

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 Revere Beach Parkway, Metropolitan Park System of Greater Boston

other names/site number same

2. Location

street & number Revere Beach Parkway N/A not for publication

city or town Chelsea, Everett, Medford, Revere N/A vicinity

state Massachusetts code MA county Middlesex / Suffolk code 017 / 025 zip code 02150, 02149, 02155, 02151

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 October 16, 2007
Signature of certifying official/Title Date
Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper

Date of Action

Edgar H. Beall 12.6.07

Revere Beach Parkway
Name of Property

Middlesex and Suffolk Counties, Massachusetts
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

(Check only one box)

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	building
0	0	sites
21	3	structures
0	0	objects
21	3	Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, wood

Narrative Description

See Section 7 Continuation Sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 1

DESCRIPTION

Revere Beach Parkway is located in the cities of Medford, Everett (both Middlesex County), Chelsea, and Revere (both Suffolk County), Massachusetts. It is a six-lane divided-roadway system in Boston's regional park system administered by the former 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].) Originally built in 1896-1904 to link the interior areas north of Boston with the new Revere Beach Reservation, Revere Beach Parkway is 5.3 miles in length and is now a heavily traveled, formal boulevard that moves through a mid-20th-century medium-density industrial and commercial setting (often strip development) with scattered late-19th and early 20th-century residential suburbs. For the purposes of this nomination, Revere Beach Parkway will be discussed from its western juncture with the Fellsway at Wellington Circle (Medford) (Mystic Valley Parkway, NRDIS, 1/18/2006) to its eastern terminus at Eliot Circle (Revere) (Revere Beach Reservation Historic District, NRDIS, 7/5/1998; NHL, 5/27/2003).

Revere Beach Parkway (#1 on the data sheet) is a curvilinear roadway that travels through a variable topography. From its commencement in the north edge of the marshes of the Mystic River, the Parkway follows the course of several inland waterways, including the Malden River, Mill Creek, and Sales Creek. Because of the heavy industrial development these waterways historically attracted, particularly at the turn of the 19th and 20th centuries, views toward the waterways are often blocked by large brick industrial buildings and complexes. Intermittently, the nearby topography rises above the grade of the roadway offering medium-distance views of various residential developments, industrial pockets, and even the Boston skyline. Much of the topography of this part of the Boston Basin is dominated by glacial drumlins, and the roadway's course, after leaving the wetlands surrounding the Mystic River, skirts the edges of four major hills in Everett, Chelsea and Revere — Mount Washington, Powder Horn Hill, Fennos Hill, and Young's Hill — before terminating at Eliot Circle. The roadway itself is moderately hilly and travels at a variable elevation that ranges from 10 to 40 feet above sea level.

Because of the way Revere Beach Parkway was widened throughout its history to accommodate increased traffic and to improve crossings and intersections, it is irregular in its width. As the roadway travels west to east, it is predominantly six lanes in width, although at major intersections, additional turning lanes are provided by cuts in the median strip or by widening either side of the road. Two sections of original roadway appear to survive, having been relegated to access ramps later in their history: the Poirier Memorial Roadway (**#6 on the district data sheet**) and the North Access ramp system of the Broadway Bridge (**#18**). Lanes range from 11 to 14 feet wide. Features such as sidewalks, medians, curbs, planting strips, and parking are intermittent depending on how the roadway has evolved in that area to maintain a steady flow of traffic and/or safety along the Parkway. These tend to be lost entirely where the roadway crosses over or under railroads, highways and rivers. In these areas, details include historic Boston-type pipe rails, SS-type barriers, concrete jersey-type barriers, and

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 2

chain-link fences. Sometimes, Boston-type pipe rails along historic bridges have been partially replaced with such modern barriers and/or rails. Materials along the Parkway include bituminous-concrete lanes, alternately concrete and bituminous concrete sidewalks, curbs of all types but mostly quarter-round, Belgian-block, or vertical granite.

Quarter-round Belgian-block curbing, apparently adopted during the widening of the roadway in the 1950s, is still extant along the median strips on the west side of the Malden River Bridge in Medford, between the Sweetser Overpass and Spring Street in Everett, and between Everett and Washington Avenues in Chelsea. Lights are cobra-head fixtures on wood, metal, or concrete posts. Plantings along the roadway are intermittent but are usually oaks or maples of varying ages (from 75 to 10 years old). Isolated mature sycamores survive along portions of the Parkway east of Spring Street, Everett. Medians less than three feet wide tend to be concrete with one of the three types of curbing listed above or, if they are over three feet, are covered in turf with intermittent trees.



Quarter-round Belgian-block curbing along the median strip at Spring Street, Everett (ca. 1955).

Revere Beach Parkway commences in Medford on the eastern edge of Wellington Circle, where Mystic Valley Parkway, the Fellsway and Middlesex Avenue currently converge on the northern edge of the Mystic Marshes. Wellington Circle is not considered a contributing feature of this Parkway but is included in the Mystic Valley Parkway (NRDIS, 1/18/2006). East of Wellington Circle, the Parkway runs along a low causeway to traverse the riverine marshland formed by the Malden River. The causeway, today interrupted by three bridges and a traffic rotary, extends a distance of some 2100 yards over the wetlands, making landfall at Main Street, Everett. It provides views of the Boston Skyline.

The wetlands on the western (Medford) side of the river are bisected by the MBTA's Orange Line railroad tracks. The Parkway bridge at this location, **MBTA Bridge #1 (#2 on the data sheet)** was built in 1956 to replace the original bridge that was built at this junction to span the former Western Division line of the Boston and Maine Railroad. Today the four-span steel girder structure spans both the railroad tracks and a side road, Corporation Way, serving the Orange Line's nearby Wellington Station (opened September 1975). The parapets are faced with random ashlar stone and carry an MDC plaque with the date "1956." Because it was built within the period of significance, the bridge is considered a contributing feature of the Parkway.

Four hundred yards to the west of the railroad bridge, the Parkway crosses the Malden River on a drawbridge, a feature of the parkway since it opened. The current Malden River Bridge, known as the "**Woods Memorial Bridge**" (**#3 on the data sheet**), is a double-leaf, simple trunnion bascule bridge built in 1954 to replace the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 3

original draw constructed in 1904-05.¹ The later bridge, modified in 1973, consists of 2-span steel stringers with decorative concrete abutments with a solid cast-concrete rail that has had some modern infill. The draw has not operated for at least two decades, but the Operator's House is intact at the south side of the bridge and features the same detail as the abutments. According to the Massachusetts Highway Department Historic Bridge Inventory, the bridge is the 12th oldest of 20 trunnion-type bascule bridges in the department's database.² This bridge is a contributing feature of the Parkway.

The Malden River marks the entrance of the Parkway into Everett. The north side of the Parkway is characterized by large-scale modern commercial buildings closing off any views along this side of the road. On the south, the original 120 acres of the Malden and Mystic river wetlands is now much reduced by later parkway takings and by the Gateway Center shopping plaza. Some 500 yards east of the Malden River, the original causeway is interrupted by a modern traffic rotary, **Santilli Circle (#4 on the data sheet)**, originally built in 1956 as part of the redesign of the Parkway between Santilli Circle and Gladstone Street, a distance of about 1,120 yards (measured on the original alignment).

The rotary provides an interchange with more recent developments on the north and south sides of the Parkway. A small oval intersection with the northerly service road to the World War II-era General Electric Supercharger Plant was named in memory of Lt. Alexander Santilli, a World War II veteran, in 1948.³ When the rotary was built in 1956, it took the Santilli name. The rotary was substantially redesigned in 1999, rerouting the Parkway through the center of the rotary in order to improve access to the new Gateway Center shopping plaza, which opened the year following, immediately to the south of the Parkway. The rotary, an oval of about 530 x 400 feet, has been retained and is turfed with several trees and modern signage. The 140-yard East Access Ramp (**#5 on the Data Sheet**) was part of the original 1956 eastbound routing of the Parkway out of the traffic circle, although since 1999 it carries only traffic from subsidiary roads. Because of these extensive alterations, neither Santilli Circle nor its East Access Ramp are considered contributing features of the Parkway.

(continued)

¹ The bridge was named in honor of Edward Melvin Woods (d.1946), MDC police superintendent, 1935-1944. (Chap. 425, Acts of Massachusetts, 1955)

² Massachusetts Historic Bridge Inventory, Bridge M-12-018/E-12-004.

³ Chapter 16, Resolves of Massachusetts, 1948.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

The 1060-yard section of the Parkway between Santilli Circle and Gladstone Street was substantially modified in 1956 creating a new alignment for the eastbound lane, approximately 300 feet south of the westbound lane. Today, the 11-acre median separating the two roadways is a no-man's land. In 2000, the westbound lane was relocated to the 1956 alignment, which was widened to accommodate both east and westbound traffic in six traffic lanes. The former northerly westbound lane is now a service ramp linking Santilli Circle with the Sweetser Overpass known today as the **Krystyl K. Poirier Memorial Roadway**⁴ (#6 on the data sheet). This 500-yard section of road is believed to be one of two remaining sections of the Parkway that retain their original width. The road includes one bridge, **MBTA Bridge #2** (#7 on the data sheet), originally built in 1904 to carry the Parkway over the B&M Railroad's Saugus Branch. The three-span bridge includes its original granite abutments and the lower granite courses of the two central piers; the upper portions of the piers and top of the abutments were rebuilt in concrete at the time of the rebuilding of the bridge in 1954. Although the deck, railings and steel stringers date to reconstruction in 2002, the major portion of the bridge dates to the Parkway's period of significance, and the bridge is therefore considered a contributing feature of the Parkway.



Portion of original Parkway, looking west from MBTA Bridge #2, since 2006 known as the Krystyl K. Poirier Memorial Roadway.

MBTA Bridge #3 (#8 on the data sheet) was built in 1956 to carry the two eastbound lanes of the Parkway over the B&M's Saugus Branch. The bridge was replaced in 2001 to carry 6 lanes of both east- and westbound Parkway traffic. It is therefore not considered a contributing feature of the Parkway.

