

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 Quincy Shore Drive, Metropolitan Park System of Greater Boston

other names/site number Same

2. Location

street & number Quincy Shore Drive N/A not for publication

city or town Quincy N/A vicinity

state Massachusetts code MA county Norfolk County code 021 zip code 02171

3. State/Federal Agency Certification

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

Betsy Friedberg for

5/1/03

Signature of certifying official/Title

Date

Cara H. Metz, Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper

Edson H. Beall

Date of Action

6/23/03

Quincy Shore Drive
Name of Property

Norfolk County, Massachusetts
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
0	0	building
2	0	sites
9	1	structures
0	0	objects
11	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

**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

Narrative Description

See Section 7 continuation sheet.

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Quincy Shore Drive
Metropolitan Park System of Greater Boston MPS
Quincy (Norfolk), MA

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DESCRIPTION

Quincy Shore Drive is located in eastern Massachusetts at the southern shore of Massachusetts Bay just south of the City of Boston, in the City of Quincy. The roadway bounds Quincy Bay, an inlet of Massachusetts Bay, and offers commanding views of Boston and the Boston Harbor Islands. It is one of eight ocean parkways in Boston's metropolitan park system administered by the Metropolitan District Commission (MDC), and the adjacent beach and ocean views have an integral connection with the parkway and are a primary reason for its existence.

For the purposes of this nomination, Quincy Shore Drive will be considered in three segments. There are two short connecting segments and a central shoreline segment, which are collectively about four miles in length. Beginning at the southern edge of the Neponset Bridge, a modern structure, in Quincy, the parkway travels approximately one mile through a densely settled residential area before it begins to closely follow the Quincy Bay shoreline and the adjacent Quincy Shore Reservation, an MDC-owned parkland that bounds the east side of the parkway. The parkway continues along the shore approximately two miles until just south of Merrymount Beach. After intersecting Furnace Brook Parkway (see separate nomination for that parkway), the roadway travels away from the coast for nearly a mile through a second residential neighborhood before terminating at Sea Street.

Quincy Shore Drive, Segment One - The southeastern end of the Neponset Bridge at I-93 to East Squantum Street at the Quincy Shore

The northwestern terminus of **Quincy Shore Drive, Segment One (#1 on the data sheet)** corresponds to the southeastern edge of the Neponset River Bridge just east of the intersection of the Southeast Expressway (I-93) and Neponset Street. This bridge was built in the 1960s and rebuilt in the 1990s as a result of the construction of I-93. The current bridge replaced the original two bridges that spanned Newport Road and what is now the MBTA rail line. The Neponset Bridge, as well as the portion of Quincy Shore Drive that is located north of the Neponset Bridge, are not included in this nomination because they were completely rebuilt as a result of development related to I-93.

Immediately southeast of the Neponset Bridge, the northern connecting segment (Segment One), which is just under a mile long, travels through a residential neighborhood that consists primarily of single-family, early to mid 20th-century two-story, wood-frame residences with a consistent setback of approximately 25 feet. There are also a few larger, late 20th-century apartment buildings that extend up to eight stories in height and bring a different character to the predominantly small-scale residential neighborhood.

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The parkway alignment in this segment, which runs generally northeasterly, is gently curving and relatively level. The roadway consists of four ten-foot-wide bituminous concrete travel lanes, two in each direction. Parking is not permitted on the roadway, although there are curb cuts associated with most of the residences. Throughout most of this segment, there is a **Median (#2 on the data sheet)** about 20 feet wide and planted with evenly spaced deciduous trees, including oak, maple, beech, and locust (**PHOTO #1**). These trees range from mature 50- to 75-year-old plantings to others that are relatively recent in age. Periodic breaks in the median provide only limited opportunities for turns and cross traffic. Most turning movements occur at Bay State Road, at the **Bay State Road Jug Handle and Island (#3 on the data sheet)**. The median adjacent to this feature is marked by a planting of *rosa rugosa*, a departure from deciduous trees described above. The residential character of this segment of the road continues until it reaches the shoreline, where the second segment begins at East Squantum Street.

A **Tree Allee (#4 on the data sheet)** of oak, maple, and beech trees defines the outer edges of the parkway for most of this segment. These trees, together with those planted in the median, frame views along the corridor. Sidewalks, typically asphalt and four to six feet wide, line both sides of this segment for most of its length. Narrow turf strips between the roadway and the sidewalk are present in most sections. Curbing at the median and outer parkway edges consists of vertically placed granite block. Lights are cobra heads on metal posts. The overall effect of this segment is that of a pleasant, tree-lined boulevard through a residential neighborhood. The boundary is visually defined by the road corridor, the adjacent trees, and the sidewalk. There are no long-distance views except along the parkway corridor.

Quincy Shore Drive, Segment Two - East Squantum Street to Furnace Brook Parkway

The intersection with East Squantum Road marks the transition from Quincy Shore Drive, Segment One, to **Quincy Shore Drive, Segment Two (#5 on the data sheet)**, the shoreline parkway, which is just over two miles long. This segment is dominated by the dramatic beachfront setting, with distant views that include dramatic views northeast toward Squantum, Moon, and Long islands, as well as the Boston city skyline. For this segment, the west or inland side is discussed first, followed by the east or ocean side.

The roadway in this segment consists of two lanes traveling in each direction. Lanes are twelve feet wide and paved in bituminous concrete. Segment Two, which follows the alignment of the irregularly shaped Quincy Shore, is flatter than the first and third segments of Quincy Shore Drive. A narrow, four-foot-wide **Median (#6 on the data sheet)**, planted with beach grasses and edged with vertically placed granite blocks, divides the north and southbound lanes of the roadway at its southern end. The median narrows to allow for a third lane at major intersections. Diagonal parking defines the beachside of the roadway north of Fenno Street. Curbing consists of vertically placed granite blocks. There are few curb cuts in

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this section, except where the occasional commercial structure fronts the road and at intersecting residential streets. Lights feature cobra-head fixtures on metal poles. Traffic signals are located at the outer edges of the roadway overhanging the parkway on metal mast arms. Sidewalks intermittently border both sides of the roadway and are not separated from the edge of the pavement by planting strips.

On the inland side of the parkway, the predominantly residential neighborhood continues with one- and two-story, wood-frame housing, including a mix of pre- and post-1950 construction. Houses in this segment are typically smaller and more cottagelike than in the previous segment, with smaller lots and more shallow setbacks. Although the neighborhood adjacent to the parkway remains primarily residential, there are a few late 20th-century commercial buildings at several intersections, including Squantum Street, Vassall Street, and Sachem Street. The inland side also includes two small vest-pocket parks interspersed among the houses. There is typically a narrow sidewalk adjacent to the parkway.

After the parkway passes Fenno Street, the residential neighborhood gives way to Wollaston Beach Reservation, a park managed by the Quincy Conservation Commission. The park borders the north side of the parkway from Fenno Street to Furnace Brook Parkway. Views open up to the west along this portion of the parkway to reveal a dramatic vista consisting of marshlands, Blacks Creek, Pine Island, and Merrymount Park, all part of the Wollaston Beach Reservation. A fieldstone monument with a granite panel and a carved granite relief marks the entrance to the Wollaston Beach Reservation near Fenno Street. The monument was installed by the family of Reuben and Lizzie Grossman in 1971. It reads:

REUBEN A. AND LIZZIE
GROSSMAN PARK
THIS LAND AND ITS NATURAL RESOURCES MADE AVAILABLE
TO THE PEOPLE OF THE CITY OF QUINCY
BY THE CHILDREN OF
REUBEN A. AND LIZZIE GROSSMAN
IN MEMORY OF THEIR PARENTS
WHO WILL BE REMEMBERED FOR THIER (sic)
HUMILITY, HUMANITY, KINDLINESS, GODLINESS

A smaller granite panel is located at the eastern edge of the monument. It reads:

PER ORDER, QUINCY CITY COUNCIL
JUNE 21, 1971 JAMES R MCINTYRE, MAYOR
PERMANENTLY PROTECTED BY THE
QUINCY CONSERVATION COMMISSION

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The monument is located about 20 feet from the edge of the pavement at the intersection of Fenno Street and Quincy Shore Drive. Because it is located outside of the boundary for the parkway, it is considered an element of the setting rather than of the parkway.

Quincy Shore Drive is undivided north of Fenno Street. From Fenno Street to the north end of the Greenberg Bridge (discussed below), however, the roadway is separated by a narrow **Median (#6 on the data sheet)** covered in beach grass (**PHOTOS #4 AND 7**). The median is four feet wide until it tapers to two feet near the bridge. As the parkway approaches Furnace Brook Parkway, it crosses over Blacks

Creek by way of the ca. 1915-1916 **Greenberg Memorial Bridge (#7 on the data sheet)**, which was named for WWII Veteran Sgt. Phillip Greenberg in the 1960s. The bridge is made of reinforced concrete with "Boston Pattern"-type guardrails, a standard MDC pipe rail that dates to the early 20th century (**PHOTOS #5, 9 AND 10**). Water is channeled underneath the bridge through cast-iron pipes. The substructure of the bridge features a concrete gate chamber with four backwater tide gates, which predate the bridge. These gates, the **Blacks Creek Tide Gates (#8 on the data sheet)**, were built in 1911 to prevent water from flowing into Blacks Creek and the adjacent marshlands and to allow surface water to flow out to the ocean during low tide. The gates were rebuilt when a dam was built at the creek in 1920 and then repaired 68 years later, in 1988. The **Blacks Creek Dam (#9 on the data sheet)** is located near the northwest wing wall of the bridge. Because the bridge, tide gates, and dam were built during the parkway's period of significance, they are all considered contributing features of the parkway for the purposes of this nomination. **Blacks Creek Wing Walls (#10 on the data sheet)**, made of mortared stone, were built for the bridge in 1963; because they postdate the period of significance for the parkway, they are not a contributing feature of the present nomination, but could be reconsidered when they achieve fifty years of age.

As the parkway approaches Furnace Brook Parkway from the Greenberg Memorial Bridge, there is a DAR monument, erected in 1920, located near the southwestern corner of the bridge at the back edge of the sidewalk. This monument consists of a bronze plaque set in granite. It reads:

CAPTAIN WOLLASTON IN 1625
ESTABLISHED TRADING POSTS ON
THIS SHORE. FROM HIM WOLLASTON DERIVED ITS NAME

ERECTED BY
ABIGAIL PHILLIPS, QUINCY CHAPTER
DAUGHTERS OF THE
AMERICAN REVOLUTION
1920

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Because this monument is located at the back edge of the sidewalk, outside the boundary for the parkway, near the southwest corner of the bridge, it is not included as a contributing feature of the parkway. For the purposes of this nomination, it is considered setting.

On the ocean side of the shoreline segment, the Quincy Shore Reservation broadens to include a narrow strip of ocean frontage with dramatic views towards Boston Harbor (**PHOTO #8**). On a clear day, the Boston skyline is also visible (**PHOTOS #1 AND 2**). Immediately adjacent to the roadway in the northern part of this segment is a marshy area with scattered volunteer vegetation that soon gives way to a beach. For most of the beach frontage, there is perpendicular parking adjacent to the parkway, bordered by a sidewalk with ca. 1960s concrete and fiberglass shade shelters, beyond which are low seawalls to prevent beach erosion. From the parkway, the seawalls appear as low retaining walls, with periodic stairs providing access to the beach and intermittent openings to provide emergency access. Roughly opposite Vassall Street, there are two yacht clubs, Squantum Yacht Club and Wollaston Yacht Club, on piers extending out into the water (**PHOTO #3**). Both of these two-story, wood-frame structures, which date to 1903, were part of the original design for the Quincy Shore Reservation. Although they have been modified over time, they still retain their historic character. The parkway serves as an important link to the reservation and its recreational features. However, beaches, seawalls, parking, benches, piers, beach shelters, and yacht clubs associated with the Quincy Shore Reservation are all considered setting for the parkway for the purposes of this nomination. In the shorefront segment, the bituminous-concrete roadway narrows to two lanes in each direction. Where medians exist, plantings include beach grasses consistent with the character of the surrounding natural landscape. Except for a few trees at the transition point, there are also no formal plantings along either side of the shore segment, although there are some intermittent volunteer trees and understory. Other road details are the use of SS-type guardrails in limited areas where there is a sharp drop off, and wooden rails mounted on concrete posts in other areas. Curbs generally consist of vertically placed granite blocks throughout, except where there is parking (part of the reservation) along the shoreline segment of Quincy Shore Drive. The road retains many of the features historically associated with an MDC ocean parkway, as well as the late 20th-century parking modifications and seawall, which are characteristic of later MDC work. Quincy Shore Drive, Segment Two, ends at Furnace Brook Parkway, which runs west towards Blue Hill Reservation, while Quincy Shore Drive continues south a short distance (SEGMENT THREE).

Quincy Shore Drive, Segment Three - Furnace Brook Parkway to Sea Street

Quincy Shore Drive, Segment Three (#11 on the data sheet), which begins at the southern edge of the parkway's intersection with Furnace Brook Parkway and ends at the northern edge of Sea Street, is about a mile long. This segment travels through a residential neighborhood of early to mid 20th-century wood-frame homes, most two to three stories tall (**PHOTOS #1 AND 2**). The neighborhood has a relatively

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uniform appearance, with houses typically set slightly above the grade of the parkway and often supported by retaining walls. Views are primarily along the road corridor, except for a distant view of Quincy Bay as this segment approaches its northern end. The roadway setting in this segment resembles that of Segment One.

Segment Three consists of two twelve-foot-wide lanes paved in bituminous concrete. There is one lane traveling in each direction. A planting strip and concrete sidewalks, beginning at the back edge of the curb, define either side of the roadway in this segment. The topography of this area is rolling and the roadway gently winds in response to the terrain. This is in stark contrast to the relatively flat second segment of Quincy Shore Drive. There is no median and no parking along the roadway, which is broken by curb cuts associated with the residential development. Curbing consists of vertically placed granite blocks and lights feature cobra-head fixtures. Mature, evenly spaced deciduous trees (Tree Border, #12 on the data sheet), line much of this segment. This landscape feature contributes strongly to the character of the parkway.

Archaeological Description

Known ancient Native American sites have been identified in close proximity to Quincy Shore Drive, including fifteen sites in the general area (within one mile) and several sites that abut and/or may extend into the nominated right of way. Ancient Native sites representing a variety of types have been identified in industrial areas, residential backyards, and recreational areas adjacent to the nominated Quincy Shore Drive right of way. Some of these sites may have originally extended into the nominated area. Environmental characteristics of the roadway represent favorable locational criteria (slope, soil drainage, distance to wetlands) for a variety of residential and subsistence activities. Most of the roadway is relatively level and was probably well drained prior to construction. Most of the road also lies adjacent to the Wollaston Beach portion of Quincy Bay. Other areas lie within 1,000 feet of the Neponset River, Sachem Brook, Blacks Creek, and the Broad Meadows/Town River Bay tidal wetlands. The proximity of Quincy Shore Drive to the above areas and its classification as an Ocean Parkway indicates the range of subsistence resources associated with a marine-related ecosystem that would have been available to the ancient Native American inhabitants in this area.

Historical and archaeological evidence also exists that indicates the potential presence of a variety of 17th through 20th century residential, agricultural, commercial, and industrial-related sites in the vicinity of Quincy Shore Drive. The locations of many potential sites remain to be documented. Other sites, including 19-SU-83, the reported location of the 1624-31 Thomas Morton homestead near Samoset Avenue, may have been destroyed.

In spite of the high potential for locating ancient Native American and historic resources in the vicinity of Quincy Shore Drive, the potential to recover significant archaeological resources, both ancient Native American and historic, within the nominated boundaries of the parkways is low. Quincy Shore Drive is a multi-lane divided

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roadway system with three paved travel lanes in each direction. The roadway includes a 20-foot planted median, 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)

Quincy Shore Drive

Name of Property

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

See Section 8 continuation sheet.

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Norfolk County, Massachusetts

County and State

Areas of Significance

(Enter categories from instructions)

Community Planning and Development _____

Conservation _____

Engineering _____

Entertainment/Recreation _____

Landscape Architecture _____

Transportation _____

Period of Significance 1903-1956

(Quincy Shore Drive, Segments One and Two: Built from 1903-1907, reconstructed and widened 1917-1926

Quincy Shore Drive, Segment Three: Built 1929-1931

Black's Creek Tide Gates: Built 1911, reconstructed 1920 and 1988

Black's Creek Dam: 1920

Greenberg Memorial Bridge: Built 1915-1916)

Significant Dates

1903-1931: constructed and widened _____

1915-1920: Sgt. Phillip Greenberg Memorial Bridge, tide gates and dam _____

Significant Person

(Complete if Criterion B is marked above)

None _____

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 _____

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SIGNIFICANCE

Quincy Shore Drive is significant because it clearly reflects the principles of public ownership, control, and access essential to an ocean parkway, as outlined in 1893 by Charles Eliot in his arguments for its creation. Quincy Shore Drive possesses integrity of location, design, setting, materials, workmanship, feeling, and association. It meets National Register Criteria A and C in the significance areas of community development and planning, conservation, engineering, entertainment and recreation, landscape architecture, and transportation at the state level and fulfills the Parkways Registration Requirements for the associated Ocean Parkway property subtype, under Section F of this Multiple Property Documentation Format nomination. The period of significance for this parkway is from the start of construction in 1903, through 1956.

Eliot wrote persuasively on the value of developing an oceanfront parkway in Quincy. This shoreline, he wrote, had "fine views across the water to the rounded hills of the distant islands of Boston Bay, with glimpses of open sea between the islands. To the right and left are seen the extended arms of Hough's Neck and of Squantum, embracing between them Quincy's own bay of open water, two and a half miles wide from cape to cape, and two miles deep." Beyond aesthetic appreciation of the view, Eliot saw a host of reasons for a reservation to control this land, all connected to "enlightened self-interest" whereby "American communities are free to work their own good will." In private ownership, only those lots on the shoreline profited from the resource. But if the shoreline were publicly owned, homeowners whose lots fronted the ocean would still realize its value, while "every house-lot for a mile back will possess an enhanced value." Two other considerations were important to Eliot: "Public ownership would also tend to ensure the water front from encroachment by the sea, and from occupation by value-depressing trades."

For public ownership and control to operate effectively, the access provided by an ocean parkway was essential. Eliot argued, "It will doubtless be ultimately desirable that the public should possess a driveway along the shore [with] easy connection with the streets of the city." Eliot argued for the immediate acquisition of the shoreline between East Squantum Street and Black's Creek, and the future acquisition of shoreline on Hough's Neck as far as Nut Island.

The Metropolitan Park Commission (MPC) Annual Report for January 1897 took up Eliot's case for the acquisition of a Quincy Shore reservation: "The available seashore of the district is limited, and is being shut out from the public for private pleasure and profit more and more each year. There remain, however, . . . six miles on Quincy Bay, which may now be secured at little more than the nominal cost of building a road between the ocean and the private land beyond. The opportunity ought at once to be embraced, or it will soon be lost." Despite the larger plan, only two miles of the Quincy shoreline ultimately became a reservation.

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In 1897 the Metropolitan Park Commission conducted topographical surveys and made parkway maps, and by 1900 it had acquired most of the land from the Neponset River Bridge to Blacks Creek, including 38 acres along two miles of coastline. "The width of the taking," the MPC stressed, "is sufficient to provide for a roadway along the edge of the bay." The MPC filled some low spots and in 1903 arranged locations for two local yacht clubs on piers extending out from the parkway into the Bay.

The MPC began construction of the parkway at Quincy Shore in 1903, building approaches and the subgrade of a section of connector roadway at the northeastern end and drawing construction plans for the shorefront. Grading and construction continued, moving north to south and using as fill materials taken from the beach and bay. Plans for the initial construction in 1905 show a 24-foot-wide roadway, with the Squantum and Wollaston Yacht Clubs' piers in place. In 1906, contractors completed a reinforced concrete masonry bridge over Sachem Brook. In 1907, the MPC acquired Rufe's Hummock, completing the extension of Quincy Shore Reservation to Blacks Creek.

Originally, Quincy Shore Drive began at the Neponset River end of Atlantic Street. That intersection no longer exists, however, as subsequent work on the Old Colony Railroad/New York, New Haven, & Hartford track crossing (currently the MBTA Red Line) inserted bridges here (1911), changed the approaches (1912), and eventually disconnected Atlantic Avenue completely from Quincy Shore Drive. Further changes to the Neponset River Bridge and the Old Colony Parkway (Route 3A) also obliterated this historic stretch of the modern parkway.

The coastal stretch of Quincy Shore Drive illustrates two defining characteristics of Ocean Parkways. While limited roadway access defines some parkways, Ocean Parkways are important for increasing public access. In 1911, the MPC built an entrance for Bromfield Street into the Reservation drive. Five years before, the MPC had purchased land at this same location for a possible headquarters building. Ocean Parkways also functioned as wetland control structures. In 1911, the MPC built a concrete gate chamber with four backwater tide gates at the southeasterly end of the Reservation, in the wetlands north of Blacks Creek. Two 24-inch-long cast-iron pipes were laid from the chamber, under the beach surface, to about half tide, with tide gates on the ends of each pipe. This prevented tidewater from flowing into the area southwest of the shore drive and allowed surface water to flow out during low tide. The MPC built the bridge over Blacks Creek in 1915-1916, completing a direct link with Furnace Brook Parkway. The bridge was "masonry with granite faced U-shaped abutments and reinforced concrete girder superstructure, one span 40-feet-long and 54-feet-wide." In 1920, another dam and gates were built at this bridge for tide control on Blacks Creek.

As early as 1917, there was pressure to widen the new parkway, according to the MPC Annual Report: "Due to increase in use of the driveway along Quincy Shore, it will become necessary as soon as possible
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to build it to its full, planned width. Takings were made originally to accommodate this, but for economy's sake the driveway was built to only part of its ultimate width." Roadway widening took place from 1921 to 1922 between Appleton Street and Fenno Street. The MPC authorized the contractor to obtain fill material from Quincy Bay with a hydraulic dredge. In 1923, the Director of Parks recommended that Quincy Shore Drive be further widened to handle the increased traffic of beachgoers, after improvements to the Old Colony Parkway and the Neponset Bridge. Another effect of the automobile was noted: "The use of automobiles for bath houses here is also a most unpleasant practice. Later a public bath house will be needed, which would be self supporting." As for the roadway itself, in 1923 the MDC specified a broken stone base course, bituminous macadam surface course, and granite "edgestones" curbing as contract requirements for roadways in the Quincy Shore Drive area.

The MDC awarded a contract in 1926 for the widening to 40 feet and reconstruction of 2 1/3 miles of Quincy Shore Drive, from its start at the intersection of Hancock and Atlantic streets to Fenno Street, as well as increased shore protection. The shore protection consisted of one mile of concrete seawall with a series of steps and curbs above.

The third and final segment of today's Quincy Shore Drive was begun just before the Great Depression. In 1927, the MDC completed plans for the extension of Quincy Shore Drive (now called Pilgrim Boulevard), from Blacks Creek to Sea Street in Quincy. In 1929, the MDC began acquisition of right of way, and completed construction in 1931.

After Quincy Shore Drive achieved its current configuration in 1931, subsequent work was limited mostly to maintenance, including the filling of several hundred feet of shorefront in 1931, northerly from Blacks Creek along Quincy Shore Reservation, to protect the roadway and walk from accretion. Later in the decade, the MDC drew up plans to build parking spaces at Wollaston Beach, near Squantum and Wollaston Yacht Clubs (1936), and reconstruct sea walls and steps (1937-38), projects related more to the reservation than to the parkway itself. In 1937, the MDC oversaw reconstruction at Quincy Shore Reservation, most likely of the beach area, from Fenno Street to Blacks Creek Bridge.

Little change occurred along Quincy Shore Drive during the Second World War, but maintenance and improvements picked up somewhat in the postwar years, beginning with shore protection projects in 1948-1949, sea wall repairs in 1954, and extensive beach improvement projects in 1958-1959. Quincy Shore Drive was renamed William T. Morrissey Boulevard in the 1950s, but that name, like Pilgrim Boulevard in the 1920s, soon faded and it reverted to its original name. In 1963 the MDC added wing walls and posts to the bridge over Blacks Creek, included in the boundary of the parkway, and in 1988 they repaired the bridge's tide gates. With the exception of periodic resurfacing, most recently in 1995, most of the postwar changes to Quincy Shore Drive have focused on the adjoining reservation, not the parkway itself.

(end)

Quincy Shore Drive
Name of Property

Norfolk County, Massachusetts
County, State

10. Geographical Data

Acreage of Property approx. 23 acres

UTM References

19 Zone	331880 Easting	4683060 (SE end of the Neponset Bridge) Northing	19 Zone	335240 Easting	4680960 (Furnace Northing Brook)
19 Zone	333100 Easting	4683460 (E. Squantum Street) Northing	19 Zone	335500 Easting	4680400 (Sea St) Northing

Verbal Boundary Description and Boundary Justification

See Section 10 continuation sheet.

11. Form Prepared By

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

organization Massachusetts Historical Commission date April 2003

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

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

Additional items (Check with the SHPO, FPO or MDC 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 Service

National Register of Historic Places
Continuation Sheet

Quincy Shore Drive
Metropolitan Park System of Greater Boston MPS
Quincy (Norfolk), MA

Section number 10 Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for Quincy Shore Drive generally includes the parkway corridor and adjacent planting strips, parking, and sidewalks. The boundaries are drawn to encompass MDC property historically and currently associated with Quincy Shore Drive. Adjacent MDC lands that are related to the reservation park use, and private property, are excluded. A standard line of convenience boundary of 10 feet from the edge of pavement is used to define the parkway where there are adjacent MDC-owned, non-parkway lands. This standard condition varies in specific locations which are discussed below for each of Quincy Shore Drive's three segments.

For **Quincy