new pleasure drive tracing the beach, as Gardner Way traced the edge of Pleasure Bay. Shurcliff's design (see detail below) depicts his debt to Olmsted in his inset locational diagram.



Fig. 3. Arthur A. Shurcliff, General Plan for Columbus Park (1914) (Source: see footnote 46)

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⁴⁵ Report of the Boston Park Commissioners for 1912 (1913), p. 10

⁴⁶ City of Boston Park Department. General Plan for Columbus Park. Plan by [Arthur A.] Shurcliff, 1914. Glass lantern slide #47, Arthur A. Shurcliff Collection, Massachusetts Historical Society.

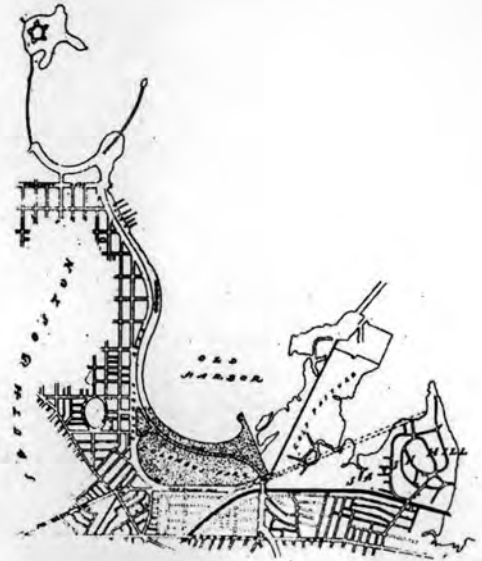
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In 1916, however, despite the filling that had taken place, sewer overflows and low tidal flats still made the place "obnoxious" to many viewers. That year, the legislature authorized the City's Public Works Department to "improve the foreshore, flats and channels" of Old Harbor "so as to increase the area and to improve the condition of the playground, recreation places, and beaches along the Strandway or Columbia road..."⁴⁷ It was designed to provide both an expanded recreation ground and a water-filled basin at all tides for boating and bathing.⁴⁸ The work was under funded and took longer to complete than anticipated. Nevertheless, the work was far enough advanced by October 1917 to allow dedication of the 57-acre expanse of playing field (variously known up until that time as McNary Playground or Strandway Park) as Columbus Park. The report of the completion of the work in December 1919 describes the use of the dredged clay to build up the high fill necessary to connect the Strandway with the Columbia Road Bridge. A concrete and steel bathhouse on the Strandway was proposed, but due to lack of funding, the work had not been done by December 1919.⁴⁹



Key Plan. Detail from Fig. 3 above.

In 1920 and again in 1921, Commissioners of the Park and Recreation Department appealed to the City for funds to complete the work:

The great length of water front bordering the Dorchester bay needs to be developed in order to obtain the fullest degree of useful recreation. No other city of the country contains such possibilities for summer sports so near to the great center of population, and the city government must of necessity be open to grave criticism for failing to provide sufficient funds for proper development.⁵⁰

Not until 1922 were new contracts let for the completion of the work as part of a comprehensive scheme for the improvements of the Strandway and Columbus Park. Until that time, the Strandway had followed the Columbia Road alignment along the north and west sides of the park. Shurcliff's plans for the beach and park development, however, included a new alignment for the Strandway along the beach, parking for beachgoers,

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⁴⁷ Chap. 274, Acts of 1916. See also Annual Reports of the Public Works Department for the year 1918, pp. 87-89.

⁴⁸ Report of the Public Works Department for 1916 (1917), p. 11.

⁴⁹ Report of the Public Works Department for 1918 (1919), pp. 87-89.

⁵⁰ Report of the Park and Recreation Department for the Year ending January 31, 1920, p. 2.

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and a traffic circle that would link the Strandway with Columbia Road before it passed over the railroad bridge to the west. Enthusiastically, the Park Commission wrote that "when completed, South Boston will have a beach area which cannot be matched in any large city of the county."⁵¹

The following year, the Commission reported the completion of what was "considered the best-equipped bath house in the country ... at a total cost of \$220,000."⁵² Its designer was City Architect Harrison Henry Atwood (1863-1954). At its formal opening in 1924, the structure was called "probably the largest bathhouse in the world."⁵³

With the opening of the Strandway along the beach, adjustments were also made to Columbia Road. In 1923, the City Planning Board recommended that Columbia Road and the Strandway become one-way streets, the Strandway carrying northerly and eastbound traffic, and Columbia Road carrying traffic in the opposite directions. As noted in their report, this would eliminate the distinction between pleasure and traffic arteries, permitting trucks on both roads. At the same time, the Park Department was to be given responsibility of maintenance for both roads.⁵⁴

The original planning for Columbia Circle had anticipated the completion of a new southern artery, the Old Colony Parkway, one of more than a dozen parkways authorized by an omnibus Parkways Act of 1912.⁵⁵ The roadway was intended by the Commission to link Boston and the Metropolitan Park Commission's new Quincy Shore Drive (NRDIS, 2003). Work on this road, however, was delayed for more than a decade. The bridge over Mount Vernon Street, linking the new parkway with the south side of Columbia Circle was completed in 1926,⁵⁶ and the Parkway itself opened as far as Freeport Street two years later. The highway was renamed the William T. Morrissey Boulevard in 1952.⁵⁷

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⁵¹ Annual Report of the Park Department for the Year ending January 31, 1923, p. 5.

⁵² Annual Report of the Park Department for the Year ending January 31, 1924, p. 6.

⁵³ Annual Report of the Park Department for the Year ending January 31, 1925, p. 6.

⁵⁴ Annual Report of the City Planning Board (1923), p.31.

⁵⁵ Chap. 699, Acts of 1912. The act was an omnibus funding act for new parkways all over the region. The new "parkway or boulevard", unnamed in the legislation, would run "from a point at or near the crossing of Columbia road and the New York, New Haven and Hartford railroad, to a point near Neponset bridge in Boston, and from a point near Neponset bridge in Quincy to Quincy Shore reservation at Atlantic in the city of Quincy, [for] a sum not exceeding [\$475,000]".

⁵⁶ MDC Report (1926), pp. 9-10; (1928), p. 2

⁵⁷ Chapter 327, Acts of 1952 renames the Old Colony Parkway and Quincy Shore Drive between "Kosciuszko (Columbia) Circle" to Sea Street, Quincy, as the William T. Morrissey Boulevard. (Morrissey, who died in office November 6, 1945, was a former MDC Commissioner.) Sixteen years later, the former Quincy Shore Drive was redesignated Quincy Shore Drive. (Chap. 386, Laws of 1968, amending the 1952 act).

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The last part of Shurcliff's plan for Columbus Park to be completed, Columbus Stadium at the south end of the park adjoining Columbia Circle, was constructed about 1930.⁵⁸ In 1953 it was renamed the Paul J. Saunders Stadium in honor of the World War II veteran Paul J. Saunders (1918-1944).⁵⁹

Although most other park construction came to a halt during the 1930s, an exception was the L Street Bathhouse, built at the height of the Depression at a cost of \$400,000. Designed by John Matthew Gray and John P. Heffernan, the present masonry structure owes its existence to city mayor James Michael Curley (1874-1958), then serving his third term as mayor of Boston. He "recognized the need for a new bathhouse which would accommodate the city's less affluent." The new bathhouse was dedicated with great fanfare June 15, 1931 when a crowd of 5,000 viewed "a parade of 60 life guards in boats." The new structure's important features included hot saltwater showers, handball courts, and a vita glass solarium said to be the first of its kind in the world.⁶⁰ Since renovations to the building by the City and its rededication in 1989, the bathhouse has been known as the Curley Community Center.

