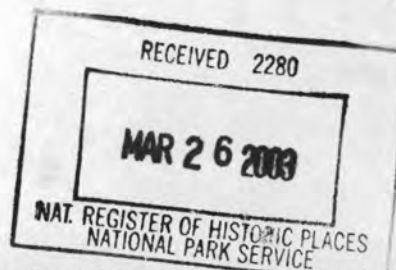


United States Department of the Interior
National Park Service

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 Fells Connector Parkways, Metropolitan Park System of Greater Boston

other names/site number Same

2. Location

street & number See section 2 continuation sheet N/A not for publication

city or town Malden and Medford N/A vicinity

state Massachusetts code MA county Middlesex County code 017 zip code 02148, 02153

3. State/Federal Agency Certification

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

Cara H. Metz
Signature of certifying official/Title Cara H. Metz, State Historic Preservation Officer

3/21/03
Date

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper

Date of Action

Patrick Adams

5/9/2003

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA

Section number 2 Page 1

LOCATION

Fellsway East (Malden): East Border Road to Fellsway West/The Fellsway intersection

Fellsway West (Malden/Medford): Fulton Street to Fellsway East

The Fellsway (Malden/Medford): Fellsway East to northern edge of Wellington Bridge

(end)

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

(Check only one box)

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

Number of Resources within Property

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

Contributing

Noncontributing

0	0	building
1	0	sites
11	0	structures
0	0	objects
12	0	Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other Asphalt, concrete, granite, plantings, wood

Narrative Description

See Section 7 Continuation Sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
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Section number 7 Page 1

DESCRIPTION

The Fells Connector Parkways, located in Malden and Medford, Middlesex County, Massachusetts, comprise a system of multi-lane divided roadways in Boston's regional park system administered by the Metropolitan District Commission (MDC). This system is composed of three connected parkways: **Fellsway East, Fellsway West, and The Fellsway**. These parkways are heavily traveled, formal boulevards that move through medium-density suburban residential neighborhoods with significant commercial infill. The Fells Connector road system links the Middlesex Fells Reservation north of Boston with Interstate 93 and with the McGrath Highway in Somerville. Besides being a major north-south artery system, these roads provide connections to most of the parkways north of Boston. For the purposes of this nomination, Fellsway East, Fellsway West, and The Fellsway will be described separately from north to south.

Fellsway East, Malden (East Border Road south to The Fellsway)

For the purposes of this nomination, **Fellsway East (#1 on the data sheet)** is an approximately one-mile-long road that begins at the southern edge of East Border Road and goes south through Malden to its intersection with The Fellsway and Fellsway West. The southern terminus of Fellsway East corresponds to a line of convenience drawn along the northern edge of The Fellsway and Fellsway West where they meet. A second, northerly segment of Fellsway East, a two-lane undivided park road built later to connect the Fellsway system directly with the Lynn Fells Parkway, continues from East Border Road north through the Middlesex Fells. It is not considered in this nomination, but rather as part of the Middlesex Fells Reservation Parkways. Fellsway East is the most intact of the roads in the Fells Connector Parkways system. Fellsway East is a moderately hilly and winding road that gently climbs in elevation from its southern terminus, at 20 feet above sea level, at The Fellsway to its northern terminus, at 155 feet in elevation, at the southeastern edge of the Middlesex Fells Reservation.

At its northern beginning point, Fellsway East joins East Border Road with a small turf miter (small triangular island) that displays a contemporary Malden welcome sign (**Fellsway East/ East Border Road Miter, #2 on the data sheet**). The miter has vertical granite curbs on all sides. South of this point, Fellsway East is a broad boulevard, two lanes southbound (originally the 26-foot-wide north-south travel lanes) and three lanes northbound (originally the 36-foot-wide pleasure lanes). The travel lanes are all 13 feet wide, while on the eastern or northbound side, the ten-foot-wide outside lane functions as parking. Grade separations between northbound and southbound lanes of as much as eight feet occur in this stretch as the parkway responds to gentle hills. The median is 32 feet wide, planted with turf and two rows of evenly spaced, mostly mature (50 to 75 years old), deciduous trees (including beeches and an occasional conifer) on its outer edges. The median, called the **Fellsway East Median System (#3 on the data sheet)**

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United States Department of the Interior
National Park Service

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Continuation Sheet

Fellsway Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA

Section number 7 Page 2

for the purposes of this nomination, is a contributing feature of Fellsway East and extends from East Border Road to Savin Street and then again from West Border Road to the parkway's southern terminus at The Fellsway and Fellsway West. The Fellsway East Median System is interrupted as it travels through Fellsmere Park. Curbing on the median and sides is Belgian block, except for the eastern side, which is consistently vertical granite. The lighting consists of modern cobra-head fixtures on metal poles. The five-foot-wide planting strips also contain evenly spaced, mostly mature trees, which form an intermittent canopy over the roadway (**Fellsway East Tree Canopy, #4 on the data sheet**). The Fellsway East Tree Canopy extends from East Border Road to Savin Street. The Fellsway East Tree Canopy is considered a contributing feature of the parkway. Beyond the planting strips are concrete sidewalks that vary from six feet to nine feet in width (usually nine feet on the eastern side). The setting throughout is early 20th century two-story residential buildings. The right of way is generally slightly rolling and the road curvilinear, providing pleasant, frequently shifting views up and down the corridor. A small, round, center island (**Highland Avenue/Glenwood Street Island, #5 on the data sheet**), not actually a rotary, marks the intersection with Highland Avenue and Glenwood Street, the only major cross street in this initial section.

South of Pine Street, Fellsway East passes through a significant strip of open space, with St. Mary's Cemetery on the west and Amerige Field Playgrounds, a Malden city park, on the east (PHOTOS #1, #2). St. Mary's Cemetery has a thick, solid concrete enclosing wall, with square concrete piers topped by pyramidal caps, allowing glimpses of the tops of grave monuments and the rock outcroppings beyond the cemetery. Amerige Field is a combination of open turf and baseball diamonds. Savin Street, the next cross street, marks the southern boundary of these lots and the northern boundary of Fellsmere Park, a 25-acre MDC park that Fellsway East travels through from north to south. Savin Street and the MDC-managed West Border Road (which intersects Fellsway East further south) mark the north and west borders of Fellsmere Park. The northern section of Fellsmere Park is a mix of turf and park, with deciduous trees set against large rock outcroppings. Fellsmere Pond itself is at the southern end of the park; its most striking feature is the underwater fountain that shoots a jet of water upwards from the middle of the south end of the pond.

Fellsway East changes markedly as it passes along the eastern side of Fellsmere Park, where it is surrounded on all sides by relatively steep hills. The former pleasure lanes disappear and the parkway becomes much more like a park road in form (PHOTO #3): beginning at Savin Street, Fellsway East narrows from a wide boulevard to a two-lane roadway with two-way traffic and no median; the roadway is 36 feet wide with five-foot planting strips and six- to nine-foot-wide sidewalks. From Savin Street to Prospect Street, a late-19th to early 20th century residential district fronts the parkway on the south and east. Perched high on outcrops between Maple Street and Prospect Street, above the houses on the southeast side of the road, is a municipal park known as Overlook Park. At Maple Street, Fellsway East

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Fells Connector Parkways
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turns to the southwest and skirts the edge of Fellsmere Pond. From Prospect south to Boundary Road, on the southeast side of the parkway is part of Fellsmere Park, a wooded hillside sloping up from the parkway. Together, Prospect Street and Boundary Road define the southern boundary of Fellsmere Park. (Boundary Road and West Border Road, the two MDC-maintained border parkways of Fellsmere Park, are described in the Fellsmere Park Parkways nomination and are not part of this nomination.) Views to the west beyond the parkway corridor in this section of Fellsway East include Fellsmere Pond with its 1930s stone park walls and beyond the pond, rock outcrops, retaining walls, and the wooded hillside traversed by MDC's West Border Road.

From West Border Road to Pleasant Street, Fellsway East again becomes a boulevard, turning from southwest to south and dipping steadily downhill towards its terminus. Fellsway East here becomes two lanes northbound and two lanes southbound, separated by a three-foot-wide median. The median curbing in this section is quarter round, with vertical-granite curbing on the outside edges of the roadway. Lights are cobra-head fixtures on metal poles. Setting changes significantly here. The terrain rises sharply on the west: a rock ledge and turf hillside surmounted by one- to two-story houses that front on Edgewood Terrace. West of the parkway, at the corner of Pleasant Street, is a three-story brick commercial block. On the southeast side of Fellsway East, south of Vista Street, a planting strip and sidewalk flank the parkway. Beyond to the east stands a large, late-20th century red-brick apartment block; it is built into the hillside, three stories high on its north end and six stories high at Pleasant Street.

The last section of Fellsway East is bracketed by signalized intersections, Pleasant Street/State Route 60 to the north and The Fellsway/Fellsway West/State Route 28 to the south. This is the most heavily traveled section of Fellsway East, two lanes southbound and three lanes northbound. The outer lane northbound serves as parking for most of its length. The median is wider here, with turf and a single row of young deciduous trees down the center. The quarter-round and vertical-granite curbs continue in this section as in the previous, and the setting on the east is early 20th-century residential, with a 25-foot setback from the rear of the sidewalk. On the west is the complex of Immaculate Conception Roman Catholic Church, including a former convent from the 1920s (winner of the Parker Medal) that fronts on Fellsway West. At the intersection with The Fellsway and Fellsway West, a miter in the center of the Fellsway East southbound lanes (landscaped with turf and flowers) directs traffic onto the other two Fells Connector Parkways (**The Fells Connector Parkways Miter, #6 on the data sheet**).

Fellsway West, Medford and Malden (Fulton Street south to Fellsway East)

Fellsway West (#7 on the data sheet), along with The Fellsway directly south of it (but not Fellsway East), had a medial street trolley during the first half of the 20th century and was designed with a wide median. But it is also part of State Route 28, which was the major arterial route to cities north of

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Fells Connector Parkways
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Cambridge and Somerville before the completion of the Northern Expressway (today's Interstate 93), and subject to periodic rebuilding and alteration. Both Fellsway West and The Fellsway were originally designed with a three-lane northern/eastern pleasure roadway and a parallel two-lane southern/western travel roadway. Currently, Fellsway West and The Fellsway consist of three northbound lanes and three southbound lanes throughout almost their entire length.

For the purposes of this nomination, Fellsway West is the approximately one-mile-long road that begins at the eastern edge of Fulton Street in Medford and travels east-southeast through Medford to its intersection with Fellsway East in Malden, where it becomes The Fellsway (discussed separately below). A second segment of Fellsway West, a two-lane undivided park road that was built after the original Fellsway West to connect the Fells Connector Parkways system directly with Main Street in Stoneham and points north, continues in an altered form from Roosevelt Circle north through the Middlesex Fells. It is not considered in this nomination, but rather as part of the Middlesex Fells Reservation Parkways.

Between those two segments of road is Roosevelt Circle, on the south edge of the Middlesex Fells Reservation. A modern bridge and roadwork between Roosevelt Circle and Fulton Street have completely altered the fabric and configuration of the roadway in this segment. Roosevelt Circle began in 1930 as a surface traffic rotary at the junction of Fellsway West, Forest Street, and South Border Road. The current aerial rotary replaced this surface rotary in the early 1960s, as I-93 replaced Fellsway West in its right of way north of Valley Street, along the former surface channel of Intervale Brook. I-93 has eight lanes here (four northbound and four southbound). Parts of the northbound lane of Fellsway West in this section may be in its original location. Each of the Roosevelt Circle bridges is 148 feet long and carries two lanes of traffic across two steel girder spans above I-93. Both were built in 1961, and the northern bridge was reconstructed in 1994. On the western side of I-93, the southbound lane of Fellsway West connects with the bridges, as well as South Border Road and Forest Street, in a complicated, sinuous path before jogging southward well out of its former path and crossing under I-93, three lanes wide, at Valley Street. This 1961 steel girder overpass bridge, 135 feet long, was reconstructed in 1974. The southbound lanes of Fellsway West return to their former alignment by the time that they reach Fulton Street. Because of the extensive changes to this section of Fellsway West since its period of significance, the northern terminus of Fellsway West, for the purposes of this nomination, is Fulton Street. Roosevelt Circle and its bridges are not included in either this nomination or the Middlesex Fells Reservation Parkways nomination.

Fulton Street is the first of a number of intersections on Fellsway West where traffic signals control traffic flow. On the northwest corner of the Fellsway West/Fulton Street intersection is the building complex of St. Francis of Assisi Roman Catholic Church, one of several churches along The Fellsway and Fellsway West. From this intersection, Fellsway West travels east-southeast until it connects with Fellsway East. This is a slightly hilly corridor, with a much hillier area to the north and the Mystic River flats to the south. The

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Metropolitan Connector Parkways
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roadway generally travels between 20 and 28 feet in elevation. Between Fulton Street and Fellsway East, Fellsway West passes through a moderately dense early to mid-20th century residential neighborhood of two- to three-story structures, primarily three-deckers, with commercial infill on several corners. Between Fulton Street and Park Street, the George W. Hickey Playground—open turf and baseball diamonds—borders the parkway on the south side. Between Fern Street and Dell Avenue, much of the northern side of the corridor is steep forested rock outcrops.

Fellsway West is consistently six lanes wide with a narrow median (**Fellsway West Median and Landscaping System, #8 on the data sheet**), three lanes northbound and three lanes southbound. Each roadway is 36 feet to 38 feet wide, with two narrow travel lanes and a slightly wider parking lane (PHOTO #1). At major intersections, such as Salem Street/ State Route 60, no parking is allowed along the parkway, and the outer lanes are travel/turning lanes. The roadway and median have vertical granite curbs and the lighting consists of modern, cobra-head fixtures on tall metal poles. In most places the turf median has a single center row of ash trees, newly planted. The median is six feet wide from Fulton to Spring Street, except where it is reduced to two feet at left-turn lanes. From Salem Street south, it remains two feet wide and is topped with an SS-type barrier on I-beam posts.

At Spring Street, the residential character (PHOTO #2) changes on the south side of the parkway, with a complex of three-story brick apartment buildings fronting Fellsway West. At Salem Street, a seven-story brick apartment rises just north of Fellsway West, and a group of three- to four-story brick apartments border the parkway on the north from Salem to Mary's Street, which marks the Medford/Malden town line. To the south of the parkway here, from Salem until the intersection with Fellsway East, is Stevens Square, a former MDC transit yard now converted to a suburban shopping center with a large parking lot adjacent to Fellsway West. At the intersection with Fellsway East, Fellsway West becomes The Fellsway.

The Fellsway, Malden and Medford (Fellsway East intersection south to the northern edge of Wellington Bridge)

The Fellsway (#9 on the data sheet) is a continuation of the travel lanes of Fellsway West, from its intersection with Fellsway East in Malden, south in a gently curvilinear course to the northern end of Wellington Bridge in Medford. The eastern terminus of the parkway corresponds to a line of convenience drawn south from the northwestern corner of Fellsway East where it intersects with Fellsway West and The Fellsway. Fellsway West continues east of this line. The southern terminus of The Fellsway corresponds to a line of convenience drawn across the parkway at the northern end of Wellington Bridge, which is not a part of this nomination. Like Fellsway West, The Fellsway is divided by a narrow median bordered by trees (see description below) for the entirety of its length (**The Fellsway Median and Landscaping System, #10 on the data sheet**). This is the flattest area of The Fellsway corridor, as the

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Continuation Sheet

Metropolitan Connector Parkways
Metropolitan Park System of Greater Boston MPS
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road travels through former marshlands and along the former channel of Little Creek, a now-disappeared stream that partially defined the Malden/Medford border. The roadway travels consistently between 18 and 21 feet above sea level. This neighborhood, known as Edgeworth, is the most consistently residential area in The Fellsway, with early 20th century three-story buildings, including a number of three deckers (PHOTO #1). Just north of Emerald Street, the median widens to four feet and the barrier is replaced by a row of young (less than 25 years old) deciduous trees in the middle of the median, which contrast strongly with the mostly mature (50 to 75 years old) deciduous trees in the planting spaces alongside the parkway. Beyond the planting strips, the sidewalks are six feet wide and are intermittently bituminous concrete or concrete. Between Emerald and Malden Streets, The Fellsway passes along the west side of John M. Devir Park, a Malden city park. For the next block, south of Malden Street, The Fellsway straddles the municipal boundary, before passing entirely into Medford at Central Avenue/Medford Street (PHOTOS #2 AND #3).

It seems likely that the current six-lane configuration of The Fellsway is also due to the reduction of the former wide median. Like Fellsway West, The Fellsway is predominantly three lanes northbound and three southbound, and the roadway shares most of the other design characteristics of Fellsway West, including vertical granite block curbing and modern cobra-head light fixtures on metal poles. While the current northbound lanes were designed to be three lanes wide, the current southbound lanes were designed to be two lanes wide along The Fellsway corridor.

South of Myrtle Street, The Fellsway gradually climbs the embankment of a bridge (**the former Boston and Maine Railroad Bridge, #11 on the data sheet**) to cross an abandoned branch rail corridor. North of this bridge on the east side is residential, while on the west side of the parkway is an older commercial/industrial district of two- to three-story brick factories. When operational, the track under the bridge was a spur line off the main north-south rail corridor that runs east of The Fellsway, the Boston and Maine Railroad. The spur line originally ended near City Hall in Medford Square, but now ends just east of Spring Street. Although The Fellsway approaches to this bridge are relatively long and gradual, the bridge itself is only 35 feet long with 17-foot clearance above the rail corridor. It is a single-span steel-girder bridge, built with The Fellsway in 1897-98 and reconstructed in 1956. The bridge has a two- and three-pipe rail fitted into metal posts. The Fellsway narrows at the bridge to two lanes each, northbound and southbound. Because this bridge is in The Fellsway corridor and was built and reconstructed during the period of significance, it is a contributing structure.

South of the Boston and Maine Bridge, The Fellsway skirts the western side of what was once an isolated southeast Medford neighborhood, known as Wellington after an early landowner. The setting on the eastern side of The Fellsway remains early 20th-century residential (interspersed with two large churches), almost all the way south to the Revere Beach Parkway. The setting on the western side

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gradually changes. Immediately south of the Boston and Maine Bridge the setting is three-story residential with occasional commercial at cross streets. South of McDonald Road, to the west of the parkway corridor, in an area shown as swampland on a 1946 topographical map, is Fellsway Plaza, a large commercial shopping center that stretches south to the Mystic Valley Parkway. On the eastern side of The Fellsway, commercial infill begins south of Wellington Street, with a one- to two-story strip commercial development located directly north of Wellington Circle.

Wellington Circle Rotary (#12 on the data sheet) is a large traffic rotary. It began in the late 1890s as a small miter at the point where Middlesex Avenue and The Fellsway diverged. In 1931, the MDC built a rotary to improve the connection of The Fellsway with Revere Beach Parkway, an intersection further strained by the connection of **Mystic Valley Parkway** (discussed in a separate nomination for Mystic Valley Parkway) in 1936. Wellington Circle was substantially enlarged and reconstructed in 1941, at which point the MDC also completed a planting plan for 25 different species of bushes on the landscaped central rotary and miters. Wellington Circle was reconstructed again in 1956. Today it is an enormous complicated rotary with numerous large and small miters used to direct traffic and create (or prevent) turning lanes. Because it was built and reconstructed within the period of significance, it is considered a contributing element of the parkway.

South of Wellington Circle, The Fellsway passes entirely through MDC parkland (the Mystic River Reservation) on its way to its terminus at Wellington Bridge. To the west, past the Medford State Police barracks, the land is low and swampy, with marsh vegetation and shorter deciduous trees and bushes. This seeming marshland is actually spoils left in the 1960s from hydraulic dredging to straighten the Mystic River channel as part of the construction of Interstate 93. To the east of The Fellsway are two large developments, the Mystic Wellington Yacht Club and the Mystic Center office building, both built on former MBTA yards.

As originally designed, The Fellsway crossed Wellington Bridge into Somerville and terminated at Broadway Park (now Joe Foss Park) on Mystic Avenue. In 1898, it was extended along both sides of Broadway Park to Broadway Street. But for the purposes of this nomination, The Fellsway is a 1.7-mile-long roadway beginning at the Fellsway West/Fellsway East intersection, and continuing south to the northern end of the Wellington Bridge; it does not include either the bridge itself or any of the parkway or former parkway to the south. The current Wellington Bridge, a 219-meter-long, 14-span steel-girder bridge, was reconstructed in 1979. For this reason, it is not included in this nomination.

Archaeological Description

While no ancient Native American resources have been identified within the boundaries of the Fellsway
(continued)

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

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Continuation Sheet**

**Fells Connector Parkway
Metropolitan Park System of Greater Boston MPS
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Connector Parkways, sites may exist. Six sites have been identified in the general area (within one mile). Environmental characteristics of the parkways represent locational criteria (soil drainage, slope, distance to wetlands) that both support and detract from their potential to contain ancient sites. Well drained, level to moderately sloping terraces and other landforms in close proximity to wetlands are found in each of the three Fellsway Connector Parkways. Combinations of the above criteria support the presence of ancient Native American sites. Several streams, ponds, and wetlands, part of the Mystic River watershed, are located within 1000 feet of the parkways corridors. The former channel of Little Creek parallels part of the Fellsway right-of-way. In other areas, hilly and/or poorly drained terrain detract from the potential for the area to contain ancient sites. For example, the Fellsway East is characterized as a hilly and winding road, which, especially in the absence of wetlands, may limit the potential for the area to contain ancient sites. Other areas, along the Fellsway corridor, are relatively flat and extend through filled marshlands. The latter areas also exhibit poor criteria for the presence of ancient sites.

Documentary sources also exist that verify a favorable potential for the presence of historic resources in the parkway locale. European settlement has been documented in the area since the 17th century and a wide variety of domestic, industrial, and commercial resources are known in the region and in the vicinity of neighboring parkways. Additional historical and archaeological research can document specific resources located in the vicinity of the Fellsway Connector Parkways.

In spite of the high potential for locating ancient Native American and historic resources in the vicinity of the Fellsway Connector Parkways, the potential to recover significant archaeological resources, both ancient Native American and historic, within the nominated boundaries of the parkways is low. The Fellsway Connector Parkways are a multi-lane divided roadway system. The roadways typically include two or three paved north and southbound lanes averaging 13 feet wide and separated by an 8 foot grade between the lanes. The Fellsway west and Fellsway also had a 32 foot wide median strip that originally contained a trolley. Other parkway facilities included planting strips, concrete sidewalks, islands, granite curbs and lighting. Given the impacts associated with construction of the parkway facilities, potential historical archaeological and ancient Native American resources within the nominated parkway area have been destroyed. Truncated features and/or deeply buried fragments of sites may survive but the overall integrity of these sites has been compromised.

(end)

(Continued)

8. Statement of Significance**Applicable National Register Criteria**

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

See Section 8 Continuation Sheet

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Conservation

Engineering

Landscape Architecture

Transportation

Period of Significance

1895-1956

Significant Dates

1895-1898: Fells Connector Parkways constructed

1935-1938, 1956: Fells Connector Parkways
reconstructed

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers

Primary location of additional data:

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

Name of repository:

Metropolitan District Commission, Boston, MA

**United States Department of the Interior
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**Fells Connector Parkway
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Section number 8 Page 1

SIGNIFICANCE

The Fells Connector Parkway in Medford and Malden, consisting of the Y-shaped system of roadways known as The Fellsway, Fellsway East, and Fellsway West, 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. It is emblematic of the firm's principles of parkways creation. Curvilinear divided parkways that run north through early 20th-century residential and commercial neighborhoods, the Fells Connector Parkway connects the Middlesex Fells Reservation directly with Boston, the Mystic River Reservation (and Parkway), and the Revere Beach Parkway (all of which are discussed in separate nominations).

The Fells Connector Parkway have been determined to possess integrity of location, design, setting, materials, workmanship, feeling, and association. These parkways meet 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 Parkway Registration Requirements for the associated Connecting Parkway property subtype, under Section F of this Multiple Property Documentation Format nomination. The period of significance for the Fells Connector Parkway is from 1895, when takings for the parkways began, to 1956, when reconstruction work was completed.

After the Boulevard Act was passed in 1894, the Commission took up the question of access to the major reservations, the Middlesex Fells and Blue Hills. Getting to the Fells was difficult. Charles Eliot saw no way through the dense street network already built up between Boston, Cambridge, and Somerville. The best he could do was lay out a route from Somerville's Broadway Park to Bear's Den Hill in Malden and Pine Hill in Medford, promontories on the southern end of the Fells that were less than five and a half miles from the Massachusetts State House in Boston. Eliot's image for these roadways was, fittingly enough, a tree: the tangled roots were the streets of Cambridge and Somerville, the trunk the Mystic River Bridge and The Fellsway north almost to Pleasant Street in Malden. From there, the two main limbs, the current Fellsway East and Fellsway West, extended north to the two promontories. From these points, the smaller branches of the parkways threaded up through the foliage of the Middlesex Fells. (The smaller branches, parkways within the Reservation, are not part of this nomination, but are included in nominations for the Middlesex Fells Reservation Parkway.).

After weighing the alternatives, Eliot and the Commission argued for a multi-modal corridor, with sidewalks for pedestrians and bicyclists, roads for carriages, and medial tracks for electric cars (trolleys). If this

(continued)

(Continued)

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

**National Register of Historic Places
Continuation Sheet**

**Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA**

Section number 8 Page 2

connector system was completed, he promised, "After threading the maze of city streets, cars and carriages will find relief and opportunity to speed away to the Fells or the northern suburbs."¹

In 1895, the MPC made its first takings of land for the Fells Connector Parkways, and began construction in August of that year, starting with Fellsway East from Pleasant Street to the Bear's Den entrance of the Middlesex Fells Reservation. The roadway, built mostly on new right of way, was completed in September 1896. Existing right of way was incorporated only from the intersection with Murray Hill Road northward to Fall Street, along the eastern side of Fellsmere Pond, although even this pre-existing stretch entailed buying additional property along the eastern side of the right of way. In 1905, the MPC purchased Fellsmere Pond, then a Malden city park, and a neighboring estate, for Fellsmere Park.

By 1896, the MPC had completed acquisition of land, by purchase and gift, for the main trunk of the Fells Connector Parkways, The Fellsway, from Broadway Park in Somerville to Pleasant Street in Malden, as well as the segment of Fellsway West between Fellsway East in Malden and Salem Street in Medford. Part of this right of way used the existing Middlesex Avenue in Medford and Somerville and its Mystic River bridge. In 1897, the MPC awarded construction contracts for The Fellsway and Fellsway West. In Medford, Fellsway West followed the path of the existing Valley Street, beginning at Salem Street and traveling west to Fulton Street. From Fulton Street, Fellsway West continued north and west along a new right of way, with Intervale Brook in between the roadways, to Forest Street at the base of Pine Hill. By 1898, the MPC had completed construction of all the Fellsway Connector Parkways.

Olmsted, Olmsted and Eliot—and its successor firm, Olmsted Brothers (formed in 1898, a year after Eliot's death)—were architects for the MPC throughout the decades that saw the construction of and initial improvements to the Fells Connector Parkways. Two key design ideas characterize both the Blue Hills and the Fells Connector Parkways. Eliot proposed a standard right of way 120 feet wide, "simply the narrowest width within which it is safely practicable to make a separate reservation for electric cars." Secondly, the northbound of the two parallel roadways was planned as disproportionately wider, "to be restricted to pleasure carriages, except for the necessary service of the houses fronting upon it." Despite the fact that the surface trolley and the horse-drawn carriage both have long since vanished from the parkways, their presence remains in the design of the wide medians and three- to two-lane ratios that still characterize parts of both of these parkways.

Electric street trolley lines occupied the wide medians of The Fellsway and Fellsway West, from 1907 through the 1940s. The Boston Elevated Railway began construction in Somerville in September of 1907 and finished the tracks into the Middlesex Fells Reservation by the end of 1908. Trolleys left Sullivan Station on

(continued)

¹ MPC Annual Report, January 1895, pps. 42-43. All further quotes and dates are from subsequent editions of the Annual Report or plans in the MDC plans room, unless otherwise noted.

(Continued)

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

**National Register of Historic Places
Continuation Sheet**

**Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA**

Section number 8 Page 3

the Charlestown/Somerville line and entered The Fellsway by Middlesex Avenue. They crossed in the middle of the Wellington Bridge and traveled north on the parkway as far as Elm Street, where they continued on to Stoneham through the Reservation. At Stoneham Square, the trolley connected with other lines, which were discontinued in the 1930s. The trolley to Stoneham was cut back in 1946 to Elm Street. It continued to operate along The Fellsway until the mid 1950s.

Typical conditions on a 1918 set of Fellsway plans show a 120-foot-wide corridor just north of the Wellington Bridge: 25-foot-wide double lanes north and south bound, and a 32-foot-wide median with trolley tracks in the middle, flanked by evenly spaced trees, with planting strips and sidewalks beyond the outside curb on both sides. Farther north, around Bradbury Avenue, the northbound roadway increased to three lanes and 36 feet in width. The roadway narrowed to cross the bridge over the Boston and Maine Railroad branch line, then resumed the same width and planting pattern north of the bridge. Between Myrtle and Medford streets, 1918 plans show a standard 25-foot building setback. On Fellsway East, between Pine and Savin streets, typical 1918 conditions included, west to east: a six-foot-wide sidewalk; five-foot-wide grass planting strip; two-lane 26-foot-wide southbound roadbed; 32-foot-wide median; three-lane 36-foot northbound roadbed; six-foot grass strip; and nine-foot-wide sidewalk. Construction plans from 1896 consistently show that sidewalks, set back from the roadway for most of the block, merged into a large pad at the corners, apparently an MDC standard.

Street lighting was also an important element of the connecting parkways. In 1899, the MPC installed 198 Welsbach naphtha lamps on The Fellsway, each lighting an average of 800 square yards of roadway. By 1919, there were 261 of these lamps along the Fells Connector Parkways. In 1926, the MDC replaced these with a new system of brighter electric lamps. As technology improved, lighting fixtures and plans frequently changed.

Originally, the Fells Connector Parkways ended at the Mystic Avenue side of Broadway (now Foss) Park in Somerville. In 1898, the MPC took Chauncy Avenue and Winthrop Avenue in Somerville, on the east and west sides of Broadway Park, to extend The Fellsway south a quarter mile to Broadway. The eastern half of this southerly Somerville segment eventually became part of the McGrath Highway, while the western half continues today as Fellsway West. Part of this area was destroyed by the construction of the Northern Expressway/I-93 through Somerville in the early 1970s, with ramps connecting to The Fellsway to the north and McGrath to the south. While historically part of the Fells Connector Parkways, the Somerville segments are not part of this current nomination due to their extensive changes.

In 1905, the MPC began extending Fellsway West northward from the edge of the Fells into the park, along the existing Forest Street corridor. By 1908, Fellsway West extended to Brooks Road (now the Cross Fells Trail), where vehicles could continue over the existing Main Street to Stoneham. In 1930-31,

(continued)

(Continued)

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

**National Register of Historic Places
Continuation Sheet**

**Fells Connector Parkway
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA**

Section number 8 Page 4

this entire corridor through the center of the Fells, from Elm Street in Medford to South Street in Stoneham, was rebuilt by the MDC and renamed Fellsway West. This section is further evaluated in the nomination for Middlesex Fells Reservation Parkways and is not part of this nomination. However, it is important to this history, as it provided an important link between The Fellsway and towns to the north, even as far as New Hampshire, and eventually led to Fellsway West and The Fellsway becoming Massachusetts State Highway 28. The Massachusetts WPA Guide of 1937 commended "State 28" for its "landscaped boulevards through an industrial and heavily settled area."²

In a similar manner but several decades later, beginning in 1930, the MDC began surveys, plans, and estimates for the construction of a Fellsway East extension from its northerly terminus at East Border Road through the Reservation to the southerly end of the Lynn Fells Parkway at the Stoneham-Melrose line. Work was completed in November of 1931. This section is further evaluated in the nomination for the Middlesex Fells Reservation Parkways and is not part of this nomination. However, it is important to this history, as it links The Fellsway to another connecting parkway, the Lynn Fells Parkway (covered in a separate nomination).

Major changes occurred quite early on the southern end of the parkway system, especially for Wellington Bridge. In 1901, the MPC began plans for a new pile bridge to replace the old Wellington Bridge connecting the Somerville and Medford sections of The Fellsway. This was a drawbridge; there were 164 draw openings in 1908. In 1902, the MPC began takings north of the bridge for a junction with the new Revere Beach Parkway (covered in a separate nomination), doubling the width of The Fellsway there. Plans show that the former Fellsway corridor became the new road's southbound lanes, the eastern parking lane with its existing trees became the median, and a new roadbed was built to the east for northbound lanes. In 1904 the new Wellington Bridge opened to traffic. It partially burned in 1914, but was reconstructed by 1915.

Traffic counts on the Wellington Bridge in the second decade of the 20th century showed the growing predominance of motorized vehicles. A weekly census for October 10 to 16, 1915, yielded 28,585 automobiles, 837 other motorized vehicles (primarily trucks), and only 1,789 horse-drawn vehicles. Automobiles and heavy teaming had caused so much damage to The Fellsway that in 1916, parts of the road near Wellington Bridge, which had been covered with broken stone and "tarvia" (made from coal tar), had to be completely rebuilt to the subgrade and resurfaced with Portland cement concrete. By August of 1924, the flow had increased so that daily traffic averages across Wellington Bridge were 17,039 automobiles, 612 commercial vehicles, and a mere 64 horse-drawn vehicles.³

(continued)

² Federal Writers Project, *Massachusetts* (Boston: Houghton Mifflin, 1937), 488.

³ Annual Report of the [MDC] Division of Metropolitan Planning, November 1924, p. 9.

(Continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA

Section number 8 Page 5

The 1930s saw general reconstruction of the Fells Connector Parkways to handle increasing automobile traffic, beginning with the construction of two traffic circles: in 1930 at the junction of Fellsway West, Forest Street, and South Border Road in Medford (the location of today's Roosevelt Circle), and in 1931 at the junction of the Middlesex Fells and Revere Beach parkways in Medford (Wellington Circle). In 1935 the MDC widened, set edgestone, and resurfaced Fellsway East, from Fellsway West to Pleasant Street in Malden. From 1936 to 1938, the MDC conducted reconstruction projects, primarily in the northbound lanes, of parts of all three Fells Connector Parkways. In 1937, for example, the MDC reconstructed the "easterly roadway" of Fellsway East from Highland Avenue to East Border Road.

The southern terminus of the parkway in Medford, from its intersection with Revere Beach Parkway southward, faced increasing pressures in the 1930s. Mystic Valley Parkway reached that intersection in 1935. Another Wellington Bridge reconstruction (1934-36), paid for by federal funds, further increased traffic. Despite the general cessation of parkway construction in the early 1940s, Wellington Circle (at the intersection of Middlesex Fells Parkway, Middlesex Avenue, Mystic Valley Parkway, and Revere Beach Parkway) was substantially enlarged and reconstructed in 1941, complete with an MDC planting plan for 25 different species of bushes on the landscaped central rotary and miters. Wellington Circle was reconstructed again in 1956, as part of a major reconstruction of elements of the Fells connector parkways.

The Fellsway, also known as State Route 28, was the primary arterial north of Somerville and Cambridge from the time it was built until 1973, when the last segment of the Northern Expressway, today's I-93, opened. This expressway bypass of State Route 28 had been proposed as early as 1948, and the segment from Medford to the New Hampshire border, including Roosevelt Circle, was built from 1956 to 1963. The Interstate stalled for several years while Massachusetts DPW Commissioner Francis Sargent sought a way through Somerville that would not destroy homes and businesses. The last section of I-93, which obliterated much of the Mystic Avenue corridor in Somerville and realigned The Fellsway, was completed while Sargent was Governor, taking more than 300 homes and 90 businesses.

(end)

(Continued)

Fells Connector Parkways
Name of Property

Middlesex County, Massachusetts
County, State

10. Geographical Data

Acreage of Property approx. 14 acres

UTM References See continuation sheet.
See Section 10 Continuation Sheets

Boundary Justification and Description
See Section 10 Continuation Sheet

11. Form Prepared By

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

organization Massachusetts Historical Commission date March 2003

street & number 220 Morrissey Boulevard telephone 401-728-8780

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Metropolitan District Commission

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

city or town Boston state MA zip code 02108

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

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

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetFells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MASection number 10 Page 1

UTM LISTINGS:

1)	The Fellsway: southern terminus	19	328500	4696100
2)	northern terminus		328240	4698660
3)	Fellsway East: northern terminus		328660	4700280
4)	southern terminus		328240	4698660
5)	Fellsway West: northern terminus		327060	4698980
6)	southern terminus		328260	4698660

BOUNDARY DESCRIPTION AND JUSTIFICATION

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

Fellsway East: The northern terminus for Fellsway East corresponds to a line of convenience drawn along the southern edge of East Border Road in Malden. The southern terminus for the roadway corresponds to a line of convenience drawn along the northern edge of Fellsway West and The Fellsway where they meet in Malden.

Fellsway West: The northwestern terminus of Fellsway West corresponds to a line of convenience drawn across the western edge of Fulton Street in Medford. The southeastern terminus of Fellsway West corresponds to a line of convenience drawn in a north-south direction from the northwestern corner of Fellsway East across Fellsway West where it connects with The Fellsway in Malden.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA

Section number 10 Page 2

The Fellsway: The northwestern terminus of The Fellsway corresponds to a line of convenience drawn in a north-south direction from the northwestern corner of Fellsway East across The Fellsway where it connects with Fellsway West in Malden. The southern terminus corresponds to a line of convenience drawn in an east-west direction across The Fellsway at the northern end of Wellington Bridge in Medford.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Fells Connector Parkways
Metropolitan Park System of Greater Boston MPS
Malden/Medford (Middlesex), MA

Section number _____ Page _____

LIST OF PHOTOGRAPHS

Fells Connector Parkways
Malden and Medford, Massachusetts

Photographer: Emily Maass

Date: July 2002

Location of negatives: PAL, Pawtucket, Rhode Island

Fellsway East

1. Fellsway East as seen facing north from intersection with Savin Street. St. Mary's Cemetery located to the west.
2. View from Savin Street across parkway toward the St. Mary's Cemetery.
3. View of Fellsway East, facing north, as it travels through Fellsmere Park. Fellsmere Pond and fountain located to the west.

Fellsway West

1. View of Fellsway West as looking west toward its intersection with Fulton Street.
2. View of Fellsway West as it appears looking west near Larkin Road.

Fellsway

1. View looking north from Third Street.
2. View looking south along parkway from Third Street.
3. View looking north along Fellsway near Watts Street

**Fells Connector Parkways [Metropolitan Park System of Greater Boston MPS]
Malden and Medford, (Middlesex) MA
DISTRICT DATA SHEET**

#	MHC#	Name	Community	Location	Date	Type	Status
1		Fellsway East	Malden	Connecting parkway between E. Border Rd. and The Fellsway/ Fellsway W.	1895-96; reconstructed 1935-38	ST	C
2		Fellsway East/E. Border Rd. Miter	Malden	Intersection E. Border Rd./ Fellsway East	early 20 th c.	ST	C
3		Fellsway East Median System	Malden	Divides lanes of Fellsway East from E. Border Rd. to Savin St. and from W. Border Rd. to Fellsway W./The Fellsway	1895-96	ST	C
4		Fellsway East Tree Canopy	Malden	Borders roadway and median system of Fellsway E. between E. Border Rd. and Savin St.	early-mid 20 th c.	SI	C
5		Highland Ave./Glenwood Street Island	Malden	Intersection of Highland Ave. and Glenwood St.	early 20 th c.	ST	C
6		Fells Connector Pkways. Miter	Malden	Intersection of The Fellsway, Fellsway E., Fellsway W.	early 20 th c.	ST	C
7		Fellsway West	Malden/Medford	Connecting parkway between Fulton St. and Fellsway E.	1897-98; reconstructed 1936-38	ST	C
8		Fellsway West Median and Landscaping System	Malden/Medford	Between Fulton St. (Medford) and Fellsway E. (Malden)	1897-98	ST	C
9		The Fellsway	Malden/Medford	Connecting parkway between Fellsway E. and Wellington Bridge	1897-98 reconstructed 1936-38	ST	C
10		Fellsway Median and Landscaping System	Malden/Medford	Between Fellsway E. and Wellington Bridge	1897-98	ST	C
11		Former B&M Railroad Bridge	Medford	Overpass south of Med/Mal line	1897-98 reconstructed 1956	ST	C
12		Wellington Cir. Rotary	Medford	Intersection of The Fellsway, Mystic Valley Pkwy., Revere Beach Pkwy	1931 reconstructed 1936, 1941, 1956	ST	C

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Fells Connector Parkways, Metropolitan System of Greater Boston

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Middlesex

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

REFERENCE NUMBER: 03000379

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

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

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept A&C

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 5/9/2003

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



Fellsway Connector Roads

Fellsway

Malden, Medford, MA

#1



Fellsway Connector Roads

Fellsway

Malden, medford, MA

2



Fellsmere Connector Roads

Fellsway

Malden, Medford, MA

3



Fellsway Connector Roads

Fellsway East

Malden, MA

#1

<No. 28 >059 © BN
0038 37 N N N-5 NM AC-02 GR08 2101/100



Fellsway Connector Roads

Fellsway East

Malden, MA

#2

<NO. 27 >055 @ BN
0038 37 N N N-5 NN AC-02 GR08 2101/100



Fellsway Connector Roads
Fellsway East
Malden, MA

#3

<No. 21 >043 @ BN
0038 37 N N N-5 NN AC-02 GR08 Z101/100



Fellsway Connector Roads

Fellsway West

Malden, Medford, MA

#1

<No. 13 >027 © BN
0038 37 N N N-7 NN AC-02 GR08 Z101/100



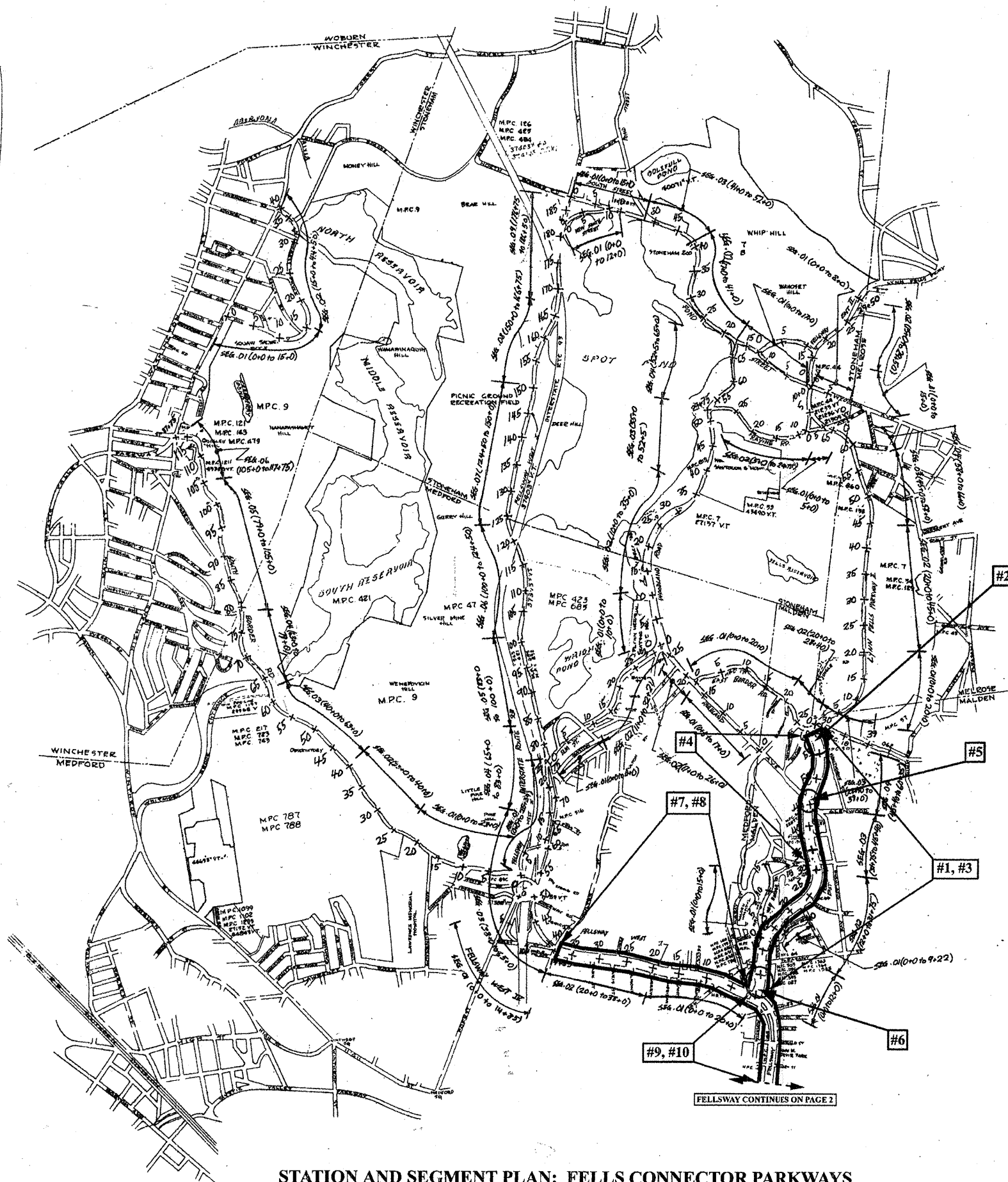
Fellsway Connector Roads

Fellsway ~~West~~

Malden, Medford, Ma.

#2

<NO. 14 >031 © BN
0038 37 N N N-7 NH AC-02 GR08 Z101/100



1. Fellsway East
2. Fellsway East/ East Border Road Miter
3. Fellsway East Median System
4. Fellsway East Tree Canopy
5. Highland Avenue/ Glenwood Street Island
6. The Fells Connector Parkways Miter
7. Fellsway West
8. Fellsway West Median and Landscaping System
9. The Fellsway
10. The Fellsway Median and Landscaping System
11. Former Boston and Maine Railroad Bridge
12. Wellington Circle Rotary

COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION

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

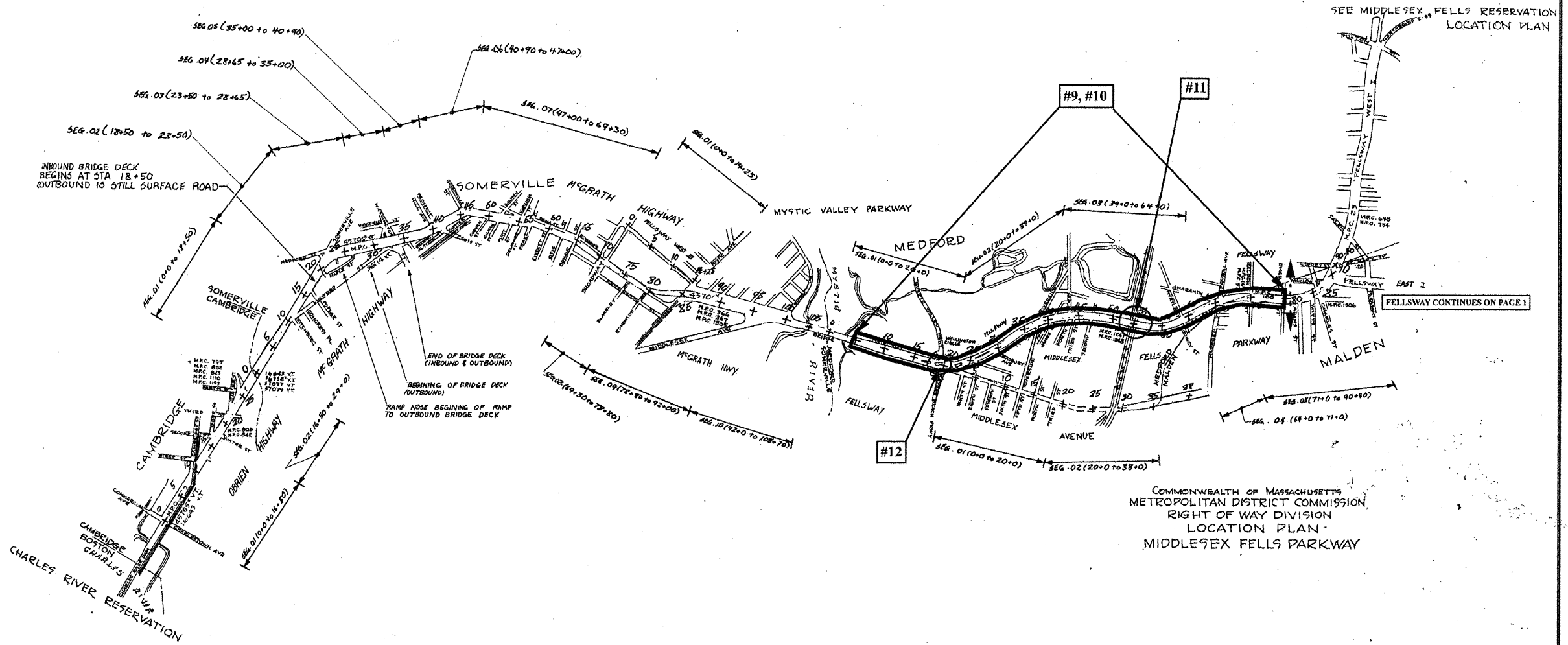
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EAST BORDER RD. -#320
ELM ST. -#318
FELLSWAY EAST I -#391
FELLSWAY EAST II -#314
FELLSWAY WEST I -#332
FELLSWAY WEST II -#385
FELLSWAY WEST IV -#342
HIGHLAND AVE. -#319
HILLCREST PKWY -#328
LYNN FELS PKWY II -#337
NEW SOUTH ST. -#327
POND ST. -#324
RAVINE RD. -#322
SOUTH BORDER RD. -#309
SOUTH ST. -#325
WEST BORDER RD. -#313
WOODLAND RD. -#321
WYOMING AVE. -#323



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

DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. MF-4
DRAWN BY NBF	SCALE NO TO SCALE	
CHECKED BY VAG	SHEET OF 1120	JOB NO. 1120

1. Fellsway East
2. Fellsway East/ East Border Road Miter
3. Fellsway East Median System
4. Fellsway East Tree Canopy
5. Highland Avenue/ Glenwood Street Island
6. The Fells Connector Parkways Miter
7. Fellsway West
8. Fellsway West Median and Landscaping System
9. The Fellsway
10. The Fellsway Median and Landscaping System
11. Former Boston and Maine Railroad Bridge
12. Wellington Circle Rotary



COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION
RIGHT OF WAY DIVISION
LOCATION PLAN
MIDDLESEX FELS PARKWAY

COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION
PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
LOWER BASIN DIVISION / MIDDLESEX FELS DIVISION

FELLSSWAY #311 (M.F.)
FELLSSWAY WEST III #334 (M.F.)
MCGRATH HIGHWAY #427
MIDDLESEX AVENUE #303 (M.F.)
O'BRIEN HIGHWAY #402



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

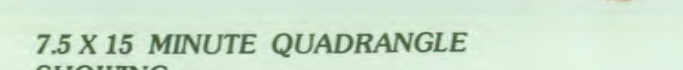
DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. LB-3
DRAWN BY NBF	SCALE NO TO SCALE	
CHECKED BY VAG	SHEET OF 24 55	JOB NO. 1120

51783X



1:25 000-scale metric

topographic map MEDFORD



- 
- 1985

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.

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
Towns and ranges listed in North American Datum 1983

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

OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

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

Meters	Feet
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2	6.5617

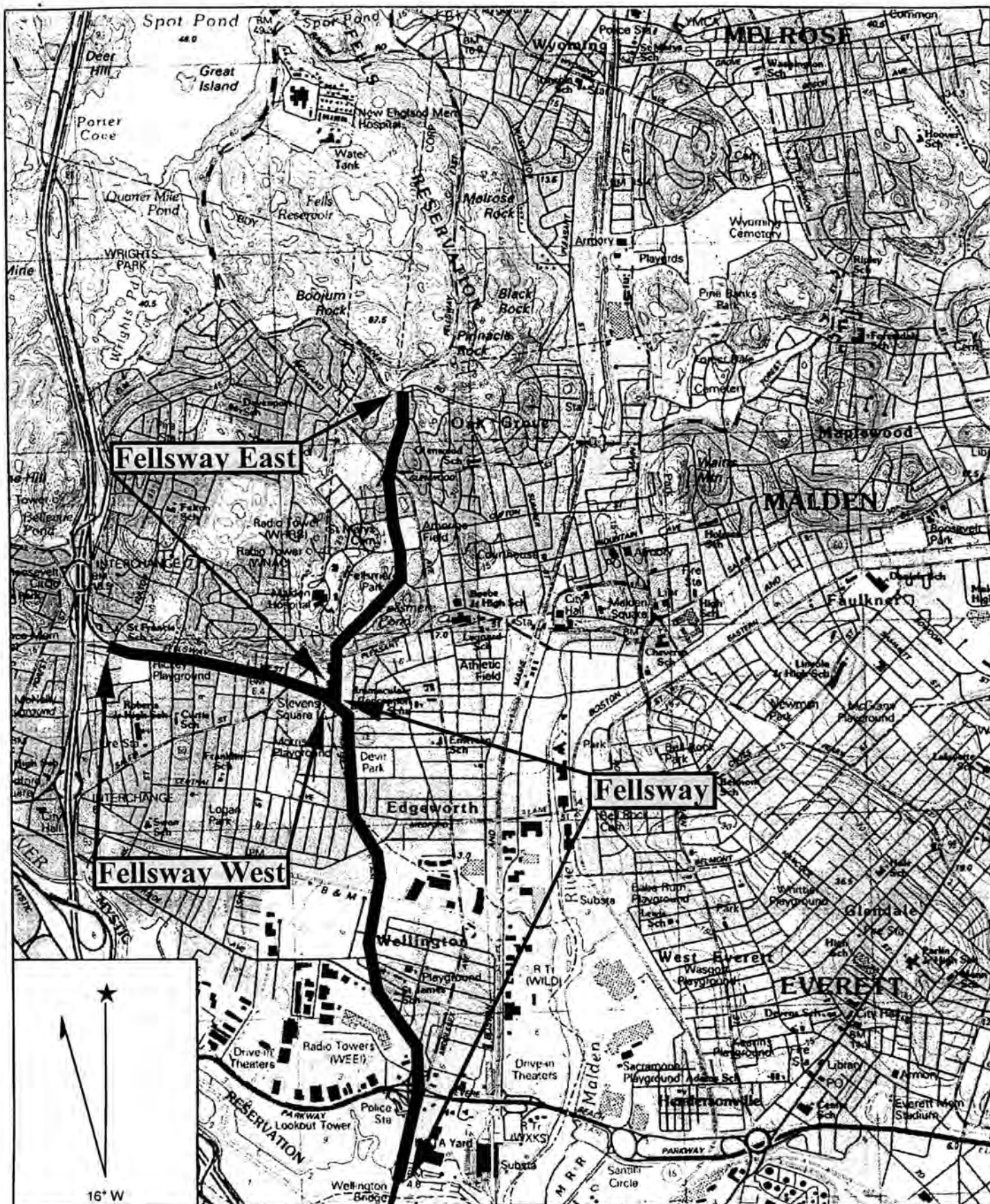
10	32.8084		3	S
To convert meters to feet multiply by 3.2808		UTM grid convergence (GN) and 1985 magnetic declination (MN)	4	N
			5	L
			6	F

ISBN 0-607-23443-1

9"780607"234433"

Primary highway, hard surface

A pamphlet describing topographic maps is available on request



Name: BOSTON NORTH
 Date: 9/4/2002
 Scale: 1 inch equals 2105 feet



Location: 042° 25' 39.1" N 071° 04' 37.4" W
 Caption: Fells ConnectoParkways
 Malden, Medford, Massachusetts



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

March 20, 2003

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

Dear Ms. Shull:

Enclosed please find the following nomination:

Fells Connector Parkways, Malden/Medford (Middlesex), 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 an expedited review of this nomination.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure