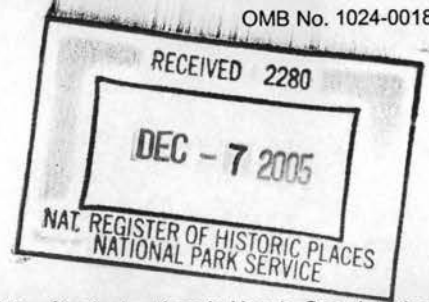


United States Department of the Interior  
National Park Service



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 Mystic Valley Parkway, Metropolitan Park System of Greater Boston MPS

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

2. Location

street & number Mystic Valley Parkway \_\_\_\_\_ not for publication

city or town Arlington, Medford, Somerville, Winchester \_\_\_\_\_ vicinity

state Massachusetts code MA county Middlesex code 017 zip code 02474, 02155, 02144  
01890

3. State/Federal Agency Certification

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

Brona Simon

Nov. 17, 2005

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

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

[Signature]  
Edson K. Beall

Date of Action

1-18-06

Mystic Valley Parkway  
Name of Property

Middlesex, MA  
County and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

- private
- public-local
- public-State
- public-Federal

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

**Number of Resources within Property**

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

Contributing	Noncontributing	
_____	_____	building
1	_____	sites
15	1	structures
_____	_____	objects
16	1	Total

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

Metropolitan Park System of Greater Boston 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, conservation area

TRANSPORTATION – road-related

**Current Functions**

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature, conservation area

TRANSPORTATION – road-related

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

N/A

**Materials**

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, 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

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA

Section number 7 Page 1

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DESCRIPTION

The Mystic Valley Parkway, located in Arlington, Medford, Somerville, and Winchester, Middlesex County, Massachusetts, is a river parkway in Boston's regional park system administered by the former Metropolitan District Commission (MDC). (NOTE: in 2003, the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR].) The Mystic Valley Parkway is a heavily traveled roadway paralleling the Aberjona River, Mystic Lakes, and Mystic River through several neighborhoods. The Mystic Valley Parkway is unified by its proximity to water, as it parallels, and frequently crosses, the water features that adjoin it. Parts of the Mystic River/Aberjona River channel in these four municipalities were already listed in the National Register of Historic Places in 1990 as elements of the Water Supply System of Metropolitan Boston Thematic Resource Area. (These include several structures abutting the parkway, including the Medford Pipe Bridge, Mystic Dam and Gatehouse, and Mystic Pumping Station.) The Mystic Valley Parkway connects the Mystic River Reservation north of Boston with Interstate 93 and is a major north-south artery. More importantly for the purposes of this nomination, the Mystic Valley Parkway has historically provided direct connections to the Middlesex Fells Reservation for many of the parkways north of Boston: Alewife Brook Parkway, Middlesex Fells Parkway, and Revere Beach Parkway. For the purposes of this nomination, the Mystic Valley Parkway will be described in four segments: Mystic Valley Parkway, Northern Segment (Winchester); Mystic Valley Parkway, Mystic Lakes Segment (Winchester, Medford, and Arlington); Mystic Valley Parkway West (Arlington); and Mystic Valley Parkway, Central Segment (Arlington, Somerville, and Medford). A fifth segment, Mystic Valley Parkway, Eastern Segment (Medford), which extended from Armory Bridge in Medford east to Wellington Circle, was reworked with the construction of Interstate 93 and is being excluded from the present nomination due to lack of integrity. The four segments together, from South Border Road in Winchester to the Armory Bridge in Medford, are just under five miles long.

**Mystic Valley Parkway, Northern Segment, Winchester (South Border Road south to Bacon Street)**

The northern segment of the parkway (**Mystic Valley Parkway, Northern Segment, #1 on the data sheet**) begins at the western terminus of South Border Road in Winchester (South Border Road is listed in the National Register as part of the Middlesex Fells Reservation Parkways, NR 2003), and ends just under a mile later at the northern edge of Bacon Street, Winchester, just east of the Aberjona River. This segment is nearly contiguous with Mystic Valley Parkway, Mystic Lakes Segment, through Bacon Street. A very short section of Bacon Street, only one tenth of a mile long, connects the two discontinuous portions of the parkway.

(continued)

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

**National Register of Historic Places**  
**Continuation Sheet**

**Mystic Valley Parkway**  
**Metropolitan Park System of Greater Boston MPS**  
**Arlington/Medford/Somerville/Winchester (Middlesex), MA**

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The Mystic Valley Parkway begins at the western gateway of the Middlesex Fells Reservation, where South Border Road intersects Highland Avenue and Mt. Vernon Street. The Mystic Valley Parkway proceeds southwest from this intersection towards Winchester Center. Within its first block, the roadway passes by the Italianate-style Parker House (180 Mystic Valley Parkway)(NR 1989). Past Washington St., the parkway passes between the Winchester Library/Town Hall complex and Lincoln School, before crossing another major north/south street, Main Street. This entire block is within the Winchester Center National Register Historic District (listed 11/21/1986).

The Mystic Valley Parkway northeast of Main Street was built along a 70-foot-wide corridor, including a 40-foot roadway, 6-foot planting strips, and 9-foot sidewalks. From Main Street southward in this segment, the parkway is a 36-foot-wide bituminous concrete-paved roadway, with vertical granite curbs and sidewalks on both sides, separated from the curbs by a planting strip.

Just east of Main Street, the parkway skirts the south side of the Winchester Mill Pond, an impoundment on the Aberjona River; on the mill pond side of the parkway, a low wall of granite blocks surmounted by a granite cap separates the parkway from the sidewalk and the pond. The parkway follows the eastern bank of the Aberjona River south to Bacon Street. Just beyond the Aberjona River to the west are the tracks for the MBTA's Boston and Lowell Commuter Rail. To the east of the parkway in this section is the MDC-built Manchester Athletic Field, with the McCall Middle School, formerly the McCall Junior High School, visible on a rise to its east. South of Manchester Field on the eastern side of the parkway is an early to mid-20<sup>th</sup> century residential neighborhood of two-story houses. Street lighting along this portion of the parkway is provided by metal pole historic reproduction lighting.

At the northern edge of Bacon Street, this segment of the Mystic Valley Parkway ends at a small miter where traffic merges onto Bacon. Bacon Street, a two-lane east-west Winchester city street and not DCR property, crosses the Aberjona River on a 1920 single-span concrete arch bridge. The bridge railings are cut stone with a cast concrete cap. The bridge is not considered a part of the parkway. North of Bacon Street, between the river and the railroad, is Ginn Field, an open, turfed playing field. Directly to the west of the Aberjona River, the MBTA's Boston and Lowell Commuter Rail crosses Bacon Street at an intersection known as Wedgemere Station. The station and its parking area are south of Bacon Street, between the railroad corridor and the next segment of the Mystic Valley Parkway, described below.

(continued)

United States Department of the Interior  
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Continuation Sheet

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
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**Mystic Valley Parkway, Mystic Lakes Segment, Winchester, Medford, and Arlington (Bacon Street, Winchester, south to the Medford Street Rotary in Arlington)**

The Mystic Lakes segment (**Mystic Valley Parkway, Mystic Lakes Segment, #2 on the data sheet**) begins at a rotary at the southern edge of Bacon Street in Winchester, west of the MBTA's Boston and Lowell Commuter Rail line at Wedgemere Station (**the Bacon St. Rotary, #3 on the data sheet**), and ends on Medford Street in Arlington at the Medford Street Rotary. At the Medford Street rotary, just west of the Mystic River Bridge, the Mystic Lakes Segment is nearly contiguous with Mystic Valley Parkway, Northern Segment, as described above (through Bacon Street), and contiguous (through High Street in West Medford and Medford Street in Arlington) with Mystic Valley Parkway, West, and Mystic Valley Parkway, Central Segment, just west of the Mystic River Bridge at the Medford Street Rotary. The Mystic Lakes Segment is a minor arterial that parallels the Aberjona River and the Mystic Lakes.

The Mystic Valley Parkway begins again at the southern edge of Bacon Street. A small two-part traffic miter at the head of the parkway (**Bacon Street Rotary, #3 on the data sheet**) allows traffic to flow more easily between the two roadways, although Bacon Street is clearly predominant and traffic from the parkway must yield to Bacon Street traffic. In this segment of the parkway, the road is a flat, curvilinear, two-lane north-south roadway, 36 feet wide. To the west of the roadway are the DCR parks, beaches, and recreation areas of the Mystic Lakes. To the east of the roadway is the MBTA's Boston and Lowell Commuter Rail line on the Boston & Maine Railroad tracks. Wooded hillsides rise east of the railroad, above the river bottom. The parkway has no formal sidewalks in this section.

This segment of the Mystic Valley Parkway lies immediately east of the boundary lines of another of Winchester's National Register districts, the Everett Avenue-Sheffield Road Historic District (NR 1989), which extends from Bacon Street and the Mystic Valley Parkway south and west, and includes most of the upper shoreline of Upper Mystic Lake.

Just south of the parkway intersection with Bacon St., the parkway passes on its north a small group of houses that includes the Federal-period Robert Bacon House at 6 Mystic Valley Parkway (1830; NR 7/5/1989). Just south of these houses, the Mystic Valley Parkway crosses the Aberjona River on a decorative metal-railed bridge (**the Aberjona River Bridge, #4 on the data sheet**). This steel truss single-span bridge, originally built in 1896, was reconstructed in 1993. Although aesthetically quite pleasing, and in character with the parkway, for the purposes of this nomination it is a noncontributing structure, since it was built after the period of significance.

(continued)

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Continuation Sheet

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA

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Just south of the upper lobe of Upper Mystic Lake is a large DCR parking lot for Sandy Beach (**photo Mystic Valley Segment #1**). The Mystic Valley Parkway passes by the Middlesex Canal here; the canal, built between 1793 and 1803 to link Lowell and Boston, crossed between the lobes of the lake on an aqueduct. Now mostly filled in, the canal continues southward between the parkway and the railroad tracks into Medford; the arrival of the Boston & Lowell Railroad caused its closure in 1853. (While portions of the Middlesex Canal in Lowell, Billerica, Wilmington, and Woburn were listed in the National Register in 1972, the remaining portions, including the section by the Mystic Valley Parkway, are considered eligible for listing but were not listed at the time of the present nomination.) A large boulder with a modern bronze plaque commemorates the canal; it is located outside the boundaries of the parkway and is not part of the present nomination.

South of Sandy Beach, the road continues to parallel the Mystic Lakes. Informal dirt jogging paths wind between the parkway and the lakeshore, and the occasional small pullouts often have benches and DCR metal pole historic reproduction lighting (yardarm pendant hanging lamps, with decorative scrollwork between the lamp and yardarm). One larger pullout has vertical granite curbs and a paved pedestrian path. Farther south, one small pullout has a combination of vertical granite and rolled asphalt curbs, while another is separated from the parkway by a narrow asphalt island (accessible at each end). The Mystic Lakes are visible in filtered views, with some long-distance views of woodlands and houses on the far side of the lakes. Intermittent SS barriers separate the parkway from the parkland.

South of the Winchester/Medford municipal line, Mystic Dam separates Upper Mystic Lake from Lower Mystic Lake. Nearby on Upper Mystic Lake is Mystic Gatehouse. Both the dam and the gatehouse are listed in the National Register of Historic Places (1990) as part of the Water Supply System of Metropolitan Boston Thematic Resource Area. Both structures are reached from the parkway by the Medford Boat Club Drive. Though visible from the parkway seasonally, neither the dam nor the gatehouse abuts the parkway directly. Across from this drive is Pine Ridge Road in Medford, which joins the parkway at an angle. The Boston and Maine Railroad follows the east side of Pine Ridge Road here, away from the parkway.

South of Sagamore Street, an early to mid-20th-century residential neighborhood borders the parkway on the eastern side. Sidewalks reappear here, and the DCR has re-stripped the roadway (still 36 feet wide) to allow two somewhat narrower travel lanes and a parking lane on the east side of the road. This segment of the parkway abruptly ends at a rotary at High Street (**Nelson Circle at High Street, #5 on the data sheet**) in Medford; across the intersection, the roadway becomes a Medford city street, Mystic River Road. The rotary has contemporary rock and turf landscaping and vertical granite curbing; a boulder with plaque

(continued)

United States Department of the Interior  
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Continuation Sheet

Mystic Valley Parkway  
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identifies this as the Nelson Circle. This rotary appears to date to the early 20<sup>th</sup> century and is considered a contributing feature of the parkway. Across the rotary, and outside the boundary of the present nomination, are mid 20<sup>th</sup> century commercial buildings.

High Street is an urban principal arterial road and is designated as the path of State Route 60. It crosses the Mystic River by way of a bridge (just south of the southern end of Lower Mystic Lake) into Arlington, where it becomes Medford Street. The bridge (**Mystic River Bridge, #6 on the data sheet**) is a four-lane single-span concrete-arch bridge, built by the MDC in 1936-37. This roadway corridor, though not usually considered a part of the Mystic Valley Parkway, was also reconstructed by the MDC as part of the parkway. Therefore, for the purposes of this nomination, this bridge and the short section of High St., are part of the parkway; the bridge is a contributing structure.

**Mystic Valley Parkway West, Arlington (Medford Street west to Mystic St./US 3)**

This segment, sometimes referred to as **Mystic Valley Parkway West (#7 on the data sheet)**, but actually one of the main branches of the parkway, is directly contiguous with Mystic Valley Parkway, Central Segment, and the Mystic Valley Parkway, Mystic Lakes Segment through the Medford St. Rotary. The .7-mile-long road segment begins at the western edge of the Medford St. Rotary (see below). Early plans for the Mystic Valley Parkway called for it to proceed north along the western bank of the Mystic Lakes; this stub is all that was ultimately built to the west.

This segment is a curvilinear two-lane parkway that follows the southwestern bank of the Mystic River until it reaches Lower Mystic Lake, where it turns westward along the south bank of the lake. Between the waterways and the parkway are the parklands of the Mystic River Reservation, and the roadway provides filtered views of the water beyond, with several long-distance views across Lower Mystic Lake to the wooded banks on the far side. A sidewalk winds through the parkland on the Mystic River Reservation side of the road. The roadway is 36 feet wide with vertical granite curbing, historic reproduction-type lighting, and intermittent SS-type barriers.

On the west and south sides of this segment of the Mystic Valley Parkway is a neighborhood of early to mid 20th century houses followed by a large stretch of open space, including Meadow Brook Park and Mt. Pleasant Cemetery, on a hill above the parkway. No sidewalk exists on this side of the parkway, and it has the character of a paved park road.

(continued)

United States Department of the Interior  
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Continuation Sheet

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
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The Mystic Valley Parkway crosses Meadow Brook by a historic culvert (**Meadow Brook Culvert, #8 on the data sheet**), turns south, and climbs a hill to Mystic Street, where it ends in a neighborhood of gas stations and late-20<sup>th</sup> century one- to two-story commercial buildings. Mystic Street is also U.S. Highway 3. Across Mystic Street, the route becomes Summer Street, which is also State Route 2A. This intersection is considered the southern terminus of the Mystic Valley Parkway.

**Mystic Valley Parkway, Central Segment, Arlington, Somerville, and Medford (Medford Street in Arlington to Armory Bridge, Medford)**

The Central Segment of the Mystic Valley Parkway (**Mystic Valley Parkway, Central Segment, #9 on the data sheet**) begins at the Medford St. Rotary at Medford Street in Arlington, just west of the Mystic River Bridge, and ends at the eastern end of the Armory Bridge just west of Forest Street/Main Street in Medford. This segment is contiguous with Mystic Valley Parkway, Mystic Lakes Segment, as well as with Mystic Valley Parkway, West, and Mystic Valley Parkway, Eastern Segment.

This segment of the Mystic Valley Parkway begins at a small rotary and miter (**Medford Street Rotary and Miter, #10 on the data sheet**); the rotary is turf covered and landscaped, with a modern "Welcome to Arlington" sign oriented to the east. A small playground is southwest of this corner.

From Medford Street south and east through Arlington and Somerville, this flat, curvilinear segment of the Mystic Valley Parkway closely parallels the south side of the Mystic River, and forms the southern boundary of the Mystic River Reservation. An urban minor arterial road, the 40-foot-wide roadway is two lanes wide, with no medians or vertical granite curbing. To the north and east of the roadway is a narrow band of turfed parklands, edged with riverbank trees and bushes (**photos, Central Segment #1-2**); in summertime, there are only occasional glimpses of the water through the foliage. To the west and south of the roadway are two-story residential buildings erected in the early to mid 20<sup>th</sup> century. Bituminous concrete sidewalks on both sides are separated from the roadway by planting strips dotted with mature deciduous trees that form an intermittent canopy (**Tree Canopy, #11 on the data sheet, photos, Central Segment #3-4**) over the roadway. The lighting fixtures are cobra heads on cement poles. The parkway curves are lined with barriers, either SS-type barriers on I-beam posts or square wooden rails on 6-inch-square wooden posts.

Large traffic islands at Beacon Street (**Beacon Street Island, #12 on the data sheet**) and Decatur Street (**Decatur Street Island, #13 on the data sheet**) direct traffic flow. At Alewife Brook, a two-lane single-

(continued)



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Continuation Sheet

Mystic Valley Parkway  
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span 36.6-foot-long concrete arch bridge carries the parkway (**Alewife Brook Bridge, #14 on the data sheet**). Built in 1908 when the then-MPC straightened and relocated Alewife Brook, this bridge is a contributing structure to the Mystic Valley Parkway nomination.

Alewife Brook Parkway (NR 2004) begins at the southern edge of the Mystic Valley Parkway, just southeast of the point where Alewife Brook empties into the Mystic River. A small turf rotary with three miters directs traffic onto the roadways. The rotary has vertical granite curbs; in its center is a concrete post topped with a cobra-head lamp. For the purposes of the National Register, this rotary is a contributing resource of the Alewife Brook Parkway nomination rather than the Mystic Valley Parkway. Several DCR buildings, all part of the George Dilboy Complex that is described in detail in the Alewife Brook Parkway nomination, flank both parkways here, providing a gateway and setting. To the west of Alewife Brook Parkway is a pair of small, modern, one-story brick buildings, the current pumping station. To the east of Alewife Brook Parkway and adjacent to Mystic Valley Parkway is a distinctive large, one-story brick building with a high mansard roof, the former Mystic Pumping Station, a building listed in the National Register of Historic Places (individually 9/18/1989 and as part of the NRTRA Water Supply System of Metropolitan Boston that was listed on 1/18/1990).

At its intersection with the Alewife Brook Parkway, the Mystic Valley Parkway turns toward the northeast. Just east of Alewife Brook Parkway, the Mystic Valley Parkway passes through the neighborhood known as Medford Hillside. On the north side of the road, southwest of Boston Avenue, is a DCR park and playground. To the east beyond Boston Avenue, the road widens to two lanes in each direction. Sidewalks here are directly adjacent to the curb. An industrial neighborhood lies south of the parkway. The Boston and Maine Railroad/MBTA Lowell Commuter Rail crosses above the parkway here on a concrete arched single-span bridge built in 1908 (**MBTA Commuter Rail Bridge, #15 on the data sheet, photo, Central Segment #6**). The MPC constructed the bridge as part of the parkway, and it is pictured in the December 1908 Annual Report. It is within the bounds of the parkway and is considered a contributing structure for the purposes of this nomination.

At Auburn Street, the Mystic Valley Parkway crosses from Somerville into Medford and again crosses the Mystic River. This 54.9-foot-long single-span concrete arch bridge, known as the **Auburn St. Bridge (#16 on the data sheet)**, was built in 1906. The bridge was built three lanes wide to handle both the traffic from the Mystic Valley Parkway and turning traffic from Auburn Street. It is within the bounds of the parkway and is considered a contributing structure for the purposes of this nomination.

(continued)

United States Department of the Interior  
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Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
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From this point until near the end of the segment at the Armory Bridge, the Mystic Valley Parkway parallels the Mystic River and forms the northern boundary of the Mystic River Reservation. This section of the reservation contains acres of open turf, a large parking lot, playing fields, and a dilapidated concrete bandshell. A DCR sign announces that the roadway here is restricted to pleasure vehicles. The roadway is one lane in either direction, 40 feet wide with vertical granite curbs. North of the roadway, the early to mid-20th-century neighborhood changes from one dominated by two-story residential buildings to one composed largely of single-story postwar residential structures. The lighting in this section is cobra heads on metal poles. Intermittent sidewalks occur only on the north side of the roadway, separated from the roadway by a planting strip.

After Winthrop St., the only street that crosses the parkway in this section, the character of the surrounding neighborhood changes from small-scale residential to a mix of large apartment blocks and institutional buildings as the parkway begins to parallel High St. and the western edge of Medford center. The buildings that border the parkway in this section all face onto High St., so that their rear elevations are visible from the parkway; these include St. Joseph's Church and the former Medford Armory, as well as several multistory apartment buildings. Two tenths of a mile east of Winthrop Street, the Mystic Valley Parkway crosses the Mystic River a third time. This 58.5-foot-long single-span concrete arch bridge is four lanes wide and was built in 1906. The bridge has a solid concrete rail with concrete caps, vertical granite curbs, and cobra-head light fixtures on metal poles. It is within the bounds of the parkway and is considered a contributing structure for the purposes of this nomination. It is popularly called **Armory Bridge (#17 on the data sheet)**. For the purposes of this nomination, the eastern end of Armory Bridge forms the eastern edge of the nominated district.

After Armory Bridge, the Mystic Valley Parkway has been extensively altered, particularly with the construction of I-93 in the early 1960s.

(end)

Mystic Valley Parkway  
Name of Property

Middlesex, 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)

- Architecture
- Conservation
- Engineering
- Entertainment/Recreation
- Landscape Architecture
- Transportation

**Period of Significance**

1895-1955

**Significant Dates**

Parkway constructed: 1895-1936

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**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, Boston, MA

United States Department of the Interior  
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Continuation Sheet

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA

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**SIGNIFICANCE**

The Mystic Valley Parkway, located in Arlington, Medford, Somerville, and Winchester, Middlesex County, Massachusetts, is significant as one of the earliest river 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 parkway creation. The Mystic Valley Parkway is a heavily traveled roadway paralleling the Aberjona River, Mystic Lakes, and Mystic River through a wide variety of neighborhoods. The Mystic Valley Parkway provides direct access to the Middlesex Fells Reservation for most of the parkways northwest of Boston, including Alewife Brook Parkway, Middlesex Fells Parkway, and Revere Beach Parkway. The period of significance for Mystic Valley Parkway is from the beginning of land acquisition for the Mystic Valley Parkway in 1895, through 1956.

The Mystic Valley Parkway possesses integrity of location, design, setting, materials, workmanship, feeling, and association and is an excellent example of the River Parkway subtype in the Metropolitan Park System of Greater Boston, Parkways. It meets National Register Criteria A and C in the significance areas of architecture, conservation, community planning and development, engineering, entertainment/recreation, landscape architecture, and transportation at the state level and fulfills the Parkways Registration Requirements for the associated River Parkway property subtype, under Section F of this Multiple Property Documentation Format nomination.

The Mystic River Reservation extends from Mary O'Malley Park in Chelsea and Amelia Earhart Dam in Everett to the Aberjona River in Winchester, but is concentrated from Wellington Bridge and the Fellsway, north and west, through the Mystic Lakes. It is one of the most fully protected river basins in the Metropolitan Boston area. In 1939, the Mystic River Reservation and the Mystic Valley Parkway together covered 397.11 acres. Since then incursions have taken place on these public lands, particularly with the construction of the interstate highway -93, but other acres have been added through the straightening and filling of the river channel.

In his 1893 report to the temporary commission, Charles Eliot saw the shores of the Mystic Lakes as an ideal candidate for public acquisition. This area was:

*. . . Chiefly occupied by large residence estates, which the pressure of population must sooner or later force to be cut up into suburban lots. A policy that would secure the shores of these lakes to public use, with roads and walks brought as near the water as practicable and the intervening lots reserved to the public, would secure development of the surrounding territory in a way that would make it of permanent attractiveness.*

(continued)

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

**National Register of Historic Places  
Continuation Sheet**

**Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA**

Section number 8 Page 2

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Eliot particularly appreciated the picturesque course of the Aberjona River in Winchester Center and was concerned about the tanneries upstream that polluted it. Eliot saw the Lower Mystic Lake as vulnerable to tidal infiltration. Below the Mystic Lakes, he saw "a little flat of salt marsh upon either hand, and from this point to the river's mouth this green border of meadow is never absent." The incursion of several factories near the Malden River gave him reason to urge haste in securing the riverbanks.

The MPC drew up its first takings plan in 1894 for land from High Street, Medford, north into Winchester. The Mystic Valley Parkway got an early start in 1895, when several groups petitioned the MPC to move the project forward. Winchester offered to acquire lands worth \$50,000, Boston offered to acquire lands worth \$65,000 to protect its water supply, and private parties donated additional lands. In 1895 the MPC made its first taking of two miles of riverbanks, 80.09 acres, including both banks of the Mystic River between High Street and the Mystic Lakes, both banks of the Aberjona River as far north as Main Street in Winchester, and the eastern banks of the Mystic Lakes from the waterline to the Lowell Railroad, and even, in some places, to the tops of the bluffs. Eliot thought that the existing Bacon Street bridges over the Aberjona and the Lowell Railroad could be used by the parkway; therefore, the MPC would have to build only one new bridge, over the Aberjona near its mouth at Upper Mystic Lake.

Construction on a 2.4-mile stretch of the Mystic Valley Parkway, from High Street in Medford north to Main Street in Winchester, began in 1896. During the previous year, the MPC had rejected the original bids for construction of the parkway because the contractors were planning to use foreign labor, against the terms of the contract. It re-advertised the work under a new contract believed to make it impossible to employ any but citizens of the Commonwealth. Eliot was disappointed that the MPC failed to acquire the western banks of the Mystic Lakes. He also was frustrated that the new reservation was isolated from the rest of the reservations and failed to link up with them. Eliot was particularly upset that the Mystic Lakes Reservation ate up much of the MPC's budget and delayed construction of the Blue Hills and Middlesex Fells parkways. Work continued in 1896, with the construction of the bridge over the Aberjona River. The MPC built the new parkway at 36 feet wide and lighted it with 66 lights spaced 200 feet apart. The Mystic Valley Parkway opened to traffic in September 1897.

The MPC worked next to improve the connections of the Mystic Valley Parkway to other MPC projects. In 1897-98, it began topographical surveys to extend the parkway south along Alewife Brook as far as Fresh Pond, and along the Mystic River Valley as far as the Middlesex Fells Parkway. In 1898 the MPC secured land in Winchester to connect the northern end of the Mystic Valley Parkway to the Middlesex Fells Reservation, and the following year it finished South Border Road in the Middlesex Fells Reservation in Winchester and connected the Mystic Valley Parkway to the new road. The Mystic Valley Parkway extension east of Winchester's Main Street used part of Walnut Street and another existing

(continued)

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

**National Register of Historic Places  
Continuation Sheet**

**Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA**

Section number 8 Page 3

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street, and then cut diagonally to its terminus in order to avoid steep grades. The Winchester taking was limited to 70 feet wide because of the developed nature of the neighborhood. This allowed for a 40-foot roadway with 6-foot planting strips and 9-foot sidewalks on both sides. The Mystic Valley Parkway was now said to be "a logical part of the system, rather than an isolated fragment."

In 1899, the Olmsted Brothers drew up a takings plan for land along the Mystic River from the Upper Mystic Dam to the Fellsway, and published it in the MPC annual report. They determined that industrial development along the banks of the Mystic south of the Fellsway precluded any further extension of the reservation. Working in cooperation with the Park Commission of the City of Medford, the MPC acquired 266.27 acres along this proposed corridor. In 1900 it acquired 24.01 more acres in Arlington and Somerville, completing the line of the reservation from the western approach to the Middlesex Fells Reservation to the southern end of the Fellsway.

Beginning in 1905, the MPC started developing the Mystic River Parkway from High Street in Medford to Main Street in Medford, awarding the first of several construction contracts. None of these roads used existing rights of way. In 1906 the contractors completed the roadbeds, using material dredged from the Mystic River channel for fill. The roadwork was an integral part of a larger plan to improve water flow in the river, in anticipation of the construction of a dam and tide gates at Cradock Bridge, at Main Street in Medford. The new dam would keep tidal surges from inundating the Mystic and Alewife Brook wetlands. The MPC began the bridges for this section in 1906. The Armory Bridge (just west of Main Street) and the Auburn Street Bridge were the most noteworthy, because they were built using a new technique of pre-cast concrete blocks. The Auburn Street Bridge was built to carry three lanes: the two lanes of the Mystic Valley Parkway and the single eastbound lane of Auburn Street. In 1907, MPC contractors began construction on the Boston and Maine Railroad Bridge in Somerville (finished in 1908), and the Cradock Dam (finished in 1909). In 1908 the MPC built the Alewife Brook Bridge. These four bridges are still used as part of the Mystic Valley Parkway and are all contributing elements in the present nomination. In 1908, the MPC treated the gravel roadways north of High Street with a mixture of coal tar and water gas tar and began surfacing the parkway south of High Street in bituminous macadam.

In 1913 the MPC began surveys and plans to extend the parkway westward from the southerly side of Lower Mystic Lake into Arlington (Mystic Valley Parkway West). In 1915, Chapter 188, Acts of 1915 authorized the town of Arlington to convey to the Commission as a gift a strip of land on the westerly side of Lower Mystic Lake for a branch of the Mystic Valley Parkway, from Medford Street to the junction of Mystic Street in Arlington. That year the MPC began subgrading a portion of the proposed drive with men employed through the emergency fund for the unemployed. In 1916 the MPC awarded a

(continued)

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

**National Register of Historic Places**  
**Continuation Sheet**

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA

Section number 8 Page 4

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contract to begin road construction. In 1917, a further acquisition allowed the widening of the roadway. Final grading and surfacing occurred in 1919.

In 1913 the MPC began negotiations with Medford to secure full title for the final eastward extension of the Mystic Valley Parkway from Main Street to the Fellsway. Medford transferred "care and control" of all its parklands on the Mystic River between Cradock and Wellington bridges to the Commission in 1915. The MPC completed grading and surfacing the Mystic Valley Parkway from Main Street to Mystic Avenue, Medford, on September 8, 1915. But it was not until 16 years later that Chapter 450, Acts of 1931 authorized the layout and construction of a "parkway or boulevard" beginning at the intersection of the Revere Beach Parkway and Fellsway in Medford and extending westerly to the intersection of Mystic Avenue and Harvard Street, "including a bridge with or without a draw over the Mystic River." In 1920, the MPC became the Metropolitan District Commission (MDC). (Note: In 2003, the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR].) In 1932, work began, with excavation and filling to subgrade completed in 1933. Contractors built the Mystic River drawbridge between 1933 and 1935, under the terms of the National Industrial Recovery Act and Chapter 356, Acts of 1933. Contractors built the parkway in this final section between 1934 and 1935, and it opened to two-way traffic in 1936. Eliot's vision of a fully connected parkway was now complete; it took more than 40 years of work to achieve.

The 1930s also saw a number of reconstruction projects on the Mystic Valley Parkway, as the roadway drew heavier use, particularly after its link with the other parkways at Wellington Circle (because the far eastern portion of the parkway approaching Wellington Circle has undergone extensive reworking, particularly as part of the construction of I-93 in the 1970s, it is excluded from the present nomination; see verbal boundary description and below). In 1936-37, the MDC built a new bridge and approaches over the Mystic River on the High Street, Medford, and Medford Street, Arlington, corridor (extant and contributing), and reconstructed the parkway on both sides of this vital link.

As originally built, the Mystic Valley Parkway in Winchester followed the line of Manchester Road to the east, paralleling the Aberjona River as it looped to the east. The MDC built Manchester Field, named after an early commissioner, in 1900 in the bottomland between the railroad and the Aberjona River. In 1946, the MDC made takings in Winchester Center to straighten the Aberjona River so that it followed closely the railbed of the Boston & Maine Railroad. The MDC then rebuilt Manchester Field east of the parkway.

(continued)

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

**National Register of Historic Places  
Continuation Sheet**

**Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA**

Section number 8 Page 5

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The Mystic Valley Parkway as nominated continues to reflect the character of its period of significance. One major change, though, occurred between Main Street and Harvard Avenue in Medford, when I-93 was built in the early 1960s. The Mystic Valley Parkway in this section was straightened and converted to southbound lanes only. An entirely new northbound lane for the Mystic Valley Parkway was added, on the opposite side of the Interstate. Although this change has affected the integrity of the roadway here, the former Mystic Valley Parkway alignment still remains mostly intact, its former curves now serving as ramps. Nevertheless, because of these extensive changes in the 1960s, the easternmost portion of the Mystic Valley Parkway east of the Armory Bridge is excluded from the present nomination.

**(end)**



Mystic Valley Parkway  
Name of Property

Middlesex, MA  
County, State

### 10. Geographical Data

Acreage of Property approx. 22 acres

#### UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19 Zone	325040 Easting	4701960 Northing	3. 19 Zone	323880 Easting	4701220 Northing
2. 19 Zone	324120 Easting	4701080 Northing	4. 19 Zone	323600 Easting	4698460 Northing

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

organization Massachusetts Historical Commission date November 2005

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 021215

#### 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 MA / Dept. of Conservation & Recreation / Division of Urban Parks & Recreation

street & number 251 Causeway Street telephone 617-727-5264

city or town Boston state MA zip code 02114

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

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

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Mystic Valley Parkway

Metropolitan Park System of Greater Boston MPS

Section number 10 Arlington/Medford/Somerville/Winchester (Middlesex), MA  
Page 1

### BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for Mystic Valley 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. 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. Mystic Valley Parkway is discussed in four segments. The specific termini for each segment of the Mystic Valley Parkway are as follows:

Mystic Valley Parkway, West: The western terminus for Mystic Valley Parkway, West corresponds to a line of convenience drawn along the northeastern edge of Mystic Street in Arlington. The eastern terminus of this parkway segment corresponds to a line of convenience drawn across the parkway from west to east where it connects with Mystic Valley Parkway, Central Segment, near Medford Street in Arlington.

Mystic Valley Parkway, Northern Segment: The northeastern terminus for Mystic Valley Parkway, Northern Segment corresponds to a line of convenience drawn along the southwestern edge of South Border Road, which borders the Middlesex Fells reservation in Winchester. The southwestern terminus of the parkway corresponds to a line of convenience drawn along the northeastern edge of Bacon Street in Winchester.

Mystic Valley Parkway, Mystic Lakes Segment: The northern terminus of Mystic Valley Parkway, Mystic Lakes Segment corresponds to a line of convenience drawn along the southwestern edge of Bacon Street in Winchester. The southern terminus corresponds to a line of convenience drawn along the southern edge of the Mystic River Bridge.

Mystic Valley Parkway, Central Segment: The western terminus of Mystic Valley Parkway, Central Segment is located near Medford Street in Arlington. The eastern terminus for the parkway corresponds to a line of convenience drawn along the eastern edge of the Armory Bridge in Medford.

East of the Central Segment, Mystic Valley Parkway has been extensively altered, particularly with the construction of I-93 in the early 1960s. This section has been excluded from the present nomination.

(continued)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Mystic Valley Parkway  
Metropolitan Park System of Greater Boston MPS  
Arlington/Medford/Somerville/Winchester (Middlesex), MA  
Section number 10 Page 2

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## UTM COORDINATES (continued)

5.	19	322680	4698460	6.	19	324500	4697800
7.	19	326280	4698000				

Unlike other parkways in the system, no Station and Segment Plan (1987) is available for Mystic Valley Parkway

(end)

## PHOTOGRAPHS

**Mystic Valley Parkway**  
**Arlington/Medford/Somerville/Winchester, MA**

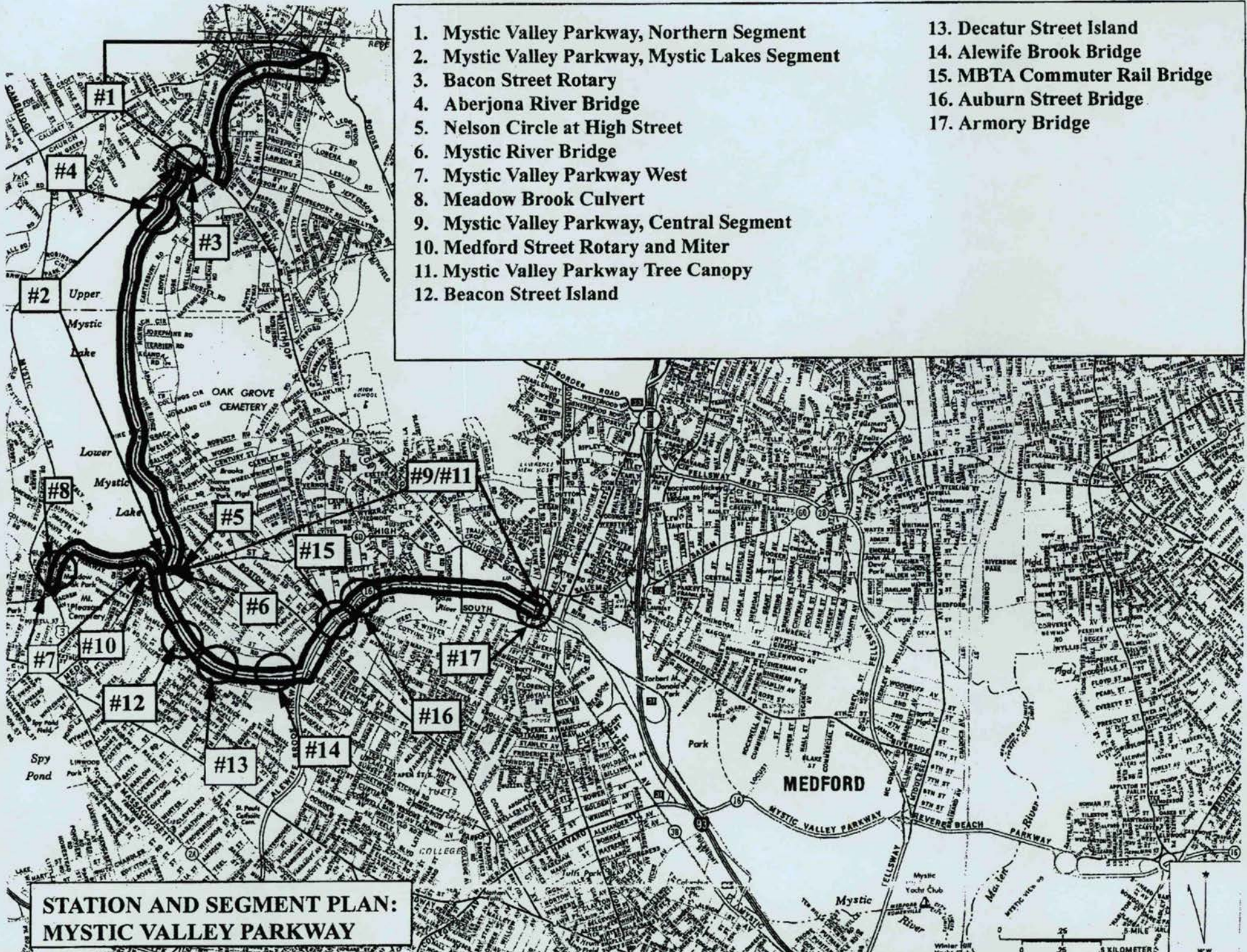
**Photographer: Emily Maass**  
**Date: July 2002**  
**Location of negatives: PAL, Pawtucket, RI**

### Mystic Lakes Segment

1. DCR parking lot at Sandy Beach, looking south

### Central Segment

1. View of turfed parklands, riverbank trees and banks, looking south
2. Roadway, looking south
3. Roadway, looking north
4. Intersection, traffic island, looking south
5. Looking north, tree canopy
6. MBTA commuter rail bridge, looking south



1. Mystic Valley Parkway, Northern Segment
2. Mystic Valley Parkway, Mystic Lakes Segment
3. Bacon Street Rotary
4. Aberjona River Bridge
5. Nelson Circle at High Street
6. Mystic River Bridge
7. Mystic Valley Parkway West
8. Meadow Brook Culvert
9. Mystic Valley Parkway, Central Segment
10. Medford Street Rotary and Miter
11. Mystic Valley Parkway Tree Canopy
12. Beacon Street Island
13. Decatur Street Island
14. Alewife Brook Bridge
15. MBTA Commuter Rail Bridge
16. Auburn Street Bridge
17. Armory Bridge

**STATION AND SEGMENT PLAN:  
MYSTIC VALLEY PARKWAY**

7/14/05

Version

**Mystic Valley Parkway  
Arlington, Medford, Somerville, Winchester, MA**

**District Data Sheet**

#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#1			Mystic Valley Parkway, Northern Segment	Winchester	Connecting Parkway segment located between South Border Road at the Middlesex Falls Reservation in Medford and Bacon Street in Winchester	1898	C	Structure
#2			Mystic Valley Parkway, Mystic Lakes Segment	Winchester, Medford and Arlington	Border Parkway segment located between Bacon Street in Winchester and Mystic Valley Parkway, Central Segment at Medford Street in Arlington	1896-1897	C	Structure
#3			Bacon Street Rotary	Winchester	Mystic Valley Parkway, Mystic Lakes Segment: Located at the intersection of the parkway and Bacon Street	early 20th-century	C	Structure
#4			Aberjona River Bridge	Winchester	Carries Mystic Valley Parkway, Mystic Lakes Segment over the Aberjona River Bridge just south of the parkway's intersection with Lakeview Terrace	orig. built 1896 reconstr. 1993	NC	Structure
#5			Nelson Circle at High St.	Medford and Winchester	Mystic Valley Parkway, Mystic Lakes Segment: Located at the parkway's intersection with High Street	early 20th-century	C	Structure
#6			Mystic River Bridge	Medford	Carries Mystic Valley Parkway, Mystic Lakes Segment over the Mystic River at High Street	1936 - 1937	C	Structure
#7			Mystic Valley Parkway West	Arlington	Connecting Parkway segment located between Medford Street and Mystic Street	1913-1919	C	Structure

FOX PLANNING BOARD  
578-001104

#8		Meadow Brook Culvert	Arlington	Carries the Meadow Brook under Mystic Valley Parkway, West just east of Mystic Street	early 20th-century	C	Structure
#9		Mystic Valley Parkway, Central Segment	Arlington, Somerville and Medford	Connecting and River Parkway segment located betw. Medford St. in Arlington and eastern edge of the Armory Bridge in Medford	1905-1915	C	Structure
#10		Medford Street Rotary and Miter	Arlington	Mystic Valley Parkway, Central Segment: Located at the parkway's intersection with Medford Street	early 20th-century	C	Structure
#11		Mystic Valley Parkway Tree Canopy	Arlington	Borders the Mystic Valley Parkway, Central Segment	early 20th-century	C	Site
#12		Beacon Street Island	Arlington	Mystic Valley Parkway, Central Segment: Located at the parkway's intersection with Beacon Street	early 20th-century	C	Structure
#13		Decatur Street Island	Arlington	Mystic Valley Parkway, Central Segment: Located at the parkway's intersection with Decatur Street	early 20th-century	C	Structure
#14		Alewife Brook Bridge	Somerville	Carries Mystic Valley Parkway, Central Segment over Alewife Brook	1908	C	Structure
#15		MBTA Commuter Rail Bridge	Somerville	Carries the MBTA Commuter line over Mystic Valley Parkway, Central Segment just east of Alewife Brook Parkway	1908	C	Structure
#16		Auburn St. Bridge	Medford	Mystic Valley Parkway, Central Segment: Located east of Alewife Brook Parkway and the MBTA Bridge	1906	C	Structure
#17		Armory Bridge	Medford	Mystic Valley Parkway, Central Segment: Located two tenths of a mile east of Winthrop Street	1906	C	Structure





Mystic Valley Parkway  
Mystic Lakes Segment  
Winchester, MA

#1

AGF 100  
V017 © BN  
0038 37 N 7 N-8 NN AC-02 GR08 Z101/100

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PROFESSIONAL

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PROFESSIONAL

AGF  
PROFESSIONAL



Mystic Valley Parkway  
Central Segment  
Arlington, MA  
#1

XND. N V 013 @ BN  
0038 37 N N N-5 NN AC-02 GR08 Z101/100



Mystic Valley Parkway  
Central Segment  
Arlington, MA  
#2

<NO. 5 Y009 @ BN  
0038 37 N N N-5 NN AC-02 GR08 Z101/100



Mystic Valley Parkway

Central Segment

Arlington, MA

# 3

0029 37 N Z Z 5 NN GR08 Z101/100





Mystic Valley Parkway  
Central Segment  
Arlington, MA

#4

0038 37 N Z W V 001 @ BN  
NN AC-02 GR08 Z101/100



Mystic Valley Parkway  
Central Segment  
Arlington, MA

#5

VND. 4 V005 @ BN  
0038 37 N N N-5 NN AC-02 GR08 Z101/100



WIDE  
SLOW  
AREA

Mystic Valley Parkway  
Central Segment  
Somerville, MA  
#6

0029 37 N 7 N 5 NN GR08 Z101/100

- Zone 19
- 325046  
4701960
  - 324120  
4701080
  - 323880  
4701220
  - 323600  
4698460
  - 322680  
4698460
  - 324500  
4697800
  - 326280  
4692000



MYSTIC VALLEY RIV. 42071-D1-TM-025  
METROPOLITAN PAIR 42515A 18

# Boston North

MASSACHUSETTS  
ARLINGTON/MEDFORD/SOMERVILLE/  
WINCHESTER (MIDDLESEX) 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  
1985

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works  
Controlled by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies  
Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map dated 1985  
Supersedes Boston North and Lexington 1:25,000-scale maps dated 1971  
Selected hydrographic data compiled from NOS chart 13272 (1982)  
This information is not intended for navigational purposes  
Projection and 1000-meter grid: Universal Transverse Mercator, zone 19  
10,000-foot grid ticks have Massachusetts coordinate system, mainland zone, 1927 North American Datum  
To place on the predicted North American Datum 1983 move the projection lines 4 meters south and 41 meters west as shown by dashed corner ticks  
There may be private landholdings within the boundaries of the National or State Reservations shown on this map

CONTOUR INTERVAL 3 METERS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.1 METER  
DEPTH CURVES AND SOUNDINGS IN METERS  
DATUM IS MEAN LOW WATER  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

Meters	Feet	DECLINATION DIAGRAM	ADJOINING MAPS
1	3.2808		1 Billerica
2	6.5617		2 Reading
3	9.8425		3 Salem
4	13.1234		4 Maynard
5	16.4042		5 Lynn
6	19.6850		6 Framingham
7	22.9659		7 Boston South
8	26.2467		8 Hull
9	29.5276		
10	32.8084		

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

UTM grid convergence (GNI and 1985 magnetic declination) at center of map  
Diagram is approximate

ISBN 0-607-23443-1  
9 780607 234435

### Topographic Map Symbols

Primary highway, hard surface	.....
Secondary highway, hard surface	.....
Light-duty road, hard or improved surface	.....
Unimproved road, trail	.....
Route marker: Interstate; U. S. State	.....
Railroad: standard gauge; narrow gauge	.....
Bridge: drawbridge	.....
Footbridge; overpass; underpass	.....
Built-up area: only selected landmark buildings shown	.....
House; barn; church; school; large structure	.....
Boundary	.....
National, with monument	.....
State	.....
County; parish	.....
Civil township; precinct; district	.....
Incorporated city, village, town	.....
National or State reservation; small park	.....
Land grant with monument; found section corner	.....
U. S. public lands survey; range, township, section	.....
Range, township, section line; location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam; dam with lock	.....
Cemetery; grave	.....
Campground; picnic area; U. S. location monument	.....
Windmill; water well; spring	.....
Mine shaft; prospect; shaft or open workings	.....
Control: horizontal station; vertical station; spot elevation	.....
Contours: index; intermediate; supplementary; depression	.....
Distorted surface: strip mine, lava, sand	.....
Bathymetric contours: index; intermediate	.....
Personal lake and stream; intermittent lake and stream	.....
Rapids, large and small; falls, large and small	.....
Submerged marsh; marsh; swamp	.....
Land subject to controlled inundation; woodland	.....
Scrub; mangrove	.....
Orchard; vineyard	.....

# National Register of Historic Places

## Note to the record

Additional Documentation: 2014

Mystic Valley Parkway								
Arlington, Medford, Somerville, Winchester, MA								
District Data Sheet								
#	NRHP Listed	MHC # *	Name	Town	Location	Date	Status	Type
#1		WNT.925	Mystic Valley Parkway, Northern Segment	Winchester	Connecting Parkway segment located between South Border Road at the Middlesex Falls Reservation in Medford and Bacon Street in Winchester	1898	C	Structure
#2		MDF.937/ WNT.926	Mystic Valley Parkway, Mystic Lakes Segment	Winchester, Medford and Arlington	Border Parkway segment located between Bacon Street in Winchester and Mystic Valley Parkway, Central Segment at Medford Street in Arlington	1896-1897	C	Structure
#3		WNT.927	Bacon Street Rotary	Winchester	Mystic Valley Parkway, Mystic Lakes Segment: Located at the intersection of the parkway and Bacon Street	early 20th-century	C	Structure
#4		WNT.912	Aberjona River Bridge	Winchester	Carries Mystic Valley Parkway, Mystic Lakes Segment over the Aberjona River Bridge just south of the parkway's intersection with Lakeview Terrace		NC	Structure
#5		MDF.938	Nelson Circle at High St.	Medford and Winchester *	Mystic Valley Parkway, Mystic Lakes Segment: Located at the parkway's intersection with High Street	early 20th-century	C	Structure
#6		MDF.939	Mystic River Bridge	Medford	Carries Mystic Valley Parkway, Mystic Lakes Segment over the Mystic River at High Street	1936 - 1937	C	Structure
#7			Mystic Valley Parkway West	Arlington	Connecting Parkway segment located between Medford Street and Mystic Street	1913-1919	C	Structure

\* Corrected or amended Sept. 2013



#8			Meadow Brook Culvert	Arlington	Carries the Meadow Brook under Mystic Valley Parkway, West just east of Mystic Street	early 20th-century	C	Structure
#9		MDF.940	Mystic Valley Parkway, Central Segment	Arlington, Somerville and Medford	Connecting and River Parkway segment located betw. Medford St. in Arlington and eastern edge of the Armory Bridge in Medford	1905-1915	C	Structure
#10			Medford Street Rotary and Miter	Arlington	Mystic Valley Parkway, Central Segment: Located at the parkway's intersection with Medford Street	early 20th-century	C	Structure
#11		MDF.941	Mystic Valley Parkway Tree Canopy	Arlington	Borders the Mystic Valley Parkway, Central Segment	early 20th-century	C	Site
#12			Beacon Street Island	Arlington	Mystic Valley Parkway, Central Segment: Located at the parkway's intersection with Beacon Street	early 20th-century	C	Structure
#13			Decatur Street Island	Arlington	Mystic Valley Parkway, Central Segment: Located at the parkway's intersection with Decatur Street	early 20th-century	C	Structure
#14			Alewife Brook Bridge	Somerville	Carries Mystic Valley Parkway, Central Segment over Alewife Brook	1908	C	Structure
#15			MBTA Commuter Rail Bridge	Somerville	Carries the MBTA Commuter line over Mystic Valley Parkway, Central Segment just east of Alewife Brook Parkway	1908	C	Structure
#16		MDF.922	Auburn St. Bridge	Medford	Mystic Valley Parkway, Central Segment: Located east of Alewife Brook Parkway and the MBTA Bridge	1906	C	Structure
#17		MDF.923	Armory Bridge	Medford	Mystic Valley Parkway, Central Segment: Located two tenths of a mile east of Winthrop Street	1906	C	Structure

\* Corrected or amended Sept. 2013

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Mystic Valley Parkway, Metropolitan Park System of Greater Boston MPS

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 11/19/13 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/05/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05001529

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 1.3.14 DATE

ABSTRACT/SUMMARY COMMENTS:

**Additional Documentation Approved**

RECOM./CRITERIA Accept  
REVIEWER Edson Beall DISCIPLINE History  
TELEPHONE \_\_\_\_\_ DATE 1.3.14

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.

National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Mystic Valley Parkway, Metropolitan Park System of Greater Boston MPS

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 12/07/05      DATE OF PENDING LIST: 12/27/05  
DATE OF 16TH DAY: 1/11/06      DATE OF 45TH DAY: 1/20/06  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05001529

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    1.18.06 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.



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

November 17, 2005



Mr. John Roberts, Acting Chief  
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 Mr. Roberts:

Enclosed please find the following nomination:

Mystic Valley Parkway, Arlington/Medford/Somerville/Winchester (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 in Arlington, Medford, and Winchester were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment. The owners of the property in the Certified Local Government community of Somerville were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

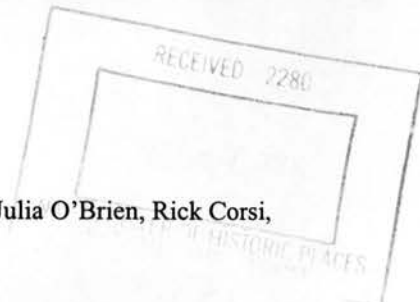
*We request expedited review of this nomination.*

Sincerely,

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

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure



cc: William F. Galvin, Secretary of the Commonwealth  
DCR: Sean Fisher, Karl Haglund, Samantha Overton, Joseph Orfant, Julia O'Brien, Rick Corsi,  
Patrice Kish, Commissioner Stephen Burrington  
Virginia Adams, Public Archaeology Laboratory, consultant  
Stephen Pritchard, Betsy Shure Gross, EOE  
Arlington: Robert J. Botterio, Arlington Historical Commission; John W. Hurd, Board  
of Selectmen; Kevin O'Brien, Planning and Community Development  
Medford: Michael McGlynn, Mayor; Lauren DiLorenzo, Director of Community Development;  
J. Brian Griffin, Medford Historical Commission  
Somerville: Mayor Joseph Curtatone, J. Brandon Wilson, Historic Preservation Commission,  
Kevin Prior, Planning Board  
Winchester: Karl P. Fryzel, Board of Selectmen; Todd D. Ford, Community Development;  
John Clemson, Winchester Historical Commission; Brian Sullivan, Town Manager



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

September 18, 2013

J. Paul Loether  
National Park Service 2280, 8<sup>th</sup> Floor  
National Register of Historic Places  
1201 I (eye) Street, NW  
Washington, D.C. 20005

Dear Mr. Loether:

05001529 ✓

Re: Technical Amendment to **Mystic Valley Parkway (Middlesex County) National Register Nomination** (1/18/2006); Metropolitan Park System of Greater Boston Multiple Property Submission (2/4/2003)

It has come to our attention that **Nelson Circle**, which was listed in the data sheet for the Mystic Valley Parkway nomination as being in both Winchester and Medford, **is only in Medford**.

We are enclosing a corrected copy of the data sheet for your files.

Sincerely,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

Enclosure  
XC: Medford Historical Commission  
Winchester Historical Commission  
Patrice Kish, Department of Conservation and Recreation