The most significant new developments along the parkways in the 1930s were both Federal Housing projects, at the northwest corner of the parkways. Old Harbor Village, brick row houses and tenements for 6,066 apartments south of Preble Circle, was the first Federal housing project in New England. Ground was broken for the complex in 1936 and completed in the Spring of 1938 at a cost of \$7 million. (Old Harbor Village would be later renamed the Mary Ellen McCormack Development after the mother of the Speaker of the House John W. McCormack.) Three years after the completion of the new housing development, the city constructed a footbridge over Old Colony Avenue and Columbus Road linking the Old Harbor with Columbus Park⁶¹ (**Hugh Farren Pedestrian Overpass, #13 on the data sheet**). (The footbridge was renamed in 1962 after a World War II Navy veteran.⁶²) Within two years of the completion of Old Harbor Village, work had also started on the 15-acre Old Colony Housing Development on the opposite side of Preble Circle. The traffic rotary itself, renamed the **Sgt Alexander F. Pacuska Circle (#11 on the data sheet)** after World War II, was probably constructed at this time, although improvement of circulation had been discussed during Columbus Park improvements in the 1920s.

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⁵⁸ City of Boston Plans dwg 7212A, (28 Feb. 1930) Construction drawings for stadium, "concrete bleachers, grading," etc. Collection of DCR Plans Archive.

⁵⁹ Boston City Council Minutes (1953), p.153.

⁶⁰ MHC Inventory, BOS. 6851.

⁶¹ Report of the Dept of Public Works (1941), p. 21.

⁶² Chap. 335, Acts of 1962. Farren was killed in action in the Gilbert Islands, now the main part of the Pacific island nation of Kiribati.

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Beginning in the 1940s, successive waves of development on Columbia Point south of Columbia Circle had impacts on the use of the Strandway. In the 1940s, Camp McKay was built on the north side of the Columbia Point Peninsula along Mount Vernon Street to house Italian prisoners during WWII. The small brick police station on facing Columbia (later Kosciuszko) Circle was built by the city in this era. The access road around it ("the shute"), linking the Strandway (now Day Boulevard) with Mount Vernon Street may have been built at the same time. Camp McKay was succeeded by the Columbia Point Housing Development in 1954, and the Family Shopping Center (later the Bayside Mall) in 1966. Another access road in 1968 connected the new shopping center directly to Day Boulevard, between the Carson Beach Bathhouse and the MDC Police Station (1964). In the 1980s, the shopping center would be replaced by the present Bayside Business & Conference Center and Bayside Exposition Center.

The MDC years

The years immediately following World War II saw substantial new investment in renovating the parkways and beaches. In 1949, control of the "beaches and shore parks and their facilities, hitherto under the ownership and control of the City of Boston" was given to the Metropolitan District Commission (MDC).⁶³ Probably to clearly distinguish the new MDC role in the beach from the municipal Columbus Park, Columbus Park Beach was renamed "Carson Beach," thus reverting to its very earliest name from the turn of the century. The following year the Strandway was renamed the William J. Day Boulevard, after the South Boston lawyer and special justice of the South Boston District Court William J. Day (1876-1950).⁶⁴ (A stone marker facing Kosciuszko Circle marks this rededication of the road.) Old Colony Avenue and Columbia Road west of William J. Day Boulevard were not transferred to the MDC's jurisdiction until 1955.⁶⁵

In the 1950s, the MDC undertook significant renovations to Pleasure Bay: in 1950, the legislature authorized the rebuilding of the Head House Pier,⁶⁶ and two years later the construction of a causeway from Castle Island to the Head House promontory at City Point, South Boston. The causeway would by this means convert Pleasure Bay to a landlocked lagoon "suitable for bathing at all times, regardless of tides."⁶⁷ Openings in the causeway would allow limited tidal fluctuations and exchange of water in the lagoon with the sea outside. Much

(continued)

⁶³ Chap. 509, Acts of 1949. Cited in Report of the City Planning Board (1949), p. 9.

⁶⁴ "William J. Day," *Boston Globe* 31 May 1950, p. 3; Chap. 693, Acts of 1950: "That portion of Columbia road in the South Boston district of the city of Boston between Columbia Circle and Castle Island, known as the Strandway, shall be known and designated as the William Day Boulevard and suitable markers or tablets bearing said designation shall be erected and maintained thereon by the metropolitan district commission."

⁶⁵ Chap. 570, Acts of 1955.

⁶⁶ Chap. 553, Acts of 1950.

⁶⁷ Report of the City Planning Board (1951), p. 11 ; Acts of 1952, Chap. 466. Cited in Report of the City Planning Board (1952), p. 15

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of the planting between the former Gardner Way and Pleasure Bay was renewed in this period, including resanding of the beach, a new concrete wall, and shelters. (The Ginkgo trees in concrete planters are thought to have been a gift to the city some years prior to these renovations.⁶⁸) The same period also saw the establishment of the Castle Island waterfront terminal on the filled land north of the former Gardner Way and Castle Island. The area had been gradually filled in the 1920s and '30s as a planned extension of Marine Park. However, during World War II, the newly filled land was taken by the Army and after the war, transferred to the Port of Boston Authority. The terminal was named the Paul W. Conley Terminal in 1979.⁶⁹ In the early 1960s, the MDC undertook a redesign of the approach to Castle Island, to include a larger parking lot. The sanitary facility and the current take-out concession, Sullivan's, also dates to this reorganization of the Castle Island access ca. 1964, although Sullivan's itself had been a small takeout stand on the site as early as 1951. It is possible that with this redesign, Gardner Way began to be considered as part of Day Boulevard.

In 1967 the Metropolitan District Commission undertook a major upgrade of Boston's sewage collection system with the construction of Deer Island Primary Wastewater Treatment Plant and the **Columbus Park Headworks (#9 on the data sheet)**. Until 1967, most of Boston's sewage discharge was still being handled by the Calf Pasture Pumping Station (1883, NR 1990), 1.3 miles southeast of Columbus Park. The new headworks replaced the Calf Pasture station, diverting sewage to the new Deer Island facility. (In 1985, the MDC's sewage division was transferred to the new Massachusetts Water Resources Authority [MWRA].) The short 200-yard **Babe Ruth Park Drive (#10 on the District Data Sheet)**, which provides the street access to the headworks and faces the ballfields of Columbus Park, although it appears in Shurcliff's 1924 plan of Columbus Park, was given its current name by the MDC in 1968 on the 20th anniversary of the famous baseball player's death.⁷⁰

(end)

⁶⁸ William Stokinger, DCR, personal communication, 2 May 2008.

⁶⁹ W. Stokinger; Chap. 771, Laws of 1951; Chap. 114, Laws of 1979.

⁷⁰ MDC Minutes, Volume 34, p. 98, item no. 5 (March 14, 1968), courtesy of DCR Archivist Sean Fisher 10/09/2007.

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(end)

Old Harbor Reservation Parkways
Name of Property

Suffolk County, Massachusetts
County, State

10. Geographical Data

Acreage of Property Approximately 55.8 acres

UTM References (NAD27)

Zone	Easting	Northing		Zone	Easting	Northing	
1. 19	333961	4689149	(E. Terminus of Gardner Way)	4. 19	331469	4688241	(Columbia Rd/Day Blvd Split at G Street)
2. 19	333209	4688838	(Farragut Circle)	5. 19	330865	4688176	(Pacuska Circle)
3. 19	333123	4688529	(Farragut Rd & Day Boulevard)	6. 19	330926	4687327	(Kosciuszko Circle)

Verbal Boundary Description and Boundary Justification

See Section 10 Continuation Sheet

11. Form Prepared By

name/title Peter Stott and Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date June 2008

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 and Recreation

street & number 241 Causeway Street telephone (617) 727-5264

city or town Boston state MA zip code 02114

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BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundaries for the Old Harbor Reservation Parkway, located entirely in the South Boston neighborhood of the city of Boston, is drawn to encompass property historically and currently associated with the roadways. This includes the parkway corridor and adjacent planting strips and sidewalks, where they exist. Where sidewalks and planting strips do not exist, the nomination includes all the land that extends back ten feet from the current edge of the parkway. The specific termini for each parkway are as follows:

Day Boulevard, Segment 1 (formerly Gardner Way): The eastern terminus of the parkway corresponds to a north-south line of convenience intersecting the western tip of the Castle Island parking lot entry miter. The western terminus for the parkway corresponds to a line of convenience drawn from north to south across the parkway from the northwestern corner of Farragut Road.

Day Boulevard, Segment 2: The eastern terminus for Day Boulevard, Segment 2 corresponds to a line of convenience drawn from north to south across the parkway from the northwestern corner of Farragut Road where the parkway connects with the western terminus of the former Gardner Way. The western terminus of the parkway corresponds to a line of convenience drawn around the outer perimeter of Kosciuszko Circle at the southwestern corner of Joe Moakley (formerly Columbus) Park. The northern boundary of the roadway in the area of the planted median that borders its northern edge corresponds to the edge of pavement. The Day Boulevard boundary includes the four-acre extension of Columbus Park at the intersection of Day Boulevard at G Street in which the Columbus Park Headworks is located. Day Boulevard is linked to Columbia Road by a short 200-foot connector, now called Babe Ruth Park Drive.

Columbia Road: The eastern terminus for Columbia Road corresponds to a line of convenience drawn from north to south across the parkway from the northwestern corner of Farragut Road where the parkway connects with the western terminus of the former Gardner Way. The western terminus, coinciding with the western terminus of Day Boulevard, Segment 2, corresponds to a line of convenience drawn around the outer perimeter of Kosciuszko Circle at the southwestern corner of Joe Moakley (formerly Columbus) Park. The Columbia Road boundary includes the planted median that borders its southern edge and separates the roadway from Day Boulevard.

Old Colony Avenue: The northern terminus of Old Colony Avenue corresponds to a line of convenience drawn along the southern edge of the outer perimeter of the Pacuska (formerly Preble Circle) Circle at the northwestern corner of Joe Moakley (formerly Columbus) Park. The southern terminus of the parkway corresponds to a line of convenience drawn across the roadway at the point where it departs from the Columbia Road alignment, approximately 700 feet north of Kosciuszko Circle.

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Historic Images

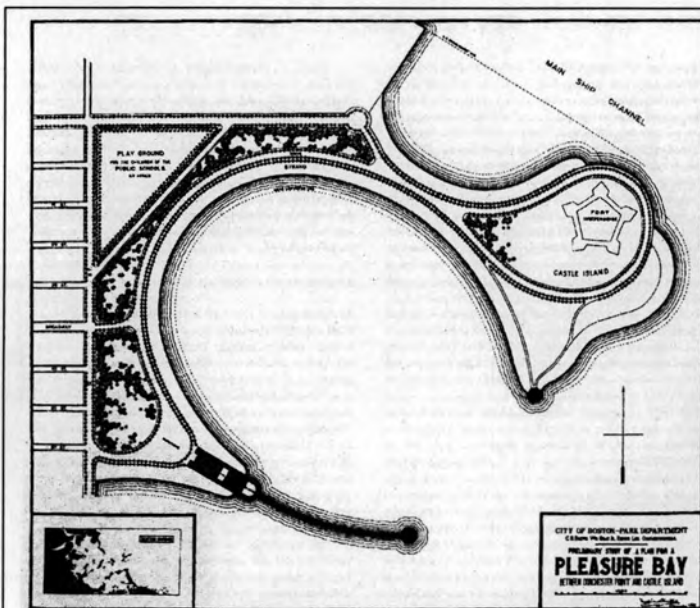


Fig. 1. Frederick L. Olmsted, *Preliminary Study of a Plan for a Pleasure Bay between Dorchester Point and Castle Island*, December 1883. Collection of Frederick Law Olmsted National Historic Site, Brookline, Mass., Reprinted as Fig. 11.28 in Nancy S. Seasholes, *Gaining Ground. A History of Landmaking in Boston* (Cambridge: The MIT Press, 2003)

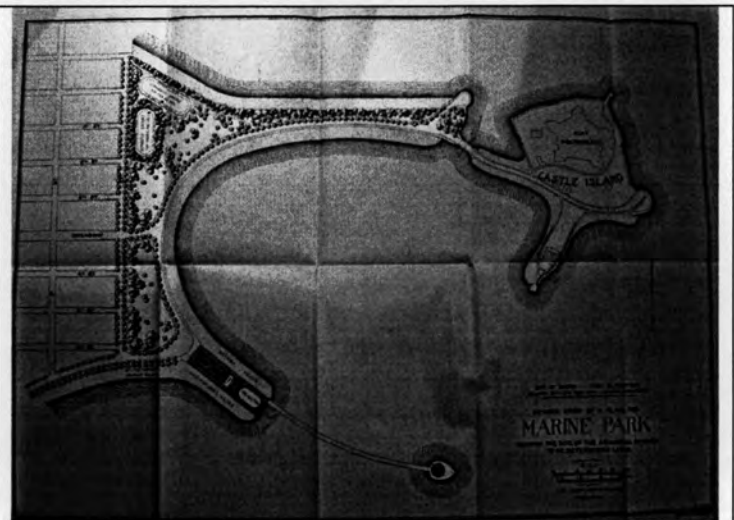


Fig. 2. Revised plan for Marine Park by F.L. and J. Olmsted, Architects, December 1889 (Source: *Report of the Park Commission*, 1890)

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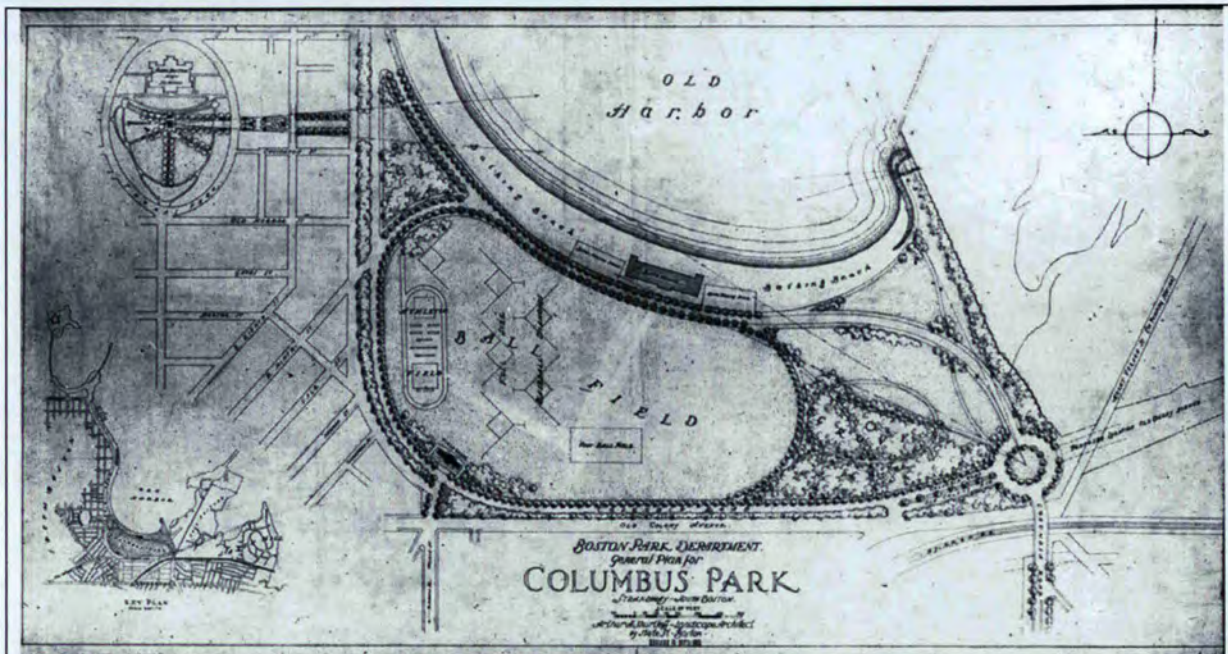


Fig. 3. City of Boston Park Department. "General Plan for Columbus Park." Arthur A. Shurcliff, Landscape Architect. [1914], revised to Jan. 11, 1924. Glass lantern slide #47, Arthur A. Shurcliff Collection, Massachusetts Historical Society

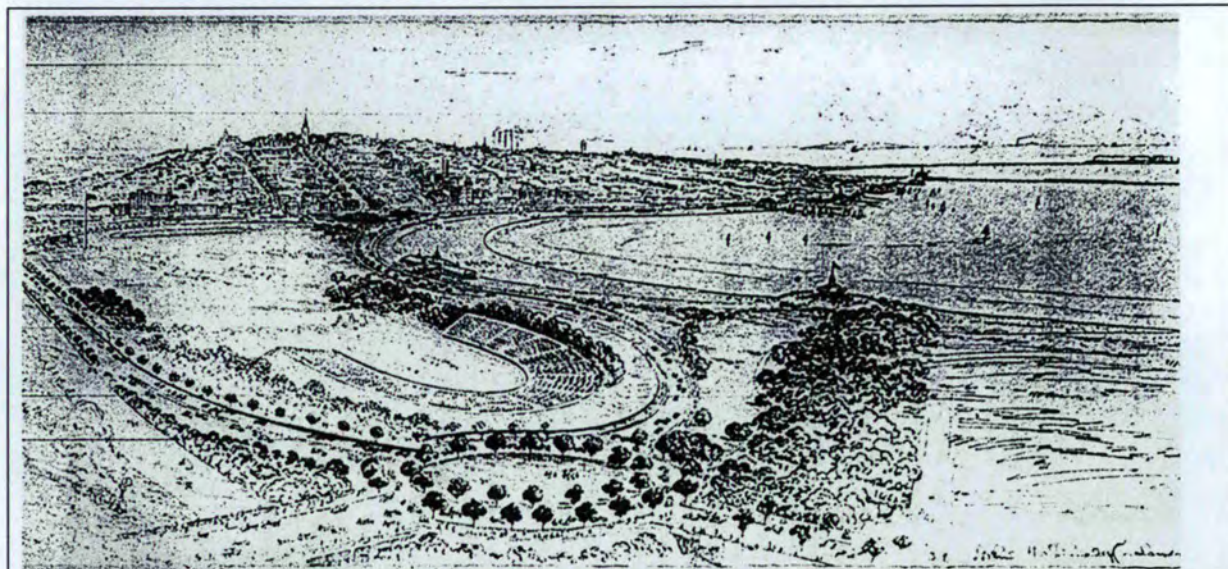


Fig. 4. Arthur A. Shurcliff, Circle at Columbus Park [South Boston] with Stadium, ca. 1920s. Glass lantern slide #48, Arthur A. Shurcliff Collection, Massachusetts Historical Society

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Old Harbor Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston (Suffolk County), MA

Section number List of photos Page 1

LIST OF PHOTOGRAPHS

Photographer: Peter Stott, MHC

Date: September-November 2007; April 2008

1. East end of the former Gardner Way: miter at Castle Island parking lot; Pleasure Bay to left; Paul Colney Marine terminal to right (September 2007).
2. Gravel planting strip with crabapple trees along the north side of the former Gardner Way, looking east toward Castle Island along the fence separating the roadway from the marine terminal (April 2008).
3. Day Boulevard (former Gardner Way) looking southwest over Pleasure Bay (September 2007).
4. Farragut Rotary and intersection of East Broadway with Day Boulevard (former Gardner Way), looking toward Marine Park (September 2007).
5. Farragut Monument (1893), looking west (Marine Park and East Broadway to rear) (September 2007).
6. Day Boulevard (former Gardner Way) looking north; Marine Park to the west (left); Pleasure Bay and Beach to the east (right) (September 2007).
7. Day Boulevard (former Gardner Way) looking east toward Pleasure Bay, Castle Island. Marine Park at left (November 2007).
8. Intersection of Farragut Road and segments 1 and 2 of Day Boulevard (former Gardner Way and former Strandway), looking east through Marine Park toward Castle Island (April 2008).
9. Intersection of Farragut Road and segments 1 and 2 of Day Boulevard (former Gardner Way and former Strandway), and Columbia Road looking west. Marine Park in right foreground; brick Lennon Court condominiums (1949) along Columbia Road in center right; Boat Clubs along Day Boulevard, far left (April 2008).
10. View from Kelly's Landing looking west: left-right: Boat Clubs, Donovan/Stapleton Park, Day Boulevard (April 2008).
11. Columbia Road looking east toward Farragut Road; Marine Park in center distance; median strip separating road from Day Boulevard to right (September 2007).
12. Columbia Road looking east; median strip, Day Boulevard, and M Street Beach to right (September 2007).
13. Day Boulevard and M Street Beach looking west; L Street Bathhouse on horizon (April 2008).
14. Columbia Road looking east at L Street, showing median and Laporte statue, Day Boulevard, and L Street Bathhouse to right (September 2007).
15. Joseph E. Laporte Statue (1965) in the median strip, opposite the L Street Bathhouse (now Curley Community Center), looking east (September 2007).

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

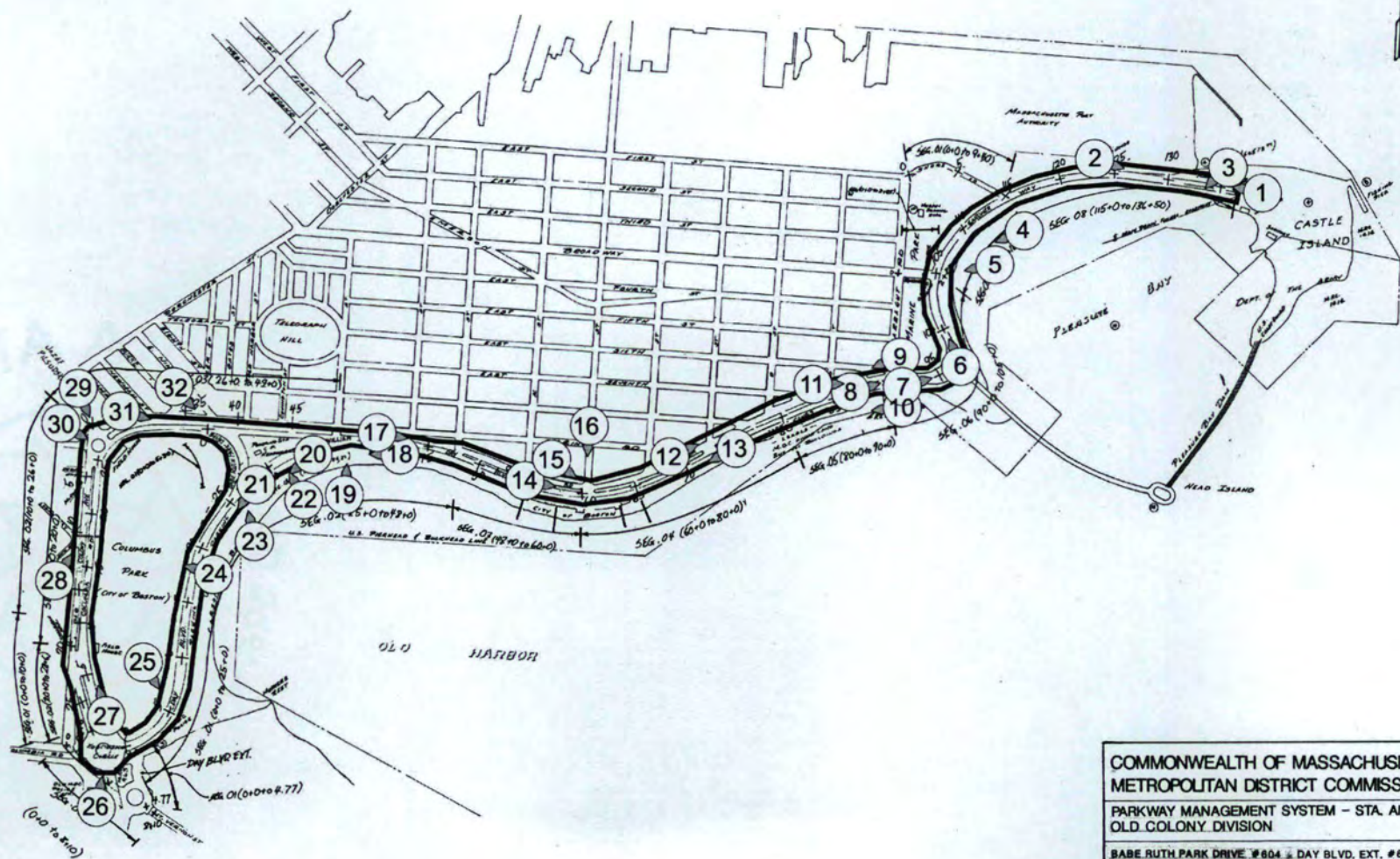
Old Harbor Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston (Suffolk County), MA

Section number List of photos Page 2

16. Central Pavilion, L Street Bathhouse (1931) (now Curley Community Center) at Day Boulevard and L Street (April 2008).
17. Columbia Road looking east toward I Street; broad planted median strip to right (September 2007).
18. Day Boulevard at split with Columbia Road opposite G Street, looking west (April 2008).
19. White Willow (*Salix alba*), Day Boulevard at G Street looking east (October 2007).
20. Lindens along Day Boulevard, looking southwest from near G Street (November 2007).
21. Carson Beach and Bathhouse, looking southwest from Day Boulevard (September 2007).
22. Columbus Park Headworks (1967), Day Boulevard in foreground (April 2008).
23. Babe Ruth Park Drive intersection with Day Boulevard; Columbus Park Headworks center right behind trees; construction in Joe Moakley (Columbus) Park, far left (April 2008).
24. Day Boulevard, looking west across Joe Moakley (Columbus) Park toward Columbia Road and Columbus Park Fieldhouse (April 2008).
25. Former MDC Police Station (1964), looking east across Day Boulevard from Joe Moakley (Columbus) Park (September 2007).
26. Tadeusz Kosciuszko Monument (1951), Kosciuszko Circle (September 2007).
27. Columbia Road looking north from Kosciuszko Circle; Joe Moakley (Columbus) Park to right (September 2007).
28. Hugh Farren Pedestrian Overpass (1941), looking northeast from median strip between Old Colony Avenue and Columbia Road; Joe Moakley (Columbus) Park to rear (September 2007).
29. Sgt. Alexander F. Pacuska (formerly Preble) Circle, looking southeast; Columbus Park Fieldhouse in left rear (September 2007).
30. Columbus Park Fieldhouse (1911) at Pacuska Circle; view from Columbia Road looking northeast (September 2007).
31. Columbia Road looking east from Pacuska Circle across north end of Joe Moakley (Columbus) Park; Carson Towers (1972) and Columbus Park Headworks (1967) in distance (September 2007).
32. Babe Ruth Park Drive intersection with Columbia Road; Joe Moakley (Columbus) Park, at right (September 2007).

(end)

Location of photographs



COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSION

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN OLD COLONY DIVISION

BABE RUTH PARK DRIVE #604 - DAY BLVD. EXT. #617
BROADWAY #602 MT. VERNON ST. #618
COLUMBIA RD. #603 OLD COLONY AVE #605
DAY WILLIAM J. BLVD. #606 SHORE RD. #601



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

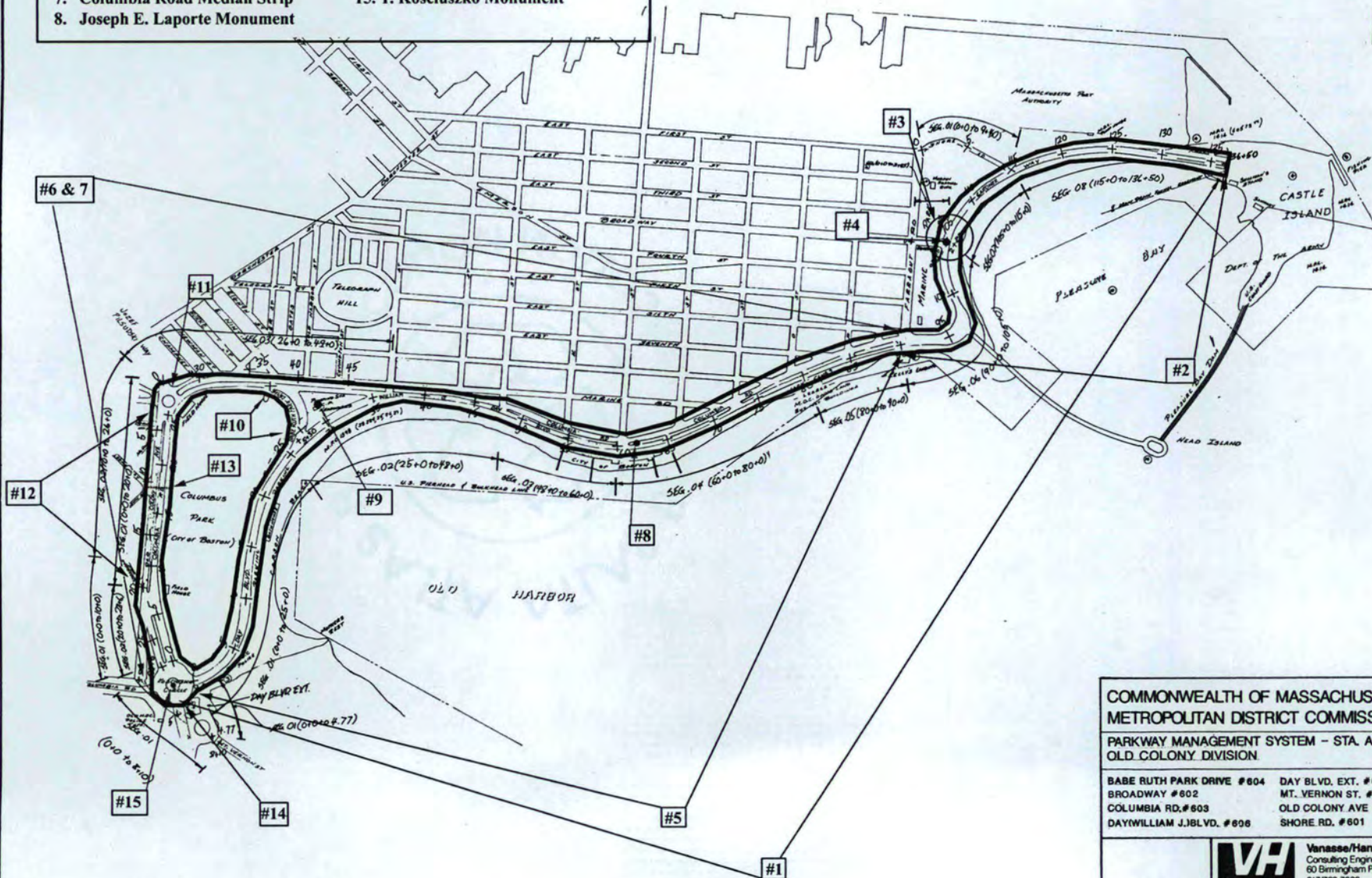
DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. OC-1
DRAWN BY NBF	SCALE NOT TO SCALE	
CHECKED BY VAG	SHEET OF 35	JOB NO. 1120

51794X

Old Harbor Reservation Parkways
Boston (South Boston), Massachusetts
District Data Sheet

#	MHC #	Original Name	Current Name	Location	Date	Status	Type	UTM (NAD27)
#1			Old Harbor Reservation Parkways	Between Castle Island and Kosciuszko Circle	1883-1957	C	Structure	19 333961 4689149 - 19 330926 4687327
#2		Gardner Way	Wm J Day Boulevard (Segment 1)	Between Castle Island and Farragut Road	1883-1927	C	Structure	19 333961 4689149 - 19 333123 4688529
#3		Farragut Rotary	[same]	Intersection of Wm J Day Boulevard and East Broadway	1893	C	Structure	19 333209 4688838
#4	BOS.9257	Farragut Monument	[same]	Centre of Farragut Rotary	1893	C	Structure	19 333209 4688838
#5	BOS.9255	The Strandway	Wm J Day Boulevard (Segment 2)	Between Farragut Road and Kosciuszko Circle	1897-1924	C	Structure	19 333123 4688529 - 19 330926 4687327
#6		Columbia Road	[same]	Between Farragut Road and Kosciuszko Circle	1897	C	Structure	19 333123 4688529 - 19 330926 4687327
#7		Columbia Road median strip	[same]	Between Farragut Road and Kosciuszko Circle	1897	C	Structure	19 333123 4688529 - 19 330926 4687327
#8			Joseph E. Laporte Monument	Median strip at L Street between Columbia Rd and Wm J Day Blvd	1965	NC	Object	19 332295 4688155
#9			Columbus Park Headworks	1305 Columbia Road	1967	NC	Building	19 331330 4688204
#10			Babe Ruth Park Drive	Between Wm J Day Boulevard and Columbia Road	1924	C	Structure	19 331222 4688255 - 19 331292 4688091
#11		Preble Circle	Sgt Alexander F Pacuska Circle	Intersection of Columbia Rd, Old Colony Ave, and Preble St.	c.1941	C	Structure	19 330865 4688176
#12		Old Colony Avenue	[same]	Between Pacuska Circle and a point 1,922 feet south of the Circle where the road departs from the Columbia Rd alignment	1898	C	Structure	19 330865 4688176 - 19 330926 4687327
#13		Old Harbor Village Footbridge	Hugh Farren Pedestrian Overpass	Crossing Old Colony Ave and Columbia Rd	1941	C	Structure	19 330846 4687842
#14		Columbia Circle	Tadeusz Kosciuszko Circle	Intersection of Columbia Rd, Wm J Day Boulevard and Morrissey Blvd	1924	C	Structure	19 330926 4687327
#15			Tadeusz Kosciuszko Monument	Center of Kosciuszko Circle	1951	C	Object	19 330926 4687327

- | | |
|------------------------------------|-------------------------------------|
| 1. Old Harbor Reservation Parkways | 9. Columbus Park Headworks |
| 2. Day Blvd Seg. 1 (Gardner Way) | 10. Babe Ruth Park Drive |
| 3. Farragut Rotary | 11. Pacuska (Preble) Circle |
| 4. Farragut Monument | 12. Old Colony Avenue |
| 5. Day Blvd Seg. 2 (the Strandway) | 13. Hugh Farren Pedestrian Overpass |
| 6. Columbia Road | 14. Kosciuszko (Columbia) Circle |
| 7. Columbia Road Median Strip | 15. T. Kosciuszko Monument |
| 8. Joseph E. Laporte Monument | |



COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
OLD COLONY DIVISION

BABE RUTH PARK DRIVE #604 DAY BLVD. EXT. #617
BROADWAY #602 MT. VERNON ST. #616
COLUMBIA RD. #603 OLD COLONY AVE #605
DAYWILLIAM J. BLVD. #608 SHORE RD. #601



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

DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. OC-1
DRAWN BY NBF	SCALE NOT TO SCALE	
CHECKED BY VAG	SHEET OF 38	JOB NO. 1120

51794X

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Old Harbor Reservation Parkways, Metropolitan Park System of
NAME: Greater Boston

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 6/11/08 DATE OF PENDING LIST: 7/01/08
DATE OF 16TH DAY: 7/16/08 DATE OF 45TH DAY: 7/25/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000693

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 7.24.08 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOMMENDATION: ☒ N ☐ SAMPLE: ☐ N ☐ SLR DRAFT: ☐ N ☐ NATIONAL: ☐ N
RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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.



MA SUFFOLK CO. BOSTON OHAP 001

Old Harbor Reservation Parkways

East end of the former Gardner Way; witer at Castle
Island parking lot; Pleasure Bay to left; Paul Colney
Marine Terminal to right

Photographer: Peter Stott, September 2007

Photo #1



MA SUFFOLK CO. BOSTON 002

Old Harbor Reservation Parkways

Gravel planting strip with crabapple trees along
north side of the former Gardner Way, looking east toward
Castle Island along the fence separating the roadway
from the Marine terminal

Photographer: Peter Stott, April 2008

Photo #2



MA SUFFOLK CO. BOSTON OHRP 003

Old Harbor Reservation Parkways

Day Boulevard (former Gardner Way) looking southwest over
Pleasure Bay

Photographer: Peter STOTT, September 2007

Photo # 3



MA SUFFOLK CO. BOSTON OHRP 004
Old Harbor Reservation Parkways

Farragut Rotary and intersection of East Broadway with
Day Boulevard (former Gardner Way), looking toward Marine
Park (September 2007)

Photographer: Peter STOTT, September 2007

Photo #4



MA SUFFOLK CO. BOSTON OHRP 005
Old Harbor Reservation Parkways

Farragut Monument (1893), looking
West (Marine Park and East Broadway
to rear)

Photographer: Peter STOTT, Sept. 2007

Photo #5



MA SUFFOLK CO. BOSTON OHRP 006
Old Harbor Reservation Parkways

Day Boulevard (former Gardner Way) looking north;
Marine Park to the west (left); Pleasure Bay and Beach to
the east (right)

Photographer: Peter STOTT, September 2007

Photo #6



11 11 2007

MA SUFFOLK CO. BOSTON OHRP 007
Old Harbor Reservation Parkways

Day Boulevard (former Gardner Way) looking east toward
Pleasure Bay, Castle Island. Marine Park at left.

Photographer: Peter STUTT, November 2007

Photo #7



MA SUFFOLK CO. BOSTON OHRP 008

Old Harbor Reservation Parkways

Intersection of Farragut Road and segments 1 and 2 of
Day Boulevard (former Gardner Way and former
Strandway), looking east through Marine Park toward
Castle Island

Photographer: Peter STOTT, April 2008

Photo # 8



20.11.2008

MA SUFFOLK CO. BOSTON OHRP 009
06 Harbor Reservation Parkways

Intersection of Farragut Road and segments 1 and 2 of Day
Boulevard (former Gardner Way and former Strandway),
looking west. Marine Park in right foreground;
bridge Lennon Court condominiums (1949) along Columbia
Road in center right; Boat Clubs along Day
Boulevard, far left

Photographer: Peter STOTT, April 2008

Photo # 9



MA SUFFOLK CO. BOSTON OHRP 010
Old Harbor Reservation Parkways

View from Kelly's Landing looking west: left-right:
Boat Clubs ~~along Day Boulevard~~, Donovan/Stapleton
Park, Day Boulevard

Photographer: Peter STOTT, April 2008

Photo #10



MA SUFFOLK CO. BOSTON OHRP 011

Old Harbor Reservation Parkways

Columbia Road looking east toward Farragut Road;
Marine Park in center distance; median strip
separating road from Day Boulevard to right

Photographer: Peter STOTT, September 2007

Photo #11



MA SUFFOLK CO. BOSTON OHRP 012

Old Harbor Reservation Parkways

Columbia Road looking east; median strip, Day Boulevard
and M Street Beach to right

Photographer: Peter STOTT, September 2007

Photo #12



MA SUFFOLK CO. BOSTON OHRP 013

Old Harbor Reservation Parkways

Day Boulevard and M Street Beach looking west;
L Street Bathhouse on horizon

Photographer: Peter STOTT, April 2008

Photo #13



MA SUPPLY CO. BOSTON OHRP 014

Old Harbor Reservation Parkways

Columbia Road looking east at L Street, showing median
and Laporte statue, Bay Boulevard, and L Street
Bathhouse to right

Photographer: Peter STOTT, September 2007

Photo #14



MA SUFFOLK CO. BOSTON OHRP 015
Old Harbor Reservation Parkways

Joseph E. Laporte Statue (1965) in
the median strip, opposite the L Street
Bathhouse (now Carley Community
Center), looking east

Photographer: Peter STOTT,
September 2007

Photo #15



MA SUFFOLK CO. BOSTON OHRP 016

Old Harbor Reservation Parkways

Central Pavilion, L Street Bathhouse (1931) (now Curley
Community Center) at Day Boulevard and L Street

Photographer: Peter STOTT, April 2008

Photo #16



MA SUPPOLL CO. BOSTON OHRA 017
Old Harbor Reservation Pathways

Columbia Road looking east toward I Street; broad
planted median strip to right

Photographer: Peter STOTT, September 2007

Photo #17



MA SUFFOLK CO. BOSTON OHEP 018
Old Harbor Reservation Parkways

Day Boulevard at split with Columbia Road opposite
G Street, looking west

Photographer: Peter STOTT, April 2008

Photo #18



MA SUPPOLK CO. BOSTON OTRP 019
Old Harbor Reservation Parkways

White willow (Salix alba), Bay Boulevard at G Street
looking east

Photographer: Peter Stott, October 2007

Photo #19



2007-11-13

MA SUFFOLK CO. BOSTON OTHER 020
Old Harbor Reservation Parkways

Lindens along Day Boulevard, looking southwest
from near G Street

Photographer: Peter Stott, November 2007

Photo #20



MA SUFFOLK CO. BOSTON OHRP ©21
Old Harbor Reservation Parkways

Carson Beach and Bathhouse, looking southwest from
Day Boulevard

Photographer: Peter STOTT, September 2007

Photo #21



MA SUFFOLK CO. BOSTON OHRP 022
Old Harbor Reservation Parkways

Columbus Park Headwakes (1967): Day Boulevard in
foreground

Photographer: Peter STOTT, April 2008

Photo #22



MA SUFFOLK CO. BOSTON OHRP 023
Old Harbor Reservation Parkways

Babe Ruth Park Drive intersection with Day Boulevard;
Columbus Park Headworks center right behind trees;
construction in Joe Moakley (Columbus) Park, far left.

Photographer: Peter STOTT, April 2008

Photo #23



MA SUFFOLK CO. BOSTON OHRP 024

Old Harbor Reservation Parkways

Day Boulevard, looking west across Joe Moakley
(Columbus) Park toward Columbia Road and
Columbus Park Fieldhouse

Photographer: Peter STOTT, April 2008

Photo #24



MA SUFFOLK CO. BOSTON OHRP 025

Old Harbor Reservation Parkways

Former MDC Police Station (1964), looking east across
Day Boulevard from Joe Moateley (Columbus) Park

Photographer: Peter STOTT, September 2007

Photo #25



TADEUSZ
KOSCIUSZKO

FORTH NATIONAL
HERO AND AMERICAN
REVOLUTIONARY WAR
GENERAL

~ ~ ~

COMMEMORATIVE
THE 175TH ANNIVERSARY
OF HIS ARRIVAL IN
AMERICA TO ENLIGHTEN
IN THE CAUSE OF
LIBERTY

~ ~ ~

DESIGNED BY THE
NATIONAL MONUMENT
COMMISSION
CONSTRUCTED BY THE
NATIONAL MONUMENT

~ ~ ~

1954

PAL
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AN
PARKS
RECREATION

JOE MURRAY

MA SUFFOLK CO. BOSTON OHRP 026
Old Harbor Reservation Parkways

Tadeusz Kosciuszko Monument (1951),
Kosciuszko Circle

Photographer: Peter STOTT,
September 2007

Photo #26



MA SUFFOLK CO. BOSTON OHRP 027

Old Harbor Reservation Parkways

Columbia Road looking north from Kosciuszko Circle;
Joe Moakley (Columbus) Park to right

Photographer: Peter STOTT, September 2007

Photo #27



MA SUFFOLK CO. BOSTON OHRP 028
Old Harbor Reservation Parkways

Hugh Farren Pedestrian Overpass (1941), looking northeast
from median strip between Old Colony Avenue and
Columbia Road; Joe Moakley (Columbus) Park to rear

Photographer: Peter STOTT, September 2007

Photo #28



MA SUFFOLK CO. BOSTON OHRA 029

Old Harbor Reservation Parkways

Sgt. Alexander F. Pacuska (formerly Preble) Circle,
looking southeast; Columbus Park Fieldhouse in left
rear

Photographer: Peter STOTT, September 2007

Photo #29



MA SUFFOLK CO. BOSTON OHRP 030

Old Harbor Reservation Parkways

Columbus Park Fieldhouse (1911) at Acuska Circle; view
from Columbia Road looking northeast

Photographer: Peter STOTT, September 2007

Photo #30



MA SUPPLIE CO. BOSTON OHRP 031

Old Harbor Reservation Parkways

Columbia Road looking east from Pacuska Circle across
north end of Joe Moakley (Columbus) Park; Carson Towers
(1972) and Columbus Park Headworks (1967) in distance

Photographer: Peter STOTT, September 2007

Photo #31



MA SUPFOLK CO. BOSTON OHRP 052
Old Harbor Reservation Parkways

Babe Ruth Park Drive intersection with Columbia Road;
Joe Moakley (Columbus) Park at right

Photographer: Peter STOTT, September 2007

Photo #32



42071-C1-TM-025

Old Harbor Reservation Parkways
Cape Boston Fair System Greater Boston
Boston South
MASSACHUSETTS
Boston (Surface)

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

1987

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works
Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies
Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1987
Supersedes Newton and Boston South 1:25,000-scale maps dated 1970
Scaled hydrographic data compiled from NOS charts 13270 (1982) and 13272 (1982). This information is not intended for navigational purposes
Projection and 1000-meter grid: Universal Transverse Mercator, zone 19
10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone
1927 North American Datum
To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 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 0.5 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
LINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS

THIS MAP COMPLEYS WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5276
10	32.8084

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

DECLINATION DIAGRAM

UTM grid convergence (0°N to 18°W)
declination (0°N to 18°W)
Diagram is approximate

ADJOINING MAPS

1	2	3
1 Maynard	2 Boston North	3 Lynn
4 Framingham	5 Haverhill	6 Lowell
7 Weymouth	8 Weymouth	

ISBN 0-607-00135-6

9 780607 001356

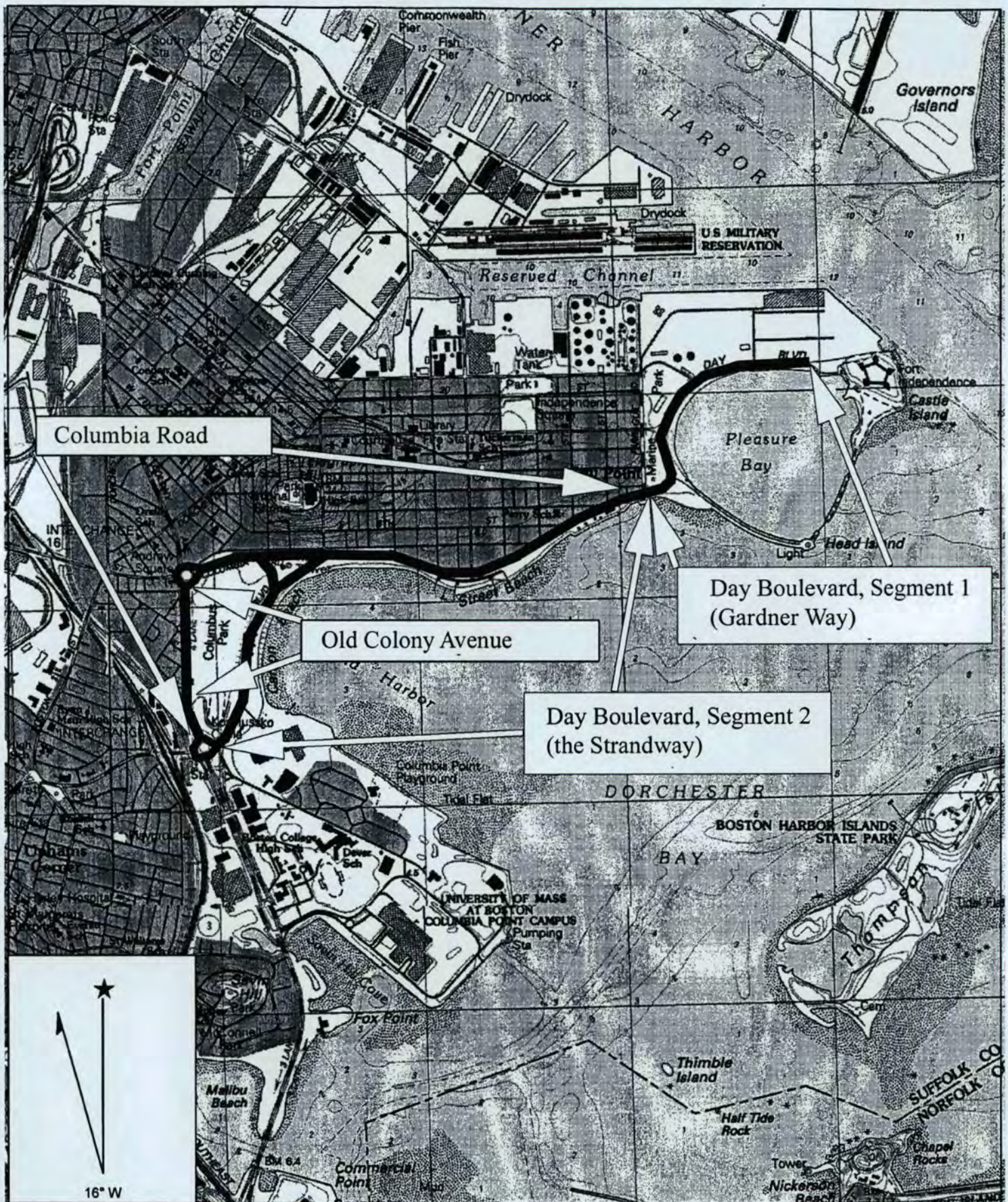
Topographic Map Symbols

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
Rail or 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, located tower
Dam; dam with lock
Cemetery; grave
Campground; picnic area; U.S. location monument
Windmill; water well; spring
Mine shaft; prospect; adit or cave
Control: horizontal station; vertical station; spot elevation
Contours: index, intermediate, supplementary; depression
Distorted surface: steep slope, low, sand
Soundings: depth curve
Perennial lake and stream; intermittent lake and stream
Rapid, 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
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

1987





The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

June 11, 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

Dear Mr. Loether:

Enclosed please find the following nomination:

Old Harbor Reservation Parkways, Boston (Suffolk), 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 in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure