

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 Furnace Brook Parkway (Metropolitan Park System of Greater Boston MPS)

other names/site number \_\_\_\_\_

2. Location

street & number Furnace Brook Parkway n/a not for publication

city or town Quincy n/a vicinity

state Massachusetts code MA county Norfolk code 021 zip code 02169, 02170

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination  
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of  
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant  
☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Betsy Friedberg, National Register Director  
Signature of certifying official/Title Cara H. Metz, State Historic Preservation Officer  
Massachusetts Historical Commission

2/10/04  
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

Edsall A. Beall

Date of Action

3/18/04

Furnace Brook Parkway  
Name of Property

Norfolk, MA  
County and State

### 5. Classification

#### Ownership of Property

(Check as many boxes as apply)

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

(Check only one box)

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

#### Number of Resources within Property

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

Contributing

Noncontributing

\_\_\_\_\_ building  
\_\_\_\_\_ sites  
\_\_\_\_\_ structures  
\_\_\_\_\_ objects  
\_\_\_\_\_ 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 MPS

#### Number of contributing resources previously listed in the National Register

0

### 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, stone, granite, steel

#### Narrative Description

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA

Section number 7 Page 1

---

DESCRIPTION

Furnace Brook Parkway is an approximately four-mile-long connecting and river parkway in Boston's Metropolitan 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].) Located entirely within the City of Quincy, Massachusetts, Furnace Brook Parkway creates a link between the Quincy Shore Reservation to the east and the Blue Hills Reservation, a DCR parkland located to the west. The alignment of the parkway parallels the Furnace Brook Valley, which includes Furnace Brook, an inland watercourse that travels adjacent to the parkway for most of its length and empties into Blacks Creek at the Quincy shore. The surrounding landscape includes the Quincy shore and the nearby marshlands of Blacks Creek and Merrymount Park near its eastern terminus. As the parkway travels west toward the Blue Hills, the surrounding area becomes much more rocky and wooded. The parkway curves and gently rises through alternating pockets of early, mid-, and late-20<sup>th</sup> century residential and commercial buildings for a total of 3.92 miles before it reaches the Blue Hills Reservation. These buildings are primarily single-family houses one to two stories in height and of wood-frame or brick construction. Some three-story, three-family homes bound the road near its intersection with Newport Road as well. The Wollaston Beach Reservation (which includes Merrymount Park and Blacks Creek Pond), the Adams National Historic Site, Quincy Armory, Furnace Brook Golf Club, Charles A. Bernazanni School (formerly the Furnace Brook School), St. Mary's Cemetery, and I-93 are also located within the setting of the parkway. For the purposes of this description, the parkway is discussed from northeast to the southwest in two segments: Furnace Brook Parkway, Main and Furnace Brook Parkway Extension.

**Furnace Brook Parkway, Main Segment (from Quincy Shore Drive to the western side of the I-93 Interchange Rotary and Bridges)**

The northeastern terminus of the **main trunk of the Furnace Brook Parkway (#1 on the data sheet)** is located at the southeastern edge of Merrymount Park and Blacks Creek Pond where it meets Quincy Shore Drive in the Quincy Shore Reservation. This segment of the parkway, which is over 3.5 miles long, terminates where it meets the **Furnace Brook Parkway Extension (#2 on the data sheet)** at the western edge of the **I-93 Interchange Rotary and Bridges (#3 on the data sheet)**. The parkway alignment, which runs generally southwesterly, is gently curving and slightly hilly with one 12-foot, asphalt lane in each direction. (photo #1) The parkway generally travels at an elevation of 20 to 30 feet above sea level. Parking is permitted intermittently along the roadway. At no point does the parkway include a median. There is only a turf miter at Quincy Shore Drive and a large, naturally landscaped rotary at the Furnace Brook Parkway/I-93 interchange. Sidewalks, asphalt, and curbs of vertical granite

(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA

Section number 7 Page 2

are intermittent and generally occur where there are buildings adjacent to the roadway. Curb cuts are common for both intersecting streets and associated buildings. Deciduous trees, primarily mature oaks and maples, intermittently bound the outer edges of the parkway and frame views along the corridor, except near major features such as Merrymount Park and the Furnace Brook Golf Club, which are filtered from the road by a wooded area consisting of mixed tree types. Lighting along the parkway is typically of the cobra-head type.

Beginning at Quincy Shore Drive and traveling southwest toward Hancock Street, the roadway is bounded on its north side by Merrymount Park and Furnace Brook, both of which are buffered from the parkway by an SS-type rail. The south side of the road through this section features early to mid-20<sup>th</sup> century, one- and two-story, wood-frame and/or brick residences that are generally set back from the road approximately 30 feet. Most of these houses, which are slightly elevated above the roadway, feature stone retaining walls that set them apart from the parkway and its related sidewalks. Sidewalks only bound the residential side of the road through this section. They are four-foot-wide asphalt walkways with four-foot turf planting strips. Evenly spaced oaks and maples are located within the planting strip until just east of the road's intersection with Hancock Street. At this point, Furnace Brook passes under the parkway via a culvert and begins to border the south side of the street. This culvert matches another located further west on the parkway (**Furnace Brook Culverts, #4 on the data sheet**). Both are original to the parkway and are made of concrete with granite block headwalls and pipe-rail guardrails of the Boston Pattern type, a 1930s MDC standard.

Views along this portion of the parkway extend to the north across Merrymount Park to Blacks Creek Pond and the Quincy Municipal Stadium, which is located near the northeast corner of Furnace Brook Parkway and Hancock Street. Views to the south are along the corridor until the parkway reaches Hancock Street, at which point the Quincy Armory of 1924 is located at the southeastern corner of the intersection. Near the southeastern corner of the Furnace Brook Parkway/Hancock Street intersection and barely visible from the intersection is the 1.8-acre Dorothy Quincy Homestead (NR 1971; presently owned by the Commonwealth of Massachusetts and leased to the National Society of Colonial Dames).

West of Hancock Street, the setting of Furnace Brook Parkway changes significantly for a short distance until it crosses Newport Street, when it begins to border residential and recreational areas again. This short segment of the road, less than .25-mile-long, consists of two 12-foot-wide asphalt lanes traveling in either direction. Vertical-granite curbs bound both sides of the roadway, while an asphalt sidewalk and planting strip only border the north side of the road. No structures bound either side of the road in this area, other than an MBTA railroad overpass that crosses the parkway just east of Newport Avenue

(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA

Section number 7 Page 3

(**MBTA Railroad Overpass Bridge, #5 on the data sheet**). This railroad bridge, built in 1924 by the Boston Bridge Works, is a single-span half-through plate girder-type structure. It originally carried the New York, New Haven and Hartford Railroad over the parkway, and now carries the MBTA and commuter rail. (photo #2) The bed and rails of the bridge are constructed of steel and are supported by a substructure and abutments faced with rough-cut granite. Just west of the MBTA Railroad Overpass Bridge, at the southwest corner of Newport Avenue and Furnace Brook Parkway, is the Adams National Historic Site, a 14-acre National Historic Landmark and Park.

From Newport Avenue to Willow Avenue, the parkway continues as a four-lane roadway, two lanes in each direction. The surrounding area becomes entirely residential in character and both sides of the roadway are bounded by late 19<sup>th</sup> to early 20<sup>th</sup> century three-story, three-family, wood-frame buildings. Sidewalks, planting strips, and granite curbs bound the roadway. There are also bike lanes along both sides of the road, bringing the total roadway width through this section to approximately 28 to 30 feet wide. Evenly spaced mature oaks, 50 to 75 years old, within the planting strip form a canopy over the road (**Tree Canopy, #6 on the data sheet**) and frame views along the corridor until just west of Willow Avenue, where the Furnace Brook Golf Club borders the north side of the road until Adams Street for nearly one half mile. Also on the northern side of the parkway, in the midst of the golf club, is the 1955 Charles Bernazanni School (formerly the Furnace Brook School), one of the few nonresidential buildings along the parkway. Furnace Brook passes under the roadway near Willow Avenue via a concrete culvert identical in construction and age to the one east of Hancock Street (**Furnace Brook Culverts, #4 on the data sheet**) (photo #3) and borders the north side of the road again until it ends just west of Adams Road. Opposite the Furnace Brook Golf Club, the south side of the road is bounded by residential housing that mostly dates to the post-WWII era, although a few late-20<sup>th</sup> century houses exist as well. Houses are one to three stories in height and are of wood frame and/or brick construction. Except along the golf course, which is buffered from the road by a wooded area of varying species including immature oaks, maples and pines, views to the south are framed along the corridor by a line of evenly spaced mature oak trees.

From Adams Street to Copeland Street, the roadway changes somewhat from the residential character described in the previous segment. Houses here border both sides of the street and some date to the early 20<sup>th</sup> century, in addition to those from the post-WWII era. The size and construction of the houses differs little from the previous segment, although there are some larger civic buildings and some mid-20<sup>th</sup> century brick Colonial Revival-style apartment blocks here as well. The configuration of the roadway itself remains two 12-foot-wide asphalt lanes traveling in either direction. (photo #4) There is no median, and no parking is permitted along the outer edges of the roadway, although there are bike lanes. The curbing changes from vertical granite to Belgian block between Adams Street and Quarry Street, after which it

(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA

Section number 7 Page 4

reverts to vertical granite. The roadway is bounded on either side by a planting strip and asphalt sidewalks. Mature oaks are intermittent along both sides of the road.

As the parkway travels west from Copeland Street and approaches I-93, its setting becomes entirely commercial. While the intersection of Copeland and Furnace Brook Parkway features buildings from the early to mid 20<sup>th</sup> century, the setting gives way to a number of modern gas stations and an automobile dealership as it nears the I-93 rotary interchange, which marks the western terminus for this segment of the parkway. The rotary, which was built as a part of the Interstate in the 1960s, is an enormous oval-shaped feature that handles traffic fed from several different service roads. The rotary includes two bridges, the northernmost an overpass and the southernmost an underpass, which separate traffic from the parkway, service roads, and Interstate. The center portion of the rotary is turf with dense, natural vegetation. Because this intersection postdates the period of significance for the parkway, it is considered noncontributing for the purposes of this nomination.

**Furnace Brook Parkway Extension (from the western edge of the I-93 Interstate Rotary and Bridges to the eastern edge of the Blue Hills Reservation at Bunker Hill Lane)**

The Furnace Brook Parkway Extension, a very short segment, travels only one quarter mile between its western and eastern termini. The roadway is a narrow, two-lane roadway with one lane traveling in either direction. Vertical angled-granite curbs sporadically define the outer edges of the parkway. Sidewalks are also intermittent. Lighting along this portion of the roadway consists of cobra-head fixtures on utility poles.

Traveling west from the I-93 Interstate Rotary, the character of the parkway becomes that of a slow-paced residential street. Two turfed miters at the intersection of Furnace Brook Parkway and Willard Street, at the southwestern edge of the rotary, mark the transition back to a residential area (**Extension miters, #7 on the data sheet**). The southern side of the roadway is bounded by several intersecting residential streets from the surrounding neighborhood, although the parkway itself is immediately bounded by a dense secondary-growth forest that blocks off views to the west from any of the nearby houses. Furnace Brook emerges beneath the parkway on its southern side via a modern culvert (**Extension culvert, #8 on the data sheet**) and runs about 15 feet south of the roadway through a channel lined with granite block (outside the parkway boundary). Views along the northern side of the roadway open up to early to mid-20<sup>th</sup> century wood-frame homes in the nearby distance. These houses are buffered from the parkway by a narrow strip of planted greenspace (owned by DCR), essentially two miters, that is included within the parkway boundary (**Extension greenspace, #9 on the data sheet**). These houses are accessed from an

(continued)

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

**National Register of Historic Places  
Continuation Sheet**

**Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA**

Section number 7 Page 5

intersecting residential street, Ashland Street, that in some places parallels the northern side of the parkway. The setting for both sides of the road is consistently residential. Furnace Brook Parkway Extension terminates at the intersection with Bunker Hill Lane and the swinging bar gates that mark the entrance to the Blue Hills Reservation.

**Archaeological Description**

Known ancient Native American sites have been documented in close proximity to the Furnace Brook Parkway including fourteen sites in the general area (within one mile) and two sites that abut or originally extended into the parkway right-of-way. The Area F Site (19-NF-30) is located in the vicinity of the intersection of The Furnace Brook Parkway with Hancock Street. Undiagnosed volcanic chipping debris was recovered at the Area F Site during a 1976 archaeological survey. The Furnace Brook Site (19-NF-418) on the Adams National Historic Site off Adams Street near Newport Avenue. Chipping debris, calcined bone, and diagnostic bifaces representing a continuous Middle Archaic through Late Woodland occupation were recovered from the Furnace Brook Site during a 1996 intensive archaeological survey of the area. Environmental characteristics indicate a high potential for the presence of ancient Native American sites in the Furnace Brook Parkway locale. The parkway includes several well drained, level to moderately sloping terraces and other landforms located within 1000 feet of Furnace Brook and Black's Creek. The entire parkway lies within the Neponset River drainage.

While known sites and high ancient Native American site potential are documented for the Furnace Brook Parkway area, the potential for locating significant Native Resources within the parkway boundaries established for this nomination is low. Impacts related to construction and maintenance of the roadway and related facilities would have had an adverse effect on any ancient Native American resources that may have been located in the parkway right-of-way. Fragmented portions of archaeological sites including deeply buried artifact concentrations and truncated features may survive within the right-of-way, however, it is doubtful NR eligible sites survive. Known sites, including any potential evidence of the Area F Site (19-NF-30) and the Furnace Brook Site (19-NF-418) that existed within or extended into the parkway right-of-way have been essentially destroyed.

Environmental characteristics and documented Colonial settlement patterns also indicate a high potential for the presence of historical archaeological sites in the vicinity of the Furnace Brook Parkway. European settlement has been documented in the Quincy and Milton locale since early in the 17th century. Structural evidence and artifacts related to residential, commercial, and industrial historic resources may have been originally located within or abutting the nominated area. In general, however, given the same

(continued)

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

**National Register of Historic Places  
Continuation Sheet**

**Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA**

Section number 7 Page 6

---

impacts associated with construction of the parkway described for ancient Native American resources, the potential for recovering intact and significant historical archaeological resources is also low within the Furnace Brook Parkway right-of-way. Roadway construction has also destroyed potential historical archaeological resources within the nominated parkway area. Truncated features and/or deeply buried fragments of sites may survive but the overall integrity of these sites has been compromised.

(end)

Furnace Brook Parkway  
Name of Property

Norfolk, MA  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

Property is:

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

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

(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

Landscape Architecture

Transportation

### Period of Significance

1904-1956

### Significant Dates

Parkway constructed: 1904-1924

MBTA bridge: 1924

### Significant Person

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Charles Eliot Olmsted Brothers

### Primary location of additional data:

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

Name of repository:

DCR: archives

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

**National Register of Historic Places  
Continuation Sheet**

**Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA**

Section number 8 Page 1

---

**SIGNIFICANCE**

The Furnace Brook Parkway, a 3.92-mile-long two-lane roadway located in Quincy, is significant as an important means of access between the Blue Hills and Quincy Shore reservations and as an access route to the reservations from the neighboring urban areas. The parkway extends from Bunker Hill Lane at the Blue Hills Reservation easterly to Quincy Shore Drive at the Quincy Shore Reservation. One of the most outstanding features of the Furnace Brook Parkway was and still is its route parallel to the valley of Furnace Brook, the names of both brook and parkway being derived from the iron furnace established in the area in 1643. As one of the many roadways designed for the Metropolitan Park Commission (MPC) by the Olmsted Brothers, the Furnace Brook Parkway well embodies the principles of their firm.

Furnace Brook 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, conservation, engineering, landscape architecture, and transportation at the state level and fulfills the Parkways Registration Requirements for the associated Connecting Parkway and River Parkway property subtypes, under Section F of this Multiple Property Documentation Format nomination. The period of significance for the Furnace Brook Parkway is from 1893, the year for the conception of the principles dictating the boundaries of the adjoining reservation and parkway, through 1956.

As early as 1893, Charles Eliot and the Olmsted Brothers discussed the rationale behind establishing the Furnace Brook Reservation and Parkway in Quincy:

*In some places... tracts of wild land which would have been excluded under our second principle (the boundaries... should be, if possible, established upon public streets or roads or upon lines drawn where roads may ultimately be built upon good grades.) have been included in the reservation by arbitrary lines, because some subordinate yet still important element of the scenery of the reservation could by so doing be preserved: as, for example, along the north side of the valley of Furnace Brook in the Quincy section of the Blue Hills Reservation, where there has been included the face of a ridge which is in view from the whole basin of the brook although the road must here be within the reservation in the valley of the brook.*

(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA

Section number 8 Page 2

---

By 1897 the Furnace Brook Valley was chosen as the site of the new parkway. According to the MPC Annual Report of 1897, the Commission rationalized the construction of the Furnace Brook Parkway:

*It is to be considered, however, that a parkway at the point marked 8 would provide not only for the connection between the Blue Hills and Quincy bay reservations, but would serve also as an agreeable means of access to the Blue Hills from Quincy and the neighboring towns.*

In 1900, takings plans were prepared for the segment of the parkway now running from Newport Avenue to the Blue Hills Reservation. The amount of land taken accounts for almost the entire length of Furnace Brook Parkway from Merrymount Park to the northeasterly corner of the Blue Hills Reservation. At this time, the total holdings equaled 2.75 miles. Construction plans were already under way for this segment of the parkway.

The following year, further takings plans were made for an extension from Newport Avenue to Hancock Street, and the construction plans were completed. In 1902, more takings plans and construction plans were made for another extension, from Hancock Street to Merrymount Park. By 1903 the general construction plans for the parkway from Blue Hills Reservation to Hancock Street were completed. And plans for construction of the parkway between Hancock Street and Merrymount Park were also under way at that time.

The first segment of the parkway to be constructed reached from Adams Street to Blue Hills Reservation. Construction began in 1904. The following year, 1905, the construction of a reinforced concrete masonry bridge began, to carry the Granite Branch of the New York, New Haven, & Hartford Railway over the parkway, near Newport Avenue in West Quincy. According to the MPC Annual Report of 1906:

*The design is for an elliptical arch of 56 foot span and 31 feet in width. It is to be built of Portland cement concrete, reinforced by the "Johnson" corrugated bars, the facings of the arch and the spandrel and wind walls to be of quarry-faced granite ashlar."*

In addition to the parkway construction, a short extension road was also built in 1905. This extension road provided a circuit drive through the eastern portion of the Blue Hills Reservation connecting with Randolph Avenue.

(continued)

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

**National Register of Historic Places  
Continuation Sheet**

**Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA**

Section number 8 Page 3

---

On August 22, 1906, construction of the bridge was completed, and shortly thereafter a contract was awarded to grade and surface the parkway from Adams Street to the Blue Hills Reservation. The work was later expanded to include the construction of masonry culverts for Furnace Brook at Willard, Malden, Reardon, and Quarry Streets within the parkway takings. Construction work was completed in 1907. During this time, additional takings plans were prepared for an extension from Quincy Shore Reservation to Hancock Street. A police substation was constructed on Furnace Brook Parkway at Cross Street in West Quincy during this first decade of the 20<sup>th</sup> century as well. The police station is no longer extant.

By 1913, designs were under way for the construction of Furnace Brook Parkway from Quincy Shore Drive to Hancock Street. This work was authorized by the Acts of 1912, Chapter 699. To complete the acquisitions needed for the construction of this segment of the parkway, a small parcel of land was purchased from Adams Real Estate Trust on Blacks Creek. Construction on the 1.75-mile-long segment began in 1915 and was completed and opened to the public on November 18, 1916.

The possibility to expand the parkway system was discussed in 1917 by the Commission. Plans were not developed until 1918 to extend the parkway from Adams Street to Newport Avenue by way of constructing one of the two driveways indicated in the full parkway plan. By 1919 a contract for this section of the parkway was awarded.

In 1925 the construction of the parkway between Newport Avenue and Hancock Street across the location of the New York, New Haven, & Hartford Railroad was completed. This work included the construction of a bridge by the Boston Bridge Works to carry the railway over the parkway replacing the 1905 bridge. This marked the completion of Furnace Brook Parkway.

Few changes have occurred to Furnace Brook Parkway since the late 1920s, with the exception of the introduction of I-93 in the 1960s. The culvert near Willard Street was reworked in the mid-20<sup>th</sup> century. Alterations have been limited to minor repairs, resurfacing, and maintenance, thus resulting in a generally intact parkway.

(end)

Furnace Brook Parkway  
Name of Property

Norfolk, MA  
County, State

## 10. Geographical Data

Acreage of Property ca. 11.5 acres

### UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

|               |                   |                                        |
|---------------|-------------------|----------------------------------------|
| 1. 19<br>Zone | 335280<br>Easting | 4680960 (Quincy Shore Dr.)<br>Northing |
| 2. 19<br>Zone | 334300<br>Easting | 4680160 (Hancock St.)<br>Northing      |

|               |                   |                                          |
|---------------|-------------------|------------------------------------------|
| 3. 19<br>Zone | 332500<br>Easting | 4679360 (Quarry<br>Northing Street)      |
| 4. 19<br>Zone | 332300<br>Easting | 4677940 (Blue Hills<br>Northing Reserv.) |

See continuation sheet

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

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

organization Massachusetts Historical Commission date February 2004

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 / Div. of Urban Parks & Recreation

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

city or town Boston state MA zip code 02108

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

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

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

**National Register of Historic Places  
Continuation Sheet**

**Furnace Brook Parkway  
Metropolitan Park System of Greater Boston MPS  
Quincy (Norfolk), MA**

Section number 10 Page 1

---

**BOUNDARY DESCRIPTION AND JUSTIFICATION**

The National Register boundary for Furnace Brook Parkway is 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. It also includes the abutments on either side of the MBTA Overpass Bridge, which extend approximately 30 feet from the roadway in either direction. 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 boundary does not include adjacent MDC-owned parkland that is not directly related to the parkway. The specific termini for Furnace Brook Parkway, discussed in two segments, are as follows:

Furnace Brook Parkway, Main Segment: The northern terminus for the main segment of the Furnace Brook Parkway is at its intersection with Quincy Shore Drive, and corresponds to a line of convenience drawn along the southern edge of Quincy Shore Drive. The southern terminus for the roadway corresponds to a line of convenience drawn across the parkway at the northern outer perimeter of the I-93 interchange rotary and islands.

Furnace Brook Parkway Extension: The northern terminus of the Furnace Brook Parkway Extension corresponds to a line of convenience drawn across the parkway from east to west from the northeastern corner of Willard Street in Quincy. The southern terminus corresponds to a line of convenience drawn along the northern edge of Bunker Hill Lane at the western edge of the Blue Hills Reservation.

(end)

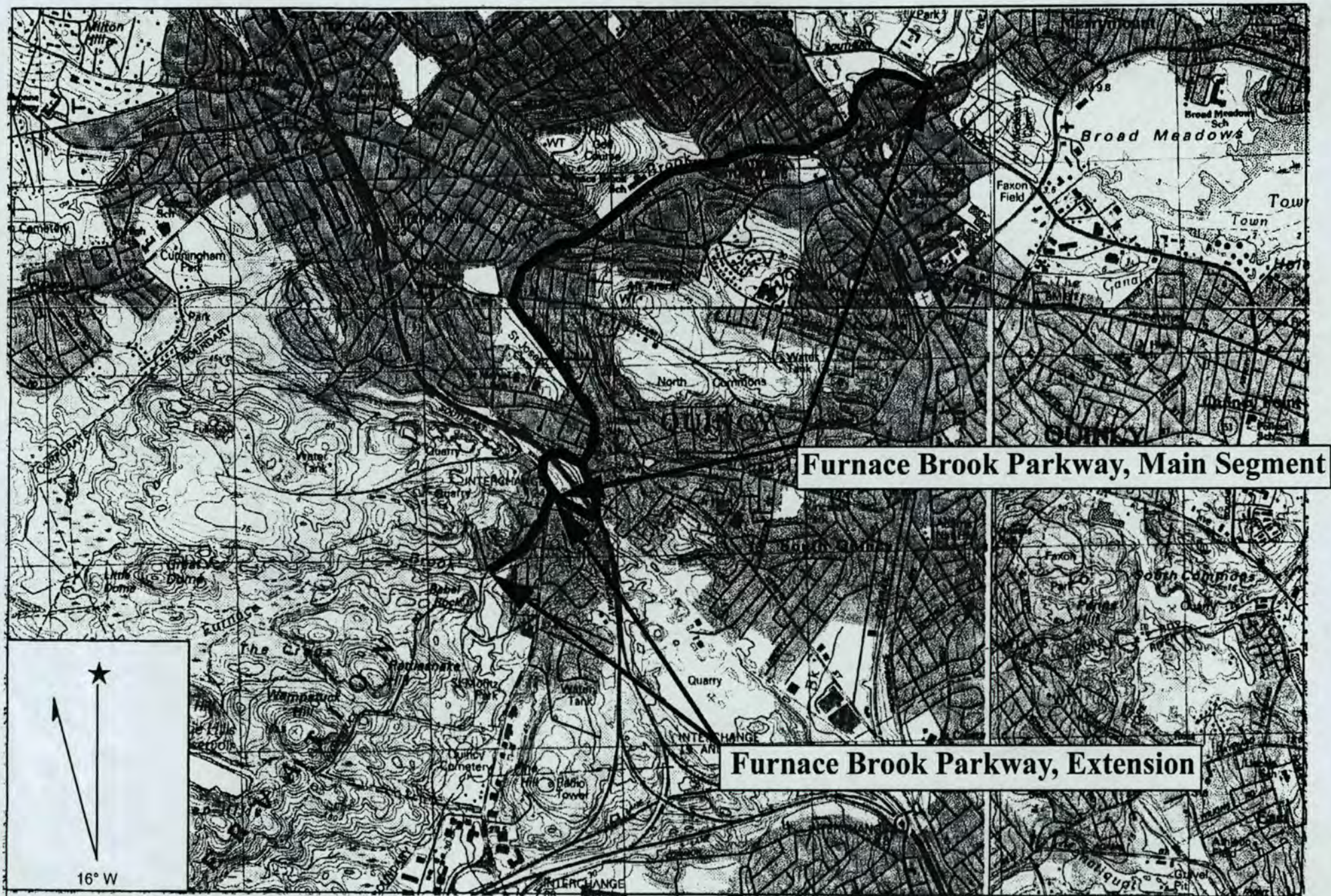
**PHOTOGRAPHS**

Photographer: Emily Maass, PAL

Date: July 2002

Negatives location: PAL, Pawtucket, RI

1. Looking N along Furnace Brook Parkway just west of Quincy Shore Drive. Merrymount Park is shown to the north of the parkway. Housing borders the south side.
2. View of MBTA bridge over parkway, facing W on parkway east of Newport Street.
3. View of culvert and pipe rail over Furnace Brook east of Puritan Road.
4. View of parkway facing west between I-93 and Blue Hills Reservation.



Name: BOSTON SOUTH  
 Date: 10/11/2002  
 Scale: 1 inch equals 2105 feet

Location: 19 333231 E 4678555 N  
 Caption: Furnace Brook Parkway  
 Quincy, Massachusetts

# **Furnace Brook Parkway**

## **Quincy, Massachusetts**

| #  | NRHP Listed | MHC #   | Name                                                  | Town   | Location                                                                                                                                                                                | Date                     | Status | Type      |
|----|-------------|---------|-------------------------------------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------|-----------|
| #1 |             |         | Furnace Brook Parkway, Main Segment                   | Quincy | River Parkway located between Quincy Shore Drive and the I-93 interchange rotary                                                                                                        | 1904-1924                | C      | Structure |
| #2 |             |         | Furnace Brook Parkway, Extension                      | Quincy | Border Parkway located between Willard Street and Bunker Hill Lane                                                                                                                      | 1904-1924                | C      | Structure |
| #3 |             |         | I-93 Interchange Rotary and Bridges                   | Quincy | Intersection of Furnace Brook Parkway, Main Segment, I-93, and Furnace Brook Parkway Extension                                                                                          | 1960s                    | NC     | Structure |
| #4 |             |         | Furnace Brook Culverts                                | Quincy | Carrying the Furnace Brook under the parkway. One is located just west of Newport Street near Adams National Historic Site and the other is located immediately south of Willow Avenue. | early 20th century       | C      | Structure |
| #5 |             | QUI.946 | MBTA Overpass Bridge and Abutments                    | Quincy | Carries the MBTA line over the parkway between Newport and Hancock Streets                                                                                                              | 1924                     | C      | Structure |
| #6 |             |         | Furnace Brook Parkway Tree Canopy                     | Quincy | Intermittently overhangs both segments of the parkway                                                                                                                                   | early 20th century       | C      | Site      |
| #7 |             |         | Furnace Brook Parkway Extension miters (2)            | Quincy | Intersection of Furnace Brook Parkway and Willard Street                                                                                                                                | early 20th century       | C      | Structure |
| #8 |             |         | Furnace Brook Parkway Extension culvert               | Quincy | Carrying the Furnace Brook under the parkway extension near Willard Street                                                                                                              | rebuilt mid 20th century | NC     | Structure |
| #9 |             |         | Furnace Brook Parkway Extension greenspace miters (2) | Quincy | North of Furnace Brook Parkway Extension near Ashland Street                                                                                                                            | early 20th century       | C      | Structure |

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Furnace Brook Parkway

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 2/16/04 DATE OF PENDING LIST: 3/02/04  
DATE OF 16TH DAY: 3/17/04 DATE OF 45TH DAY: 3/31/04  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04000248

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 3/18/04 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



Furnace Brook Parkway  
Quincy, MA

#1

<NO. 11>020 @ BN  
0040 37 N N N-5 NN AC-01 GR08 Z101/100



FURNACE BROOK PARKWAY

QUINCY, MA

#2

<NO. 12 >024 @ BN

0040 37 N N N-6 NN AC-01 GR08 Z101/100



FURNACE BROOK PARKWAY

QUINCY, MA

#3

<NO. 14 >028 @ BN

0040 37 N N N-3 NN AC-01 GR08 Z101/100



FURNACE BROOK PARKWAY  
QUINCY, MA

#4

<No. 15 >032 © BN  
0040 37 N N N-4 NN AC-01 GR08 Z101/100

FURNACE BROOK  
Parkway

19

① 335280/4680960

② 334300/4680160

③ 332500/4679360

④ 332300/4679440



**Boston South**  
MASSACHUSETTS  
QUINCY (NORFOLK), MA  
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

U.S. 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  
Selected 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 projected 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 1/16 METER  
OTHER ELEVATIONS SHOWN TO THE NEAREST 1/16 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

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 (GCM) and magnetic declination (MD) at center of map. Diagram is approximate.

ADJOINING MAPS

| 1 | 2 | 3 |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | 8 | 9 |

1. Mansard  
2. Boston North  
3. Lynn  
4. Framingham  
5. Hull  
6. Medford  
7. Norwood  
8. Weymouth

ISBN 0-607-00135-6  
9 780607 001356

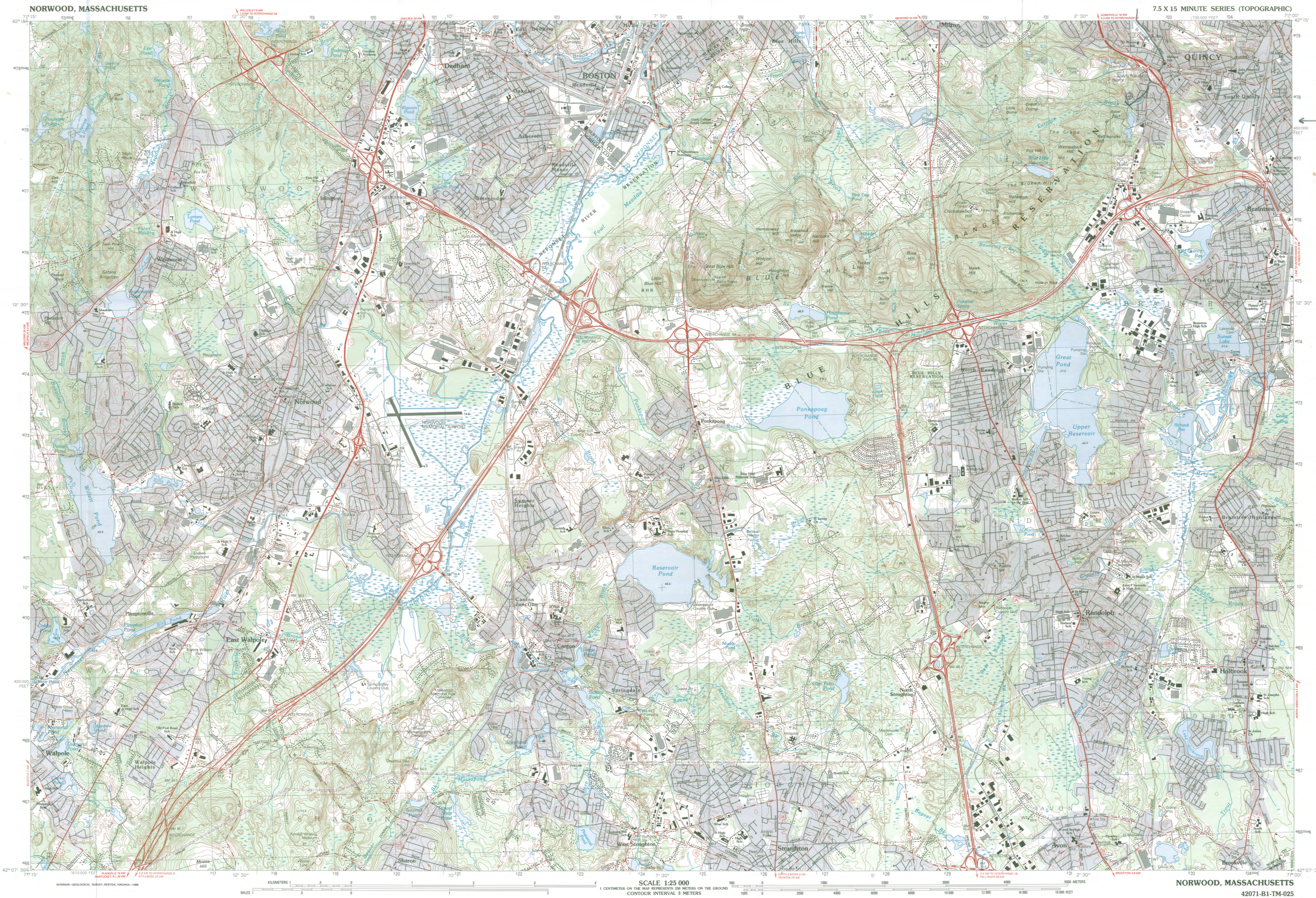
**Topographic Map Symbols**

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  
Bathys area: only selected features, 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, land park  
Land grant with monument: found section corner  
U.S. public lands survey: range, township, section  
Range, township, section line: location approximate  
Force 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: strip mine, lava, sand  
Soundings: depth curve  
Perennial lake and stream; intermittent lake and stream  
Rapid, large and small; lake, 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

FURNACE BROOK PARKWAY

- ① 335280 4680960
- ② 334300 4680160
- ③ 332500 4679360
- ④ 332300 4677940



**Norwood**  
MASSACHUSETTS  
QUINCY (NORFOLK) NA

1:25 000-scale metric  
topographic map

map 2  
1/2

7.5 X 15 MINUTE QUADRANGLE  
SHOWING

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

U.S. 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 Norwood and Blue Hills 1:25,000-scale maps dated 1970 and 1971.

Projection and 1000-meter grid: Universal Transverse Mercator, zone 19. 10,000-foot grid ticks based on Massachusetts coordinate system, national datum. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks. There may be private inholdings within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER  
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

| CONVERSION TABLE |         | DECLINATION DIAGRAM |  | ADJOINING MAPS |   |   |
|------------------|---------|---------------------|--|----------------|---|---|
| Meters           | Feet    | Diagram             |  | 1              | 2 | 3 |
| 1                | 3.2808  |                     |  | 4              | 5 |   |
| 2                | 6.5617  |                     |  | 6              | 7 | 8 |
| 3                | 9.8425  |                     |  |                |   |   |
| 4                | 13.1234 |                     |  |                |   |   |
| 5                | 16.4042 |                     |  |                |   |   |
| 6                | 19.6850 |                     |  |                |   |   |
| 7                | 22.9658 |                     |  |                |   |   |
| 8                | 26.2467 |                     |  |                |   |   |
| 9                | 29.5275 |                     |  |                |   |   |
| 10               | 32.8084 |                     |  |                |   |   |

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

UTM grid convergence (GCM) at 100 meters: declination (MM) at center of map  
Diagram is approximate

1 Franklinham  
2 Boston South  
3 Hail  
4 Medfield  
5 Weymouth  
6 Franklin  
7 Brockton  
8 Whitman

ISBN 0-607-23444-X  
9 780607 234442

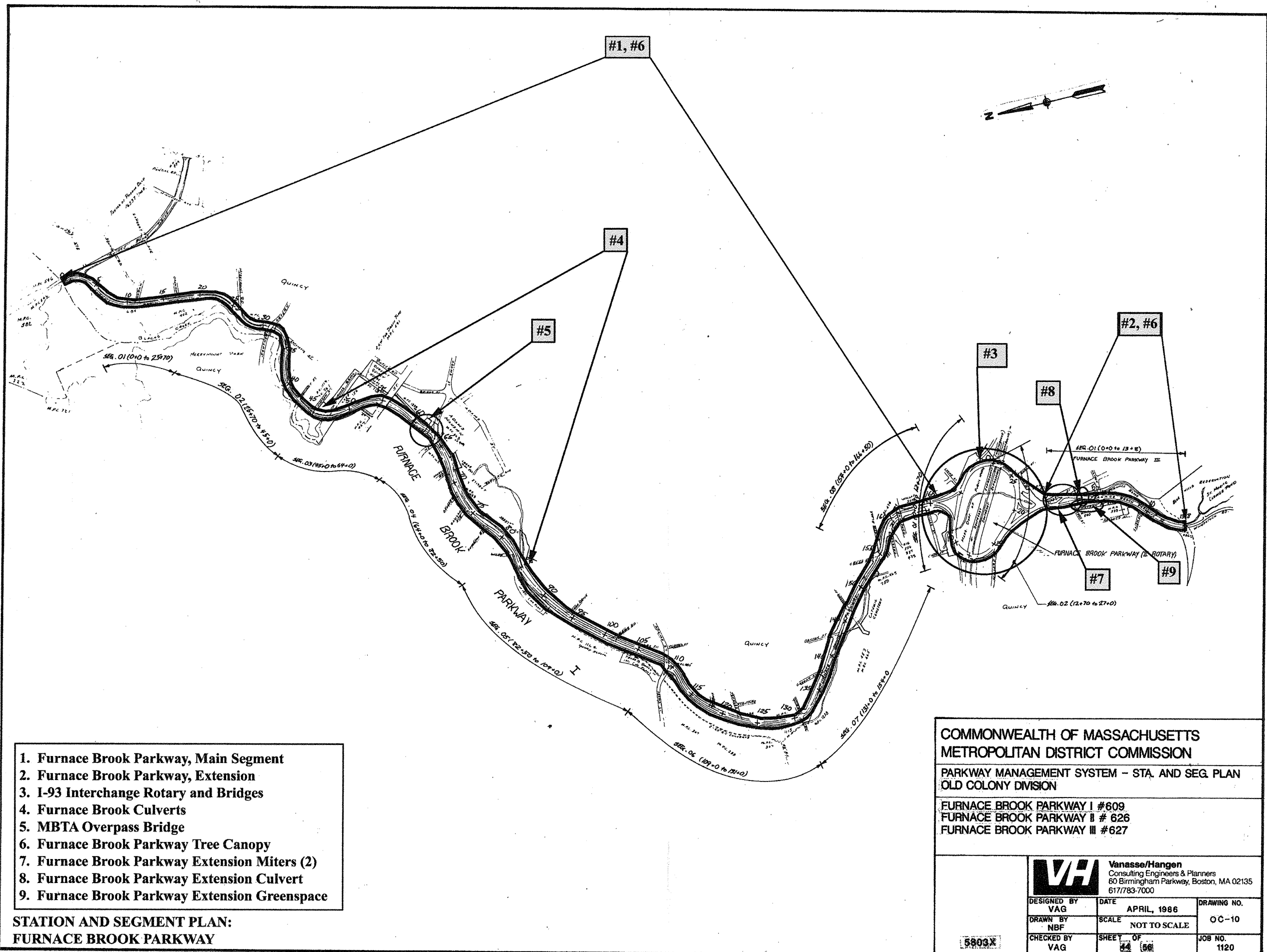
**Topographic Map Symbols**

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; land section center  
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  
Compass rose; point of view; 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: strip mine, lava, sand  
Bathymetric contours: index, intermediate  
Potential 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  
Sands, 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

1985



1. Furnace Brook Parkway, Main Segment
2. Furnace Brook Parkway, Extension
3. I-93 Interchange Rotary and Bridges
4. Furnace Brook Culverts
5. MBTA Overpass Bridge
6. Furnace Brook Parkway Tree Canopy
7. Furnace Brook Parkway Extension Miters (2)
8. Furnace Brook Parkway Extension Culvert
9. Furnace Brook Parkway Extension Greenspace

STATION AND SEGMENT PLAN:  
FURNACE BROOK PARKWAY

COMMONWEALTH OF MASSACHUSETTS  
METROPOLITAN DISTRICT COMMISSION

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

FURNACE BROOK PARKWAY I #609  
FURNACE BROOK PARKWAY II #626  
FURNACE BROOK PARKWAY III #627



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

|                    |                       |                      |
|--------------------|-----------------------|----------------------|
| DESIGNED BY<br>VAG | DATE<br>APRIL, 1986   | DRAWING NO.<br>OC-10 |
| DRAWN BY<br>NBF    | SCALE<br>NOT TO SCALE |                      |
| CHECKED BY<br>VAG  | SHEET OF<br>44 58     | JOB NO.<br>1120      |

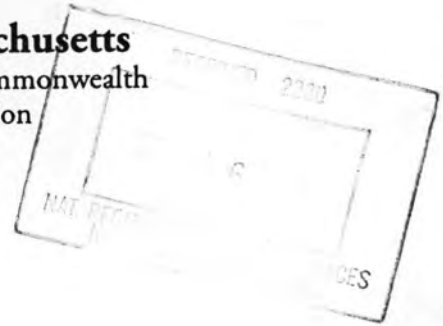
5803X



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

February 7, 2004

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



Dear Ms. Shull:

Enclosed please find the following nomination:

Furnace Brook Parkway, Quincy (Norfolk), MA  
Metropolitan Park System of Greater Boston (Parkways) MPS

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the properties included in this Certified Local Government community district were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

*We request expedited review of this nomination.*

Sincerely,

*Betsy Friedberg*  
Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: William F. Galvin, Secretary of the Commonwealth  
DCR:Sean Fisher, Karl Haglund, Samantha Overton, Joseph Orfant, Julia O'Brien, Rick Corsi  
Public Archaeology Laboratory, consultants  
Secretary Ellen Roy Herzfelder, EOE  
Patrice Kish, Betsy Shure Gross, DEM  
Elizabeth Vizza, Halvorson Company  
Quincy: William Phelan, Mayor; James Edwards Quincy Historical Commission;  
Richard Meade, Planning Director; Roberta Fitzgerald, CLG Coordinator