Just east of the railroad bridge, the Parkway's original causeway met dry land at Main Street, Everett. By the 1950s, the intersection of Main Street, Broadway/US Route 1 (now State Route 99⁵) and the Parkway had become a major traffic bottleneck, and in 1956, the MDC constructed the **General Leroy E. Sweetser Circle** (#9 -#13 on the data sheet). The Circle (#9) is an elevated traffic rotary overpass composed of access ramps and two nearly identical bridges built as opposite segments of the traffic circle over the Parkway: a western overpass carrying the southbound traffic of the rotary (#10 on the data sheet); and an eastern overpass carrying the rotary's northbound traffic (#11 on the data sheet). Both overpasses are plate girder bridges on concrete

(continued)

⁴ The roadway was named in 2006 in memory of a 16-year neighbourhood resident killed in an automobile collision on this roadway in April of the same year.

⁵ Broadway in Everett (the original Newburyport Turnpike) was part of the original New England Interstate Highway ("NE-1") designated in 1923; it was redesignated in 1927 as US Highway 1, a name it retained until 1971 when the designation was shifted to today's Lee-Burbank Highway. ("US Route 1" was moved to its current location, the Northeast Expressway, in 1975.) Broadway was given the designation MA99 in 1971.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 5

abutments; the street-level parapets are faced with rock-faced random ashlar stone and carry an MDC plaque with the date "1956." Portions of the decks of the two bridges were replaced in 1991. Because the overpasses were constructed during the Parkway's period of significance, they are considered contributing features of the Parkway.

Built concurrently with the two overpasses were the East and West Access ramps. The West Access Ramp (#12 on the data sheet) is a 167-yard half-circle carrying existing westbound Parkway traffic to the level of the traffic circle. The East Access Ramp (#13) is a 215-yard connector carrying eastbound traffic from the Circle to the Parkway. Both access ramps were constructed during the Parkway's period of significance and are considered contributing features of the Parkway.

Passing into Everett's End Mile River lowlands between Second Street and Everett Avenue, the Parkway passes through a busy mid-20th-century commercial area with numerous street crossings at grade. The Parkway widens occasionally to 8 lanes, as at Lewis, Spring and Vine streets and Everett Avenue, to allow for turnouts, but in the main retains its six-lane configuration. The original 32-foot wide tree-lined median strip is now reduced to a much narrower median, retaining a small number of trees only in the two blocks east of Spring Street. Narrow grassy borders with occasional trees (usually sycamores) line the Parkway's outer edges. Although the area is largely mid-century commercial, the occasional early 20th-century building does survive. Housing throughout this area occurs in pockets of modest mid-20th century one- and two-story houses as well as several concentrations of late-19th to early 20th-century three-deckers. In the distance, the landmark Chelsea Naval Hospital (NRDIS: Naval Hospital, Boston Historic District, 8/14/1973) dominates the vista from its elevated location on Powder Horn Hill. The roadway serves two sports facilities adjacent to the Parkway: the Art-Deco Everett Memorial Stadium (MHC MACRIS #EVR.900) of 1929 on the north side of the highway at Spring Street; and, just east of the Parkway's entrance into Chelsea, the Chelsea High School Athletic Field on the south side of the Parkway at Everett Street.

At Everett Street the Parkway crosses into Chelsea and climbs the lower slope of Powder Horn Hill. The Parkway in this section is 6 lanes wide with a narrow concrete median strip, flanked by sidewalks and tree-lined borders. This elevated area is primarily residential in character with modest late 19th and early 20th-century one- and two-story residences. Near the crest of the hill, in an area historically known as Prattville, the Parkway meets Union Street (formerly Webster Ave), whose easterly alignment the Parkway follows for another 650 yards, down the hill to the valley of the Mill Creek marshes. This was the route taken by the streetcar line of the Lynn & Boston Railroad Company, and their car barn and repair shops occupied the site of what is today a large parking lot, fast food restaurant, and commercial block adjacent to the Parkway at Washington Avenue. For about 375 yards on either side of Washington Avenue, the six-lane Parkway is divided by a broad park-like median planted with trees. The 110-yard portion west of Washington Avenue is known today as "James Samson Memorial Square" (#14 on the Data Sheet).

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 6

East of Washington Avenue, as the Parkway descends to the level of Mill Creek, it is paralleled by the six-lane US Route 1, built between 1955 and 1958 as the Northeast Expressway to link downtown Boston and the new Tobin Bridge (1948-50) with the North Shore area. About 150 yards east of Washington Avenue, the three-lane eastbound Parkway traffic crosses the Expressway's Access Ramp "E", the southbound on-ramp for Route 1 from the Parkway. The Parkway's **Access Ramp "E" Overpass (#15 on the data sheet)**. The overpass consists of a single-span steel stringer bridge resting on concrete abutments. The concrete parapets carry an MDC plaque and the date 1955. Because the Overpass was constructed during the Parkway's period of significance, it is considered a contributing feature of the Parkway.

To the south of the Parkway, the views are blocked by Route 1, but to the north is a mixture of three-decker apartments and modern brick office and apartment blocks. After Webster Street, the Parkway originally abutted the Mill Creek marshes on the east as the Parkway swung north and then east around the west end of the creek. Today, this part of the Parkway sits in the shadow of the elevated Expressway on the east, here on a northerly alignment. Where the Parkway turns eastward again, it passes beneath the 6-lane **Alan J. O'Brien Bridge (#16 on the data sheet)** carrying Route 1 north and away from the Parkway. The bridge, built in 1957, is composed of two steel-stringer spans, with a central pier in the Parkway's median strip. The concrete piers are faced in rock-faced random ashlar. The bridge, over what was then Interstate I-95, was dedicated in 1969 for the Vietnam veteran Alan J. O'Brien, killed in action three years earlier.⁶ Because the bridge was constructed during the Parkway's period of significance, it is considered a contributing feature of the Parkway.

Once the Mill Creek marshes were a scenic feature of the Parkway's route in this area, but today access ramps and clover-leaf segments on either side of the O'Brien Bridge fill or obscure much of these wetlands. As the Parkway passes beneath the bridge, it enters the city of Revere. To the south, Chelsea's Powder Horn Hill is visible, while on the north, the Parkway skirts the southern slope of Fennos Hill, a drumlin dotted with late 19th- and early 20th-century residences.

(continued)

⁶ Chap. 34, Acts of 1969. Alan J. O'Brien, a member of the US Army's 101st Airborne Division ("the Screaming Eagles"), was killed in action 9/17/1966.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 7

Today's Broadway in Revere and Chelsea was originally part of the Boston and Salem Turnpike, constructed in 1803 and the principal north-south route through these communities. As originally built, the Parkway crossed the turnpike at grade, but in 1930-31 the MDC slightly altered the Parkway's alignment to built a new bridge over **Broadway (State Route 107) (#17 of the data sheet)**. The original (northern) section of the bridge is a concrete-encased steel rigid frame, designed by J.R. Worcester & Company,⁸ sheathed with rock-faced random ashlar. The bridge featured a row of granite dentils beneath the railing's capstones. Today this detail is still visible on the bridge's north facade, but in 1958 the bridge was widened from four to six lanes, and the south facade was extended outward with four steel stringers encased in concrete. The photograph at right depicts the original south facade ca.1935. The bridge marked the entrance into Revere from Chelsea. Because the bridge still retains features of its 1930-31 construction, it is considered a contributing feature of the Parkway.



Broadway Bridge, Revere, looking north, ca. 1950.⁷

The original Parkway alignment, today's **North Access Ramp System (#18 on the Data Sheet)**, is still used as a two-lane access road to the Parkway from the Revere (north) side of the Parkway. This 600-yard north access road is believed to be one of two remaining sections of the Parkway retaining their original width. The ramp system includes a 4-acre grassy void between the original parkway and the 1930-31 bridge alignment. This void, pierced by two half-circle ramps and mitres, is now considered part of the median system (**#24 on the Data Sheet**), but was originally part of a 40-acre expanse of marshland which lay between the Parkway and Mill Creek. It still retains the largest collection of trees along the Parkway. The North Access Ramp system is considered a contributing feature of the Parkway.

The **South Access Ramp System (#19 on the Data Sheet)** includes two single-lane access ramps, each about 220 yards in length, which were built in 1931 at the time of the construction of the Broadway Bridge. Grassy, tree-shaded voids, half the size of the northside voids, separate the ramps from the Parkway. Because the South Access Ramp System still retains features of its 1930-31 construction, it is considered a contributing feature of the Parkway.

The setting in this area is a mix of late-19th and early 20th-century residential housing (mostly in the viewshed of the Parkway but not located directly adjacent to it) and industrial buildings from the same era. Immediately to the south of the southwest access ramp is located the Sergeant Paul W. Cronin Memorial Skating Rink, constructed in the 1960s by the Metropolitan District Commission. Today a DCR facility, the reinforced-concrete rink and parking lot is visually separated from the Parkway by dense shrubs.

(continued)

⁷ Photo from Revere Society for Cultural and Historic Preservation, <http://www.reverehistory.org/>

⁸ Massachusetts Historic Bridge Inventory, Bridge R-05-015.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 8

After passing the Slade Spice Mill (NRIND, 6/30/1972), the Parkway turns away from Mill Creek to parallel the former Boston & Maine Eastern Division railroad tracks. In this area, the six-lane Parkway is divided by a wide, grassy median and bordered by narrow planting strips with occasional mature deciduous trees, and SS-type railing. The setting is a mixture of residential and commercial buildings.

Where Winthrop Avenue and Harris Street intersect, the Parkway makes a sharp turn to the east through a signalized intersection. In the 1930s, the Parkway carried the Route 1A designation and about 1934 the Route 1A alignment was continued northward from this intersection as the VFW Parkway and Beach Street. Travelers on the Parkway might be forgiven for failing to make the sharp turn eastward.

From the Harris Street/Winthrop Avenue intersection, the Parkway tracks the course of Winthrop Avenue eastward for 1,300 yards. Until the widening of the Parkway in the 1950s, Winthrop Avenue was separated from the Parkway by a narrow median. Immediately after the intersection, the Parkway crosses the B&M's former Eastern Division on **MBTA Bridge #4 (#20 on the Data sheet)**. The single-span four-lane bridge is carried by three Pratt pony trusses, a central truss separating the east and westbound lanes (the westbound lanes originally carried Winthrop Avenue). The riveted steel trusses were built by the Boston Bridge Works in 1903, making it the oldest bridge on the Parkway and the only surviving bridge from the period of the road's original construction.⁹ The highway crossed the railroad near the point where the B&M's mainline Eastern Division joined the Boston & Albany Railroad's East Boston Branch. The B&M's Revere Station originally stood on land immediately northwest of the bridge but was later moved to a site south of the Parkway. No visible evidence of either station survives today. Although the bridge has been repaired several times, it retains a high level of structural and historic integrity and is considered a contributing feature of the Parkway.

Following the railroad bridge, the Parkway grade descends and some surviving concrete posts of the post-and-rail fencing system survive. Five hundred feet west of the railroad bridge, the Parkway passes beneath **State Route 1A Bridge (Data sheet #21)**. The highway and bridge were built in 1934 as part of the approach to the Sumner Tunnel into Boston. Since the 1970s part of State Route 1A, the road was originally designated "C-1" and in Revere named the Lee-Burbank Highway.¹⁰ The four-lane bridge consists of double-span continuous steel stringers on concrete abutments and a central pier. As constructed, the southerly span of the bridge passed over the Parkway, while the northerly span crossed Winthrop Avenue. The abutments and central pier are characterized by incised panels and pilasters, flared bases, and stepped-arch openings in the central pier, ornament also displayed by the contemporary MBTA Bridge #5 (see below). The roadway was rehabilitated in 1995, and the concrete parapets today carry that date. The bridge retains sufficient historic integrity to be considered a contributing feature of the Parkway.

(continued)

⁹ Massachusetts Historic Bridge Inventory, Bridge R-05-001.

¹⁰ The portion of the highway in Revere was named for Revere pastors James Lee (1852-1917), pastor of the Immaculate Conception Church; and Nelson S. Burbank, long-time pastor of the First Baptist Church of Revere. (The Boston section of the highway, known as the William F. McClellan Highway, was named after the early 20th-century East Boston politician and ward boss)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 7 Page 9

East of the highway overpass, the original Winthrop Avenue (now the Parkway's westbound lane) is clearly visible. A grassy median strip, occasionally as wide as 30 feet, differentiates the current east and westbound roadways, which for 180 yards are also parted by a grade separation, with a turning cut in the median at Albert Avenue.

As the road enters the lowlands associated with Sales Creek, the setting becomes more residential. To the north of the Parkway, rows of 2-3-story wood-frame multi-family houses built in the period before and after World War II dominate the landscape. South of the Parkway, the road is separated from a modern shopping plaza known as "the Shops at Suffolk Downs" by the 7½-acre remains of the Sales Creek wetlands. Sales Creek, a tributary to Chelsea Creek, passes beneath the Parkway in a **concrete-lined Culvert (data sheet #22)**. Constructed beneath the Parkway about 1899, the culvert has been repeatedly extended with the widening of the Parkway alignment in the 1930s and 1950s. The Culvert is considered a contributing feature of the Parkway. To the west, the parking lots and stable buildings of Suffolk Downs Racetrack are visible behind chain link fencing. Occasional mature oaks survive along the grassy planting strips.

While Winthrop Avenue extends southeasterly toward the Beachmont Station, the Parkway sweeps to the north, tracing the depression made by Sales Creek. Originally the median carried streetcar tracks as far as Eliot Circle; a double row of trees lined the tracks on either side of the tracks, except for the portion over the railroad (MBTA Bridge #5). Today this double allee is reduced to a narrow grassy median with irregularly spaced trees. Along the eastern side of the roadway, concrete posts of a post-and-pipe-rail fencing system survive as far as the railroad bridge. **MBTA Bridge #5 (data sheet #23)**, carries the Parkway's six lanes on double-span steel stringers over the MBTA's rapid transit Blue Line and State Road, a local access highway. The former single-span overpass was the first feature to be built along the Parkway, and the westernmost 1899 granite abutment of the bridge survives. The bridge was extended in 1933 to cross the adjacent highway, State Road, and the distinctive decorative incised paneling details of the pier and eastern abutment date to that enlargement. Although the superstructure of the bridge was rebuilt in 1959, the basic structure and decorative elements date to the Parkway's period of significance, and the bridge is considered a contributing resource of the Parkway.

A grassy planting strip to the west of the roadway includes regularly spaced mature maples and a bituminous concrete sidewalk. The setting along the roadway is a mix of commercial and residential buildings, including some multi-story high-rise apartment blocks, as well as wood-frame residences. At the Parkway's intersection with Ocean Avenue, the roadway widens and for the last 200 feet a broad grassy median with irregularly placed trees leads into the Parkway's terminus at Eliot Circle, where the vista opens out to Revere Beach and Massachusetts Bay. Completed in 1898 as part of Revere Beach Boulevard, Eliot Circle marks the Parkway's junction with Revere Beach Boulevard and with Winthrop Parkway. The Circle itself is included in the Revere Beach Reservation Historic District (NRDIS 7/5/1998 and NHL 5/27/2003) and is not considered part of this nomination.

(end)

Revere Beach Parkway

Name of Property

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

See Section 8 Continuation Sheet

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Middlesex and Suffolk Counties, Massachusetts

County and State

Areas of Significance

(Enter categories from instructions)

Community Planning and Development _____

Engineering _____

Landscape Architecture _____

Transportation _____

Period of Significance

1899-1957 _____

Significant Dates

1899-1956: Parkway and bridges constructed _____

Significant Person

(Complete if Criterion B is marked above)

N/A _____

Cultural Affiliation

Architect/Builder

Charles Eliot, Olmsted Brothers, Arthur Shurcliff _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 8 Page 1

SIGNIFICANCE

Revere Beach Parkway, a curvilinear divided highway that runs generally east-west through early 20th-century residential and commercial neighborhoods, is significant as one of the earliest connecting parkways designed for the Metropolitan Park Commission (MPC) by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers. (Note: In 1920, the MPC became 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 Parkway, intended as a link between the Mystic River and Middlesex Fells Reservations to the west and the Revere Beach Reservation to the east, was one of the first parkways suggested by Charles Eliot in his 1893 report to the Temporary Commission. Revere Beach Parkway is emblematic of the firm's principles of parkways creation.

Revere Beach Parkway possesses integrity of location, design, setting, materials, workmanship, feeling, and association. It meets National Register Criteria A and C in the significance areas of Community Planning and Development, Engineering, Landscape Architecture and Transportation at the State level and fulfills the Parkways Registration Requirements for the associated Connecting Parkway property type, under Section F of this nomination. The period of significance for the Revere Beach Parkway is 1897, when construction first began, through 1957.

The earliest recorded work related to Revere Beach Parkway began as early as 1897 when a contract was awarded for the drainage, subgrading, and masonry work for the construction of a bridge (site of the present MBTA Bridge #5 in this nomination) near the eastern terminus of the Parkway. This portion of the road, from Winthrop Avenue to Ocean Avenue, included street railway tracks in the median strip and thus the bridge had an additional width. According to the 1897 MPC Annual Report:

... construction of a bridge over the railroad near Beachmont from the southern circle of Revere Beach Reservation to Campbell Avenue. This will be a double roadway, which, including plantings and sidewalks is 120-feet in width and 0.620-mile-long. Contract undertaken by the contractor for the new Boston, Revere Beach & Lynn Railroad — J.J. O'Brien & Company — \$54,930.19.¹¹

The following year, the MPC prepared surveys, plans and estimates to extend the Parkway through Revere, Chelsea and Everett. The Parkway was proposed to vary in width according to the cost of the land it traveled through. Olmsted Brothers recommended that where the Parkway traversed inexpensive land it should be built wide, but that over more expensive land it would be of narrower dimensions. According to the 1898 MPC Annual Report, the Commission decided not to purchase extra land to allow for an electric railway but, rather, to put those funds toward landscaping along the finished Parkway.¹²

(continued)

¹¹ MPC Annual Report, January 1898, pp. 83-84.

¹² MPC Annual Report, January 1899, p. 57.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 8 Page 2

By 1899, takings and construction plans had been completed for the entire Parkway and construction had been completed for the easternmost section between Eliot Circle and Winthrop Avenue. The grading contract for the long 2.73-mile central section between Mill Street, Revere, and Main Street, Everett, was awarded in 1900. By 1901, most of the Parkway, from Eliot Circle, Revere, to Main Street, Everett, had been completed for a total distance of 4.17 miles. Evidently there had been some doubt about the Parkway's crossing of the B&M main line at Revere Station (site of MBTA Bridge #4). Early plans seem to have included a grade crossing, but in 1903, the Boston & Maine Railroad constructed the present pony truss bridge (**MBTA Bridge #4, #20 on the Data Sheet**).¹³ Today this bridge, despite modifications, is the oldest bridge on the Parkway. The Boston & Maine used the opportunity of the Parkway's construction to relocate Revere Station from the north side of Winthrop Avenue to the south side. A tree-lined access road from Railroad Street to Winthrop Avenue paralleled the Parkway approaching the station on its west side. (No evidence of either station remains today.)

Until this time, the Parkway extended only as far as west as Main Street in Everett. Beginning in 1903, the MPC began work on the last, westernmost segment of the Parkway with a contract for the construction of bridge abutments, a culvert bridge, and grading between Main Street, Everett, and the Fellsway, Medford. This work included the low causeway across the Malden River marshes as well as three bridges: two railroad bridges and the Malden River drawbridge. Where the Parkway was to cross the B&M's Saugus Branch (**MBTA Bridge #2, #7 on the Data Sheet**), the Commission contracted with the New England Structural Company of Boston for a steel plate-girder type varying in length from 34 to 48 feet. This bridge was built at a cost of \$5,071.00. The second railroad bridge, on the site of today's MBTA Bridge #1, crossed the B&M's Western Division. Built by the Boston Bridge Works for a cost of \$11,792.00, the structure was a steel-girder bridge with two 91-foot 9-inch spans and a height above track grade of 9 feet ½ inch.¹⁴

Specifications for the Malden River drawbridge were outlined in the Commission's 1904 Annual Report: "Work includes constructing a pile bridge 240 feet long and 36 feet wide, the concrete masonry piers for draw, wharves and fender piers... contract awarded for building and erecting the superstructure, operating machinery, and locks of Scherzer rolling lift bridge for the draw of the Malden River Bridge."¹⁶ The American Bridge Company of New York, New York won the bid to construct the bridge at a cost of \$17,991.00. Work was completed and the bridge opened in 1905.



Original Malden River drawbridge shortly after opening, August 1905.¹⁵

(continued)

¹³ The 1901 and 1902 MPC annual reports refer to a grade crossing at Revere Station; completion of the bridge by the railroad is documented in the 1903 annual report (January 1904, p. 50).

¹⁴ MPC Annual Report, January 1905, pp. 55-56.

¹⁵ Plate 82, Aug. 23, 1905. MDC file photo. Environmental Affairs. MDC. Series 1326, Box 17, Massachusetts State Archives.

¹⁶ MPC Annual Report, January 1905, pp. 56-57.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 8 Page 3

Revere Beach Parkway from Eliot Circle in Revere to the Fellsway in Medford was completed July 31, 1905. By 1906, the Parkway was so heavily traveled that it required a complete resurfacing. According to the 1906 MPC Annual Report, a specially prepared coal tar known as Tarvia was used for the job.¹⁷

Traffic had increased enough over the next twenty years that the Parkway, originally built as a single carriageway, was widened from 28 feet to 36 feet between the Fellsway in Medford and Main Street in Everett in 1926. This widening made it a major four-lane artery. Before this could begin, however, the three bridges located at the western end of the Parkway, two over the railroad and one over the Malden River, had to be widened. This work was done by the Boston Bridge Works Company and the Medford contractor Maurice M. Devine.¹⁸ In the meantime, the MDC took on the task of constructing a traffic circle to facilitate traffic at the congested intersection of the Fellsway and Revere Beach Parkway. The contract for Wellington Circle was awarded in 1930 to the M. McDonough Company for an amount of \$19,474.50.¹⁹ Electric lighting was also installed along the Parkway during this period.

National recognition of the increase of automobile traffic in the years between the two World Wars had a local effect on Everett and the Revere Beach Parkway when Broadway, the former Newburyport Turnpike linking the north shore with Boston, was designated part of the new US Route 1 linking Maine and Florida. In 1923 the road had been designated "NE-1" in the New England Interstate Highway System; four years later it was made part of the new national highway system. Increasingly, traffic from the north or south found its way onto the Parkway from this critical grade-level intersection. Broadway retained the Route 1 designation until 1971.

About the same time, Route 1's alternate, [State] Route 1A, was given to Revere Beach Parkway itself for most of its route from Wellington Circle to the Winthrop Avenue/Harris Street intersection in Revere. From this intersection, Route 1A continued north along Beach Street and the newly constructed VFW Parkway toward Lynn, the North Shore and the New Hampshire border. This new bypass allowed the growing 1A traffic to avoid the congestion of Revere Beach. Revere Beach Parkway retained the "1A" designation until the 1970s when it was transferred to the present Route 1A.

The present Route 1A (the Lee-Burbank Highway), which crosses the Parkway at the **State Route 1A Bridge (Data sheet #21)**, was the first new highway built north of Boston. From the new Sumner Tunnel under Boston Harbor (1934), Route "C-1" led north across East Boston and Revere to shorten the distance to the North Shore.

(continued)

¹⁷ MPC Annual Report, January 1907, pp. 56.

¹⁸ MDC Annual Report, February 1927, p. 10. Born in Newfoundland, Maurice M. Devine (1879-1939) moved to the Boston area in 1900 where he started a painting business in 1903. In 1906 went into sandblasting, afterwards combining guniting, a new process of doing cement work applied by compressed air. Amongst his large contracts were: Boston City Hall, First National Banks, Adams House, Cantabury Hotel, Chelsea Public Library, Chelsea City Hall, Commonwealth Pier, Harvard Bridge and hundreds of other large buildings and bridges around Boston. (<http://ngb.chebucto.org/Articles/settlers.shtml#mdevine>)

¹⁹ MDC Annual Report, February 1931, pp. 80-81.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 8 Page 4

In the immediate wake of this highway, the state in 1935 authorized the construction of horse- and dog-racing tracks (Suffolk Downs and Wonderland, respectively) within easy access of the new highway.

The year 1933 started a new phase of updating the Parkway to meet the demands of growing traffic as well as general wear along the Parkway. The first project the MDC took on after widening the western portions of the Parkway was replacing the newly widened Malden River Bridge. According to the 1933 MDC Annual Report, "...preliminary plans and estimates [had been] prepared for the construction of a new Malden River Bridge across the Malden River in Medford and Everett to be built under the terms of the National Recovery Act and Chapter 365, Acts of 1933."²⁰ Traffic improvements were also made at the Parkway's intersection with Broadway in Revere, where the MDC replaced a grade crossing with a new stone-faced overpass and access ramps. Although its construction was not reported in the annual reports, the Commission did note that new overpass was equipped with "the first commercial application of the new sodium vapor lighting system."²¹

The MDC soon had to address the need to widen the rest of Revere Beach Parkway to meet the demands of growing traffic and eliminate congestion: a short length of the roadway between County Road and Washington Avenue in Chelsea was widened from two to four lanes in 1934. In 1935 the Commission submitted an application for a 100% total grant of \$2,089,011 from the Public Works Administration for the widening and reconstruction of the Parkway "to eliminate congestion on one of the most overcrowded thoroughfares to the North Shore beaches."²²

No action having evidently been taken on the PWA request, two years later the MDC applied for state highway funds "with a contribution from the Federal government, if possible" to widen the road. The MDC's annual report that year drew attention to the road as "one of the heaviest traveled motor arteries north of Boston in need of reconstruction." The MDC argued:

The roadway was originally built about 30 feet wide on a clay base which was satisfactory for the proposed horse and buggy use, as the era of enormous automobile travel was not contemplated. Since that time, it has been necessary to reconstruct certain portions of this parkway, due to the settlement caused by heavy automobile travel... Since the location of the horse racing track [Suffolk Downs, 1935] was established in Revere, adjoining the Revere Beach Parkway, and the location of the dog racing track [Wonderland Greyhound Park, also 1935] within a very short distance of this parkway, the already overloaded roadway is choked with traffic whenever races are held. The narrow parkway, only 30 feet wide in places, is so congested on weekends, holidays and days when the population desires to reach the beaches or the North Shore, that hours are consumed to travel a distance that should take only a few

(continued)

²⁰ MDC Annual Report, February 1934, p. 8.

²¹ MDC Annual Report, February 1934, p. 9.

²² MDC Annual Report, February 1936, p. 12.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 8 Page 5

minutes. ... This parkway or boulevard should be reconstructed so that it will have a minimum roadway width of 100 feet, divided with a reservation of planting area and such traffic circles, overpasses, or underpasses as are necessary to eliminate dangerous traffic and pedestrian intersections... With a population of the district that has doubled since the parkway was first authorized, and the tremendously increased automobile traffic that now uses this parkway, the Commission respectfully requests favorable authorization of this essential legislation.²³

The plans for such an extensive undertaking were prepared by MDC Landscape Architect Arthur A. Shurcliff. The plans, annexed to the 1936 annual report, show three proposed new bridges on the Malden River marshes section, a new overpass where the Sweetser Overpass would later be constructed in 1956, an overpass at Everett Avenue, a traffic circle at Webster Avenue, a new cutoff to straighten the road near where the Northeast Expressway today crosses the Parkway, and widening for almost the road's entire length.²⁴

None of the proposals seem to have been acted on. Even the work done in 1937 on a short section of the road between Second Street and Everett Avenue, Everett was to reconstruct the northerly westbound lane, not to widen this section of the road on the south side called for by the Shurcliff plan.

Work to widen Revere Beach Parkway occurred only incrementally, as it had throughout its first 37 years. Some aid did come from the PWA in the form of landscaping and curbing in 1938 between Winthrop Avenue and Broadway as well the construction of a traffic circle, no longer extant, at the Parkway's intersection with Garfield Avenue, Chelsea, in 1939.

Very few road improvements were made (and no annual reports were filed) during the years of World War II. In the 1950s, with booming growth in the suburbs around Boston, deferred Parkway improvements and new north-south arteries (Central Artery/Northeast Expressway) funneling a greatly increased flow of traffic into the Revere Beach Parkway corridor, a range of major improvements were necessary.

Postwar efforts to improve traffic flow on this major regional arterial roadway continued on the western end of the Parkway, and focused on the separation of grades at what had become one of the region's major intersections in the immediate post-war years, the intersection of US Route 1 and Route 1A, today known as Broadway (MA Route 99) and Revere Beach Parkway, respectively, in Everett. Public hearings were held in 1949 and 1953, and in 1954 the Massachusetts Department of Public Works contracted for the reconstruction of the Parkway from the area of Monsanto Road east to Broadway and Everett. The reconstruction included the

(continued)

²³ MDC Annual Report, February 1938, pp 23-24.

²⁴ Plan following p. 18 of the MDC Annual Report, February 1937.

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

**National Register of Historic Places
Continuation Sheet**

**Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA**

Section number 8 Page 6

building of a rotary at what was then Santilli Square,²⁵ (today's Santilli Circle), separating east and westbound travel into distinct alignments east of Santilli Circle, construction of new steel-stringer bridges over the Boston and Maine Railroad corridor, and the creation of an elevated rotary interchange system, the Sweetser Overpass – which included two new (Circle East and Circle West) steel-stringer bridges over the relocated Parkway alignment - to handle the Route 1 and Main Street crossing and on and off traffic. The overpass was named after General E. Leroy Sweetser, a Civil War general, later administrator and jurist.²⁶

Virtually all of the other bridges on Revere Beach Parkway were either widened or replaced in the mid and late 1950s.

A total of fourteen bridges or major intersections are located along the Parkway that date from the beginning of the Parkway through 2001. Almost all have been altered and/or replaced at some time or another. The most current built and alteration dates for major bridges and intersections along the Parkway are as follows:

- MBTA Bridge #1: Originally built in 1904, replaced in 1956.
- Malden River Bridge ("Woods Memorial Bridge"): Originally built in 1904-1905, replaced in 1954; modified in 1973.
- Santilli Circle Rotary: Built in 1956; redesigned in 1999.
- MBTA Bridge #2: Built in 1904; superstructure rebuilt in 1954 and 2002.
- MBTA Bridge #3: Built in 1954; replaced in 2001.
- General Leroy E. Sweetser Overpass (west): Built in 1956; deck replaced in 1991.
- General Leroy E. Sweetser Overpass (east): Built in 1956; deck replaced in 1991.
- US Route 1 Access ramp E Overpass: Built in 1955.
- Alan J. O'Brien Bridge: Built in 1957.
- Broadway Bridge: Built in 1931, widened in 1958.
- MBTA Bridge #4: Built in 1903; modified in 1958.
- State Route 1A Bridge: Built in 1934, modified in 1975.
- Sales Creek Culvert: Built c.1899; extended 1930s, 1950s.
- MBTA Bridge #5: Built in 1898; widened in 1933; superstructure rebuilt 1959.

Except for Santilli Circle and MBTA Bridge #3, all the other bridges and intersections along Revere Beach Parkway are considered contributing features of the Parkway.

(end)

²⁵ Santilli Square, the intersection of Revere Beach Parkway and the "road leading to the General Electric Company" in Everett, was named after Lieutenant Alexander Santilli of Everett, who was killed in action in World War II. (Chap. 16, Resolves of Massachusetts, 1946).

²⁶ Chap. 14, Resolves of Massachusetts, 1955. (This was probably the Wakefield native, Elbridge Leroy Sweetser, 1842-1920).

Revere Beach Parkway
Name of Property

Middlesex and Suffolk Counties, Massachusetts
County, State

10. Geographical Data

Acreage of Property approx. 83.3 acres

UTM References

1. 19 Zone	328645 Easting	4696600 (Wellington Circle) Northing	3. 19 Zone	333932 Easting	4696395 (Broadway Northing Bridge)
2. 19 Zone	330380 Easting	4696308 (Sweetser Circle) Northing	4. 19 Zone	336218 Easting	4696156 (Eliot Northing Circle)

Verbal Boundary Description Justification

See Section 10 Continuation Sheet

11. Form Prepared By

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

organization Massachusetts Historical Commission date October 2007

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

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

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number 10 Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundaries for Revere Beach Parkway are drawn to encompass property historically and currently associated with the roadway. 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 the parkway are as follows:

Revere Beach Parkway: The western terminus for Revere Beach Parkway at Wellington Circle, Medford corresponds to a line of convenience drawn from the southeast corner of the Parkway with the Fellsway and Middlesex Avenue to the opposite northeast corner. For the purposes of this nomination, the eastern terminus for the Parkway at Eliot Circle, Revere, corresponds to a line of convenience drawn at the southwestern edge of Eliot Circle, 103 feet southwest of the center of Eliot Circle. Eliot Circle marks the Parkway's junction with Revere Beach Boulevard and with Winthrop Parkway. The Circle itself is included in the Revere Beach Reservation Historic District (NRDIS 7/5/1998 and NHL 5/27/2003) and is not considered part of this nomination.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Revere Beach Parkway
Metropolitan Park System of Greater Boston MPS
Middlesex and Suffolk Counties, MA

Section number Photos Page 1

LIST OF PHOTOGRAPHS

Photographer: Emily Maass, PAL

Date: August 2002

Location of negatives: PAL, Pawtucket, Rhode Island

1. View looking east toward Wellington Circle at the northwestern terminus of Revere Beach Parkway.
2. Looking east onto Revere Beach Parkway from Wellington Circle.
3. View of Revere Beach Parkway as seen facing east at Garvey Street, Everett.
4. View looking west toward General Leroy E. Sweetser Overpass at Broadway/State Route 99.
5. View of Revere Beach Parkway as seen facing east at Spring Street, Everett
6. View of (facing southeast) grade separation along Revere Beach Parkway southeast of Lee-Burbank Highway.
7. View looking northwest toward MBTA Bridge #4 over the Commuter rail line near the Parkway's eastern terminus in Revere.

(end)

Revere Beach Parkway
Chelsea, Everett, Medford and Revere, Massachusetts
District Data Sheet

#	NRHP Listed	MHC #	MHD No.	Name	Town(s)	Location	RBP Station*	Date	Status	Type	Owner †	UTM (NAD27)
#1				Revere Beach Parkway	Chelsea, Everett, Medford and Revere	Between Wellington Circle, Medford and Eliot Circle, Revere	0 - 283	1899-1957	C	Structure	DCR	19 328645 4696600 - 19 336218 4696156
#2			M-12-017	MBTA Bridge #1	Medford	RBP over former B&M Western Division (now MBTA Orange Line) and Corporation Way	14	1956	C	Structure	DCR	19 329029 4696548
#3		MDF.914/ EVR.904	M-12-018 / E-12-004	Malden River Bridge "Woods Memorial Bridge" MDC# MDC85103210	Medford and Everett	RBP over the Malden River	25	1954, 1973	C	Structure	DCR	19 329389 4696483
#4				Santilli Circle Rotary and mitres	Everett	Junction of Mystic View Road, Santilli Highway and RBP	40	1956, 1999	NC	Structure	DCR	19 329686 4696319
#5				Santilli Circle Rotary East Access Ramp	Everett	Southeast side of Santilli Circle	42	1956, 1999	NC	Structure	DCR	19 329748 4696215
#6				Krystyl K. Poirier Memorial Roadway (formerly known as Route 16 ramp; and as RB Parkway)	Everett	Between Santilli Circle and Gen. Leroy E. Sweetser Circle	—	1904, 1954	C	Structure	DCR	19 329761 4696356- 19 330306 4696337
#7			E-12-002	MBTA Bridge #2	Everett	Poirier Memorial Roadway over former B&M Saugus Branch	—	1904, 1954, 2002	C	Structure	DCR	19 330153 4696333
#8			E-12-005	MBTA Bridge #3	Everett	RBP over former B&M Saugus Branch	54	1954, 2001	NC	Structure	DCR	19 330115 4696224
#9				General Leroy E. Sweetser Circle & mitres	Everett	State Route 99 at RBP	61 - 67	1954, 1991	C	Structure	DCR	19 330380 4696308
#10			E-12-008	General Leroy E. Sweetser Overpass (west)	Everett	State Route 99 (southbound) over RBP	63	1956, 1991	C	Structure	DCR	19 330331 4696266
#11			E-12-009	General Leroy E. Sweetser Overpass (east)	Everett	State Route 99 (northbound) over RBP	65	1956, 1991	C	Structure	DCR	19 330444 4696308
#12				General Leroy E. Sweetser Circle West Access Ramp	Everett	West of Sweetser Circle	58	1954, 1991	C	Structure	DCR	19 330183 4696282
#13				General Leroy E. Sweetser Circle East Access Ramp	Everett	Southeast of Sweetser Circle	67	1954, 1991	C	Structure	DCR	19 330524 4696315
#14				James Samson Memorial Square	Chelsea	RBP median, 300 feet west of Washington St	131	1903, 1954	C	Structure	DCR	19 332310 4696417
#15			C-09-014	Access ramp "E" Overpass	Chelsea	Westbound RBP over eastbound US Rte 1 access ramp	140	1955	C	Structure	MHD	19 332549 4696400
#16			R-05-027	Alan J. O'Brien Bridge	Revere	US Route 1 over RBP	165	1957	C	Structure	MHD	19 333223 4696707

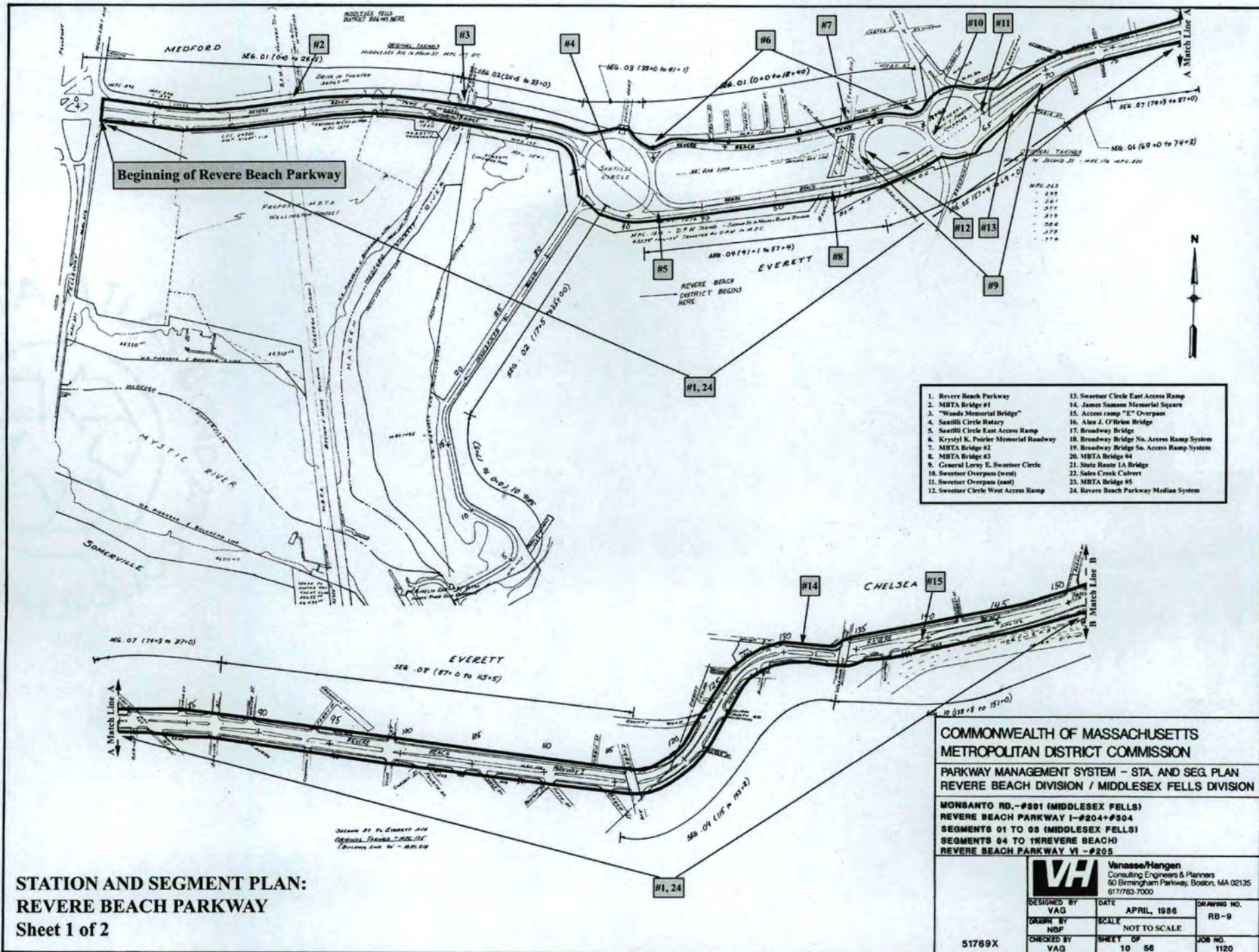
* Milepost station, measured in hundreds of feet from Wellington Circle

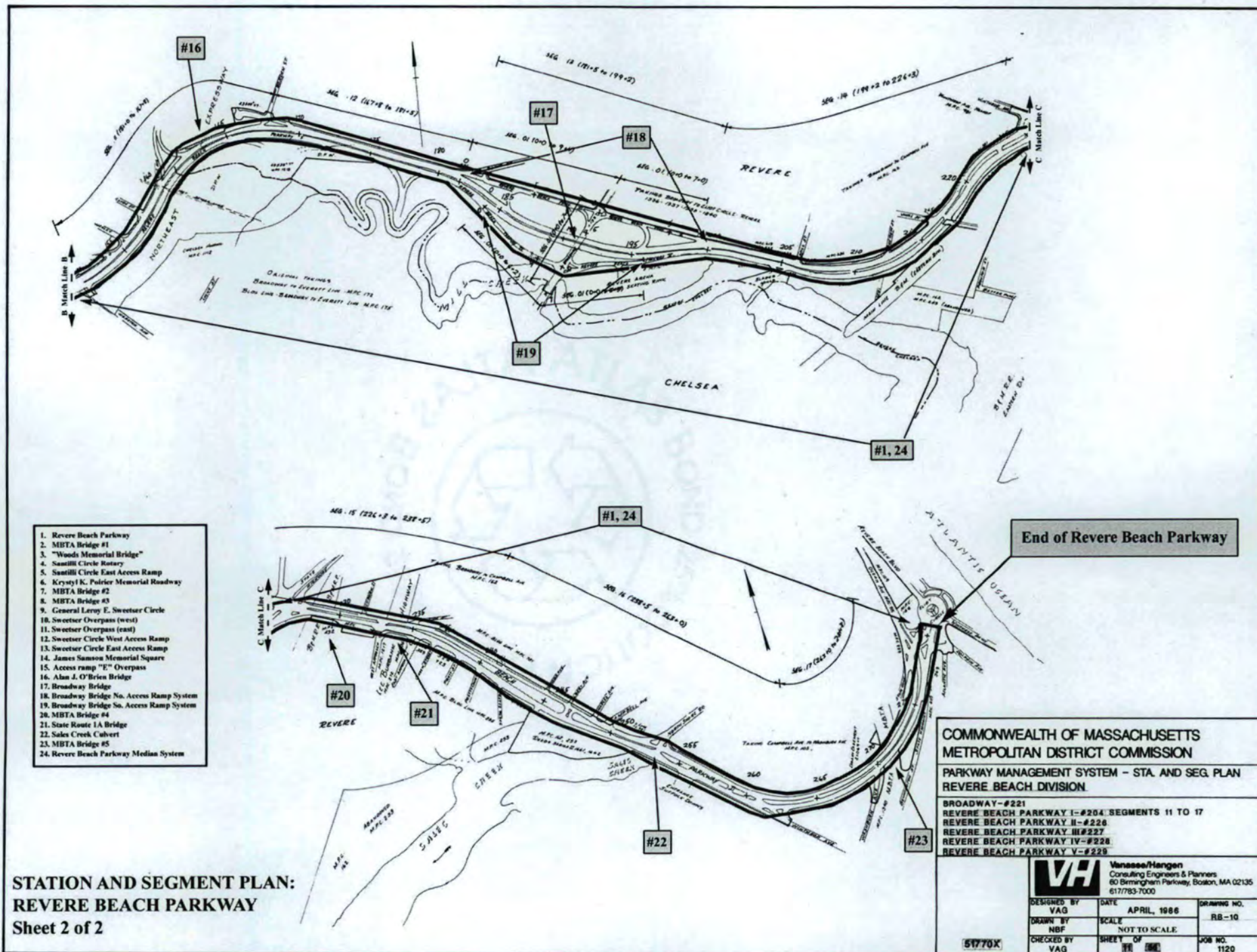
† Department of Conservation and Recreation (DCR); Massachusetts Highway Department (MHD)

#	NRHP Listed	MHC #	MHD No.	Name	Town(s)	Location	RBP Station*	Date	Status	Type	Owner †	UTM (NAD27)
#17			R-05-015	Broadway Bridge	Revere	RBP over Broadway (State Route 107)	190	1931, 1958	C	Structure	DCR	19 333932 4696395
#18				North Access Ramp System of Broadway Bridge (formerly RB Parkway)	Revere	North side of RBP at Broadway (State Route 107)	—	1903	C	Structure	DCR	19 333963 4696465
#19				South Access Ramp System of Broadway Bridge	Revere	South side of RBP at Broadway (State Route 107)	—	1931, 1958	C	Structure	DCR	19 333857 4696367
#20		REV. 913	R-05-001	MBTA Bridge #4	Revere	RBP over former B&M Eastern Division	229	1903, 1958	C	Structure	DCR	19 335002 4696470
#21			R-05-017	State Route 1A Bridge	Revere	State Route 1A ("Lee-Burbank Highway") over RBP	234	1933, 1975	C	Structure	MHD	19 335134 4696407
#22			not in db	Sales Creek Culvert	Revere	RBP over Sales Creek	254	c.1899; 1930s, 1950s	C	Structure	DCR	19 335585 4696007
#23			R-05-016	MBTA Bridge #5	Revere	RBP over former Revere Beach, Boston and Lynn RR (now MBTA Blue line) and State Rd	273	1898, 1933, 1959	C	Structure	MHD	19 336065 4695898
#24				Revere Beach Parkway Median System	Chelsea, Everett, Medford and Revere	Between Wellington Circle, Medford and Eliot Circle, Revere	0 - 283	1899-1957	C	Structure	DCR	19 328645 4696600 - 19 336218 4696156

* Milepost station, measured in hundreds of feet from Wellington Circle

† Department of Conservation and Recreation (DCR); Massachusetts Highway Department (MHD)







USGS Quadrangles: BOSTON NORTH, LYNN
 Scale: 1:33,333
 (1 in = 2780 ft; 3 cm = 1000 m)

Revere Beach Parkway
 Cities of Medford, Everett, Chelsea and Revere, Massachusetts
 Endpoints (NAD27): West (Wellington Circle): 19 328645 4096600
 East (Eliot Circle): 19 336218 4096156



MHC 2007

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Revere Beach Parkway--Metropolitan Park System of Greater Boston

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 10/23/07 DATE OF PENDING LIST: 11/13/07
DATE OF 16TH DAY: 11/28/07 DATE OF 45TH DAY: 12/06/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07001241

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 12.6.07 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

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



28 SOUTH
Charlestown
Boston

Revere Beach Parkway

Revere, MA

#1



NORTH
Stoneham
Reading

16 EAST
Everett
Revere

Revere Beach Parkway

Revere, MA

#2



Revere Beach Parkway

Revere, MA

3



Revere Beach Parkway

Revere, MA

#4



Revere Beach Parkway

Revere, MA

5



Revere Beach Parkway

Revere, MA

6



Revere Beach Parkway

Revere, MA

#7



42071-D1-TM-025

Boston North

MASSACHUSETTS

Revere Beach
Parkway
Map 1 of 2

1:25 000-scale metric
topographic map

7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

GEOLOGICAL SURVEY

1985

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

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

Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1985

Supersedes Boston North and Lexington 1:25,000-scale maps dated 1971

Selected hydrographic data compiled from NOS chart 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 43 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 0.3 METER

DEPTH CURVES AND SOUNDINGS IN METERS

DATUM IS MEAN LOW WATER

THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

SOUNDING SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER

THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY

DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

CONVERSION TABLE

DECLARATION DIAGRAM		ADDITIONAL MAPS	
Meters	Feet	1	2
1	3.2808	4	5
2	6.5617	6	7
3	9.8425	8	9
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

UTM grid convergence (NM) and 1983 metric declination (MM) at center of map

Diagram is approximate

1 Billerica
2 Reading
3 Salem
4 Lynn
5 Framingham
6 Boston South
7 Hull

ISBN 0-607-23443-1

9 780607 234435

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	Built-up area: only selected landmark buildings shown	House; barn; church; school; large structure	Boundary:															
National, with monument	State	County, parish	Civil township, precinct, district	Incorporated city, village, town	National or State reservation; small park	Land grant with monument; found section corner	U.S. public lands survey; range, township, section	Range, township, section line, location approximate	Fence or field line	Power transmission line, located tower	Dam; dike with lock	Cemetery; grave	Campground; picnic area; U.S. location monument	Windmill; water well; spring	Mine shaft; prospect; adit or cave	Control: historical station; vertical station; spot elevation	Contours: index; intermediate; supplementary; depression	Distorted surface: strip mine, lava, sand	Bathymetric contours: index, intermediate	Personal lake and stream; intermittent lake and stream	Rapids, large and small; falls, large and small	Submerged marsh; marsh, swamp	Land subject to controlled inundation; woodland	Scrub, mangrove	Orchard; vineyard

A pamphlet describing topographic maps is available on request

MAP 1 of 2

REVERE BEACH PARKWAY

1.19 328645 40 96600

2.19 330380 40 96308

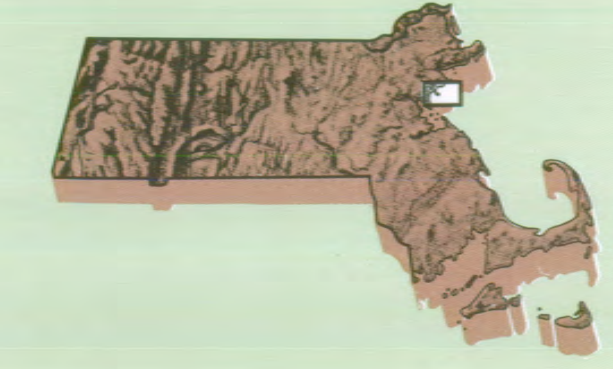
3.19 338932 40 96395



Lynn
MASSACHUSETTS

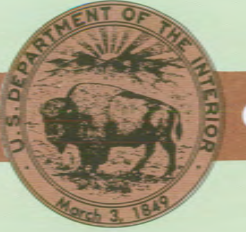
1:25 000-scale metric
topographic map

Revere Beach
Parkway
map 262



7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

GEOLOGICAL SURVEY

1997

Produced by the United States Geological Survey
Derived from imagery taken 1978 and other sources. Photorectified using imagery taken 1997; no major culture or drainage changes observed. Survey control current as of 1979. Boundaries revised 1998.

North American Datum of 1927 (NAD 27). Projection and 1000-meter grid. Universal Transverse Mercator, zone 19. 10 000-foot ticks. Massachusetts coordinate system, mainland zone. North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geographic Survey NADCON software.

Selected hydrographic data compiled from NOS charts, 13270, 13271 (1952), 13275, and 13276 (1981). This information is not intended for navigational purposes.

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

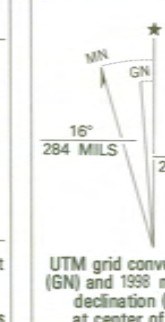
CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTINENTAL ELEVATIONS SHOWN TO THE NEAREST 6.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 6.1 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.7 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

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	29.5275
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 (80° and 100° magnetic declination (MD) at center of map. Diagram is approximate.

ADJOINING MAPS

1	2	3
4	5	6
7	8	

1 Reading

2 Salem

3 Gloucester

4 Boston North

5 Boston South

6 Boston South

7 Hull

8

ISBN 0-607-89588-8



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

Fordable; overpass; underpass

Built-up area: only selected landmark buildings shown

House; barn; church; school; large structure

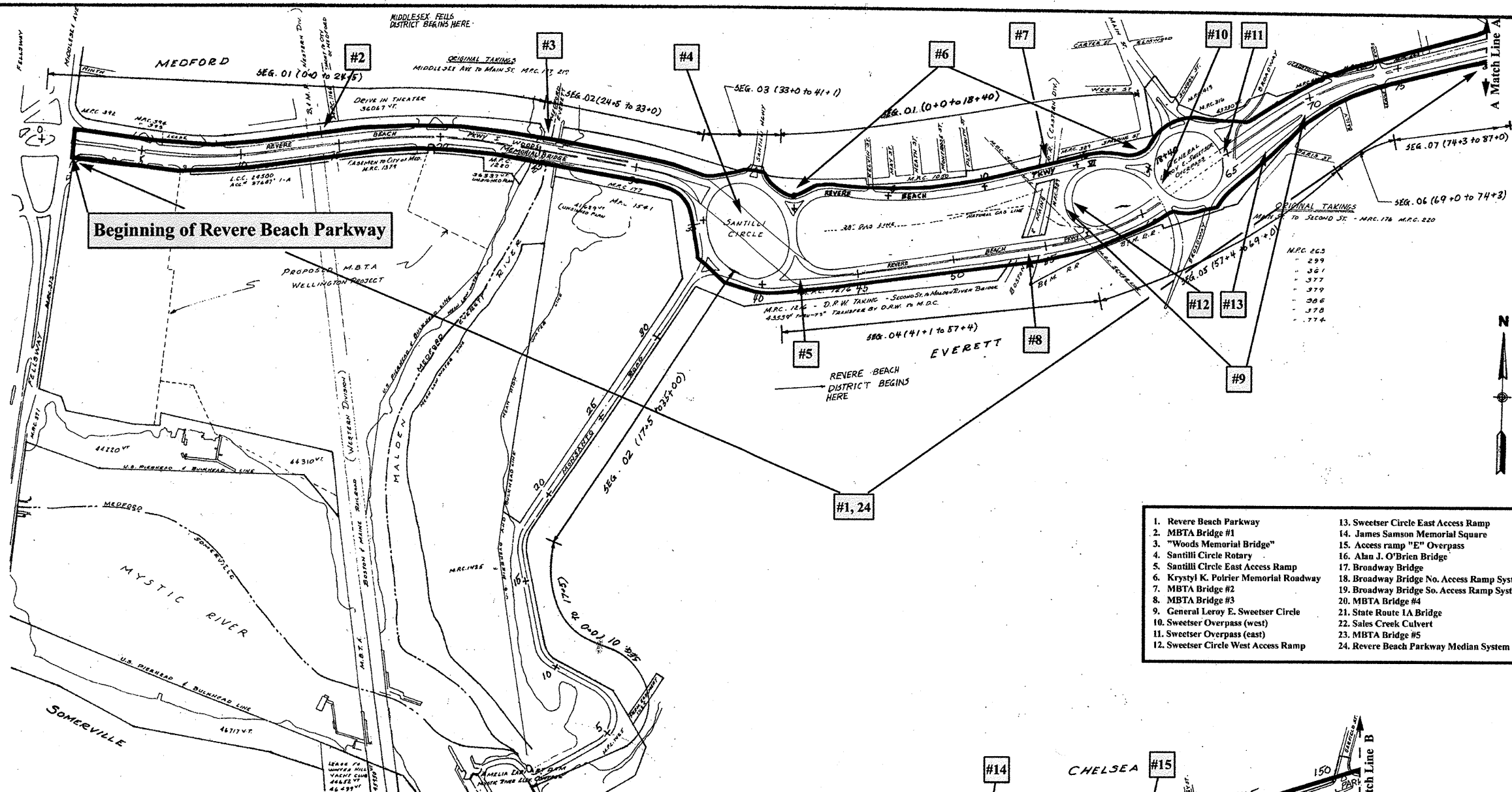
Boundary:

- National, with monument
- State
- County, parish
- Civil township; precinct; district
- Incorporated city, village, town
- National or State reservation; small park
- Land grant with monument; found section corner
- U. S. public lands survey: range, township, section
- Range, township; section line; location approximate
- Fence or field line
- Power transmission line, 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
- Contour: index; intermediate; supplementary; depression
- Distorted surface: strip mine, lava, sand
- Bathymetric contours: index; intermediate
- Perennial lake and stream; intermittent lake and stream
- Rapids, large and small; falls, large and small
- Submerged marsh; marsh, swamp
- Land subject to controlled inundation; woodland
- Scrub; mangrove
- Orchard; vineyard

A pamphlet describing topographic maps is available on request

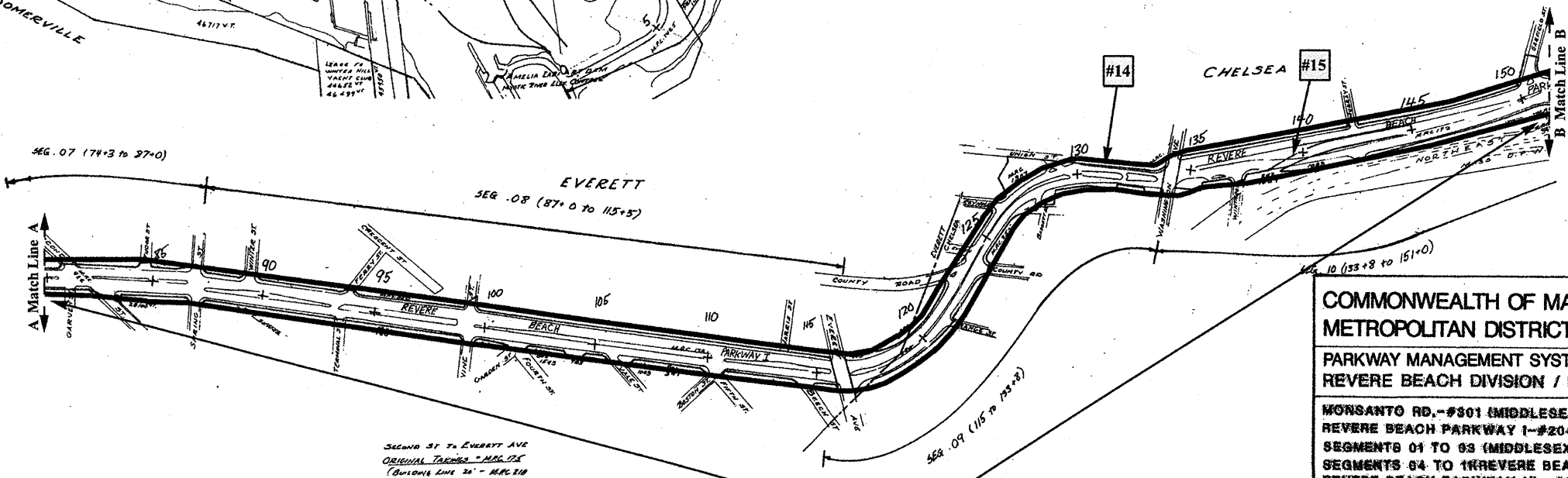
FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225

MAP 262
REVERE BEACH PARKWAY
4.19 36218 46156 →



Beginning of Revere Beach Parkway

- | | |
|---------------------------------------|--|
| 1. Revere Beach Parkway | 13. Sweetser Circle East Access Ramp |
| 2. MBTA Bridge #1 | 14. James Samson Memorial Square |
| 3. "Woods Memorial Bridge" | 15. Access ramp "E" Overpass |
| 4. Santilli Circle Rotary | 16. Alan J. O'Brien Bridge |
| 5. Santilli Circle East Access Ramp | 17. Broadway Bridge |
| 6. Krystyl K. Polier Memorial Roadway | 18. Broadway Bridge No. Access Ramp System |
| 7. MBTA Bridge #2 | 19. Broadway Bridge So. Access Ramp System |
| 8. MBTA Bridge #3 | 20. MBTA Bridge #4 |
| 9. General Leroy E. Sweetser Circle | 21. State Route 1A Bridge |
| 10. Sweetser Overpass (west) | 22. Sales Creek Culvert |
| 11. Sweetser Overpass (east) | 23. MBTA Bridge #5 |
| 12. Sweetser Circle West Access Ramp | 24. Revere Beach Parkway Median System |



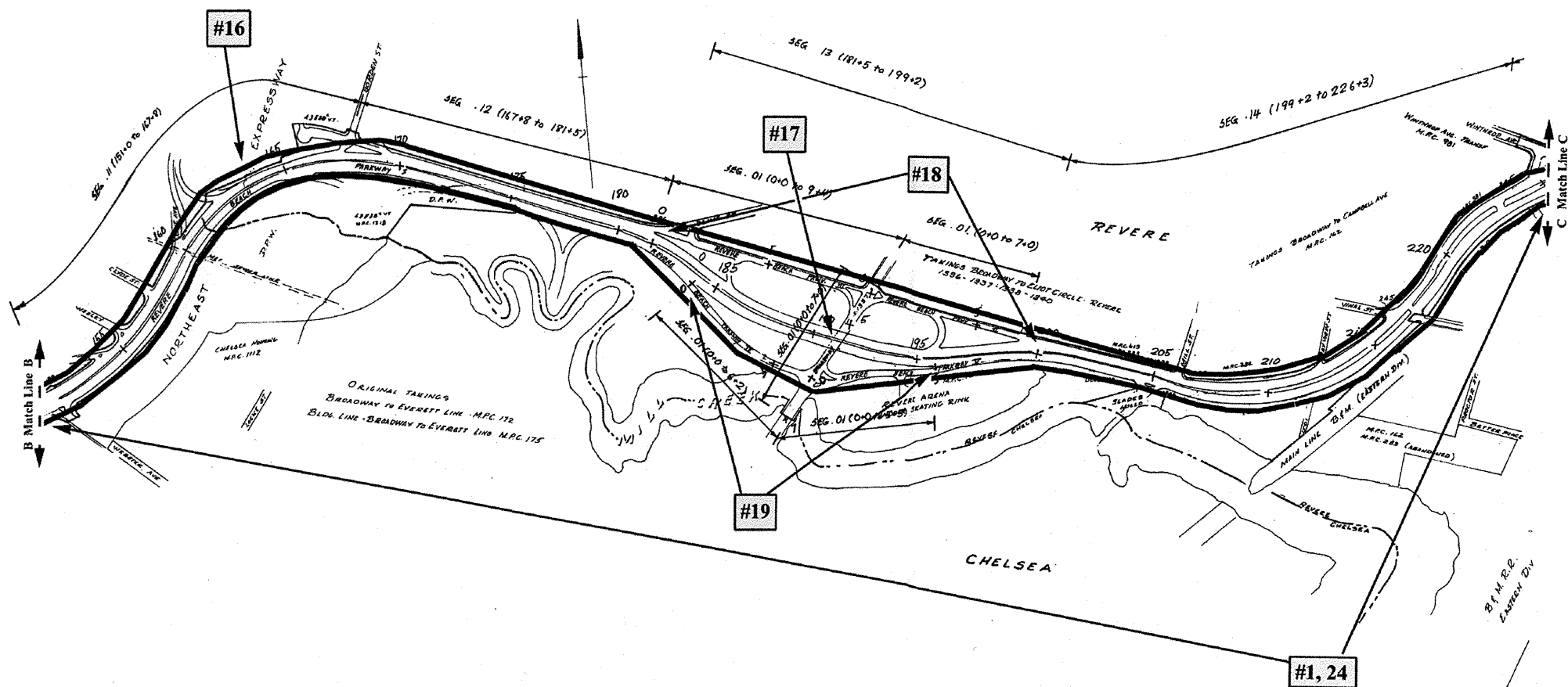
STATION AND SEGMENT PLAN:
REVERE BEACH PARKWAY
 Sheet 1 of 2

**COMMONWEALTH OF MASSACHUSETTS
 METROPOLITAN DISTRICT COMMISSION**

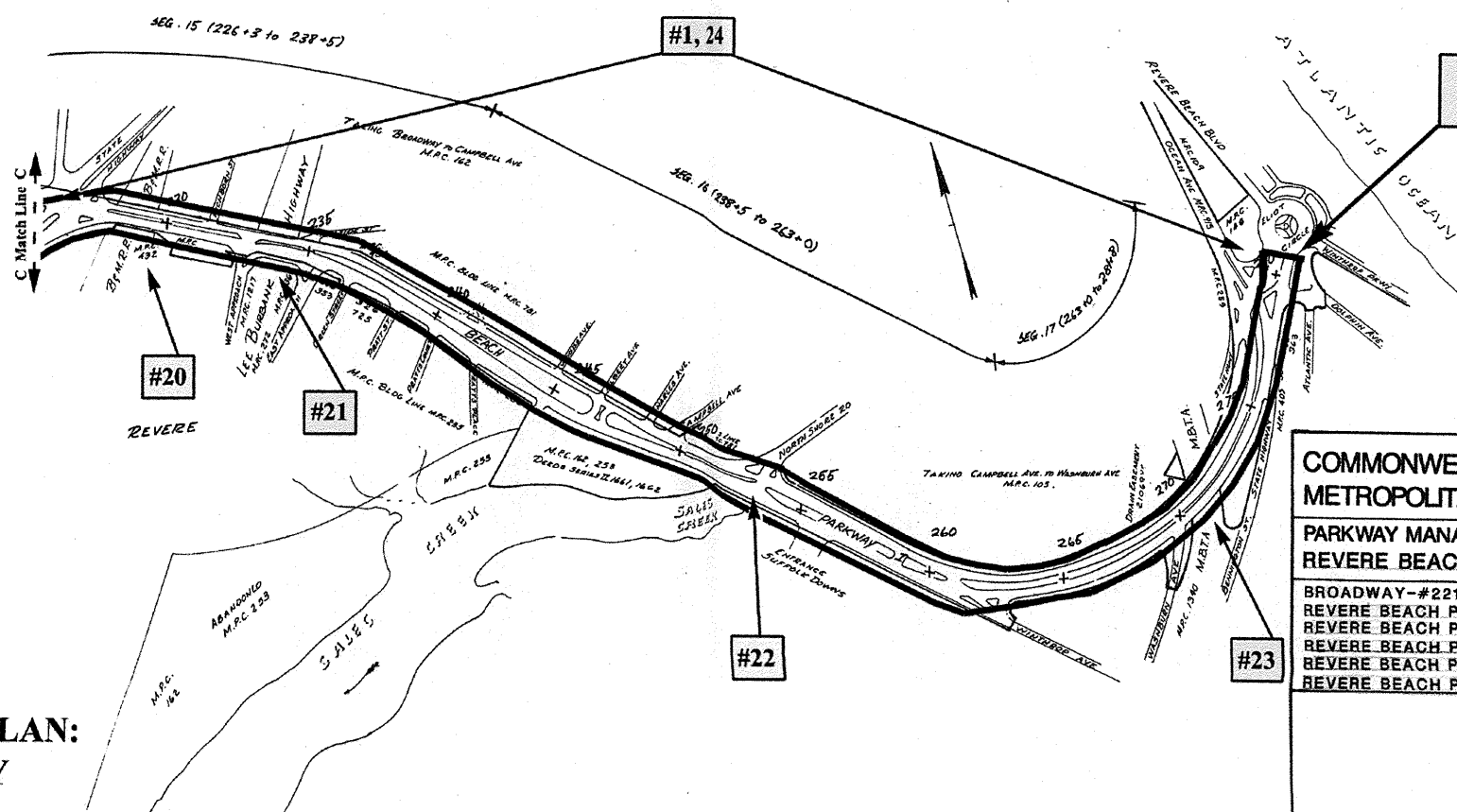
**PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
 REVERE BEACH DIVISION / MIDDLESEX FELLS DIVISION**

**MONSANTO RD. - #301 (MIDDLESEX FELLS)
 REVERE BEACH PARKWAY I - #204-#304
 SEGMENTS 01 TO 03 (MIDDLESEX FELLS)
 SEGMENTS 04 TO 10 (REVERE BEACH)
 REVERE BEACH PARKWAY VI - #205**

 Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/783-7000		DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. RB-9
		DRAWN BY NBF	SCALE NOT TO SCALE	
51769X		CHECKED BY VAG	SHEET OF 10 56	JOB NO. 1120



1. Revere Beach Parkway
2. MBTA Bridge #1
3. "Woods Memorial Bridge"
4. Santilli Circle Rotary
5. Santilli Circle East Access Ramp
6. Krystyl K. Poirier Memorial Roadway
7. MBTA Bridge #2
8. MBTA Bridge #3
9. General Leroy E. Sweetser Circle
10. Sweetser Overpass (west)
11. Sweetser Overpass (east)
12. Sweetser Circle West Access Ramp
13. Sweetser Circle East Access Ramp
14. James Samson Memorial Square
15. Access ramp "E" Overpass
16. Alan J. O'Brien Bridge
17. Broadway Bridge
18. Broadway Bridge No. Access Ramp System
19. Broadway Bridge So. Access Ramp System
20. MBTA Bridge #4
21. State Route 1A Bridge
22. Sales Creek Culvert
23. MBTA Bridge #5
24. Revere Beach Parkway Median System



End of Revere Beach Parkway

STATION AND SEGMENT PLAN:
REVERE BEACH PARKWAY
Sheet 2 of 2

COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
REVERE BEACH DIVISION

BROADWAY-#221
REVERE BEACH PARKWAY I-#204 SEGMENTS 11 TO 17
REVERE BEACH PARKWAY II-#226
REVERE BEACH PARKWAY III-#227
REVERE BEACH PARKWAY IV-#228
REVERE BEACH PARKWAY V-#229



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

DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. RB-10
DRAWN BY NBF	SCALE NOT TO SCALE	JOB NO. 1120
CHECKED BY VAG	SHEET OF 11 58	

51770X



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 18, 2007

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:

Revere Beach Parkway, Chelsea, Everett, Medford, Revere (Middlesex/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 were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

We request expedited review of this nomination.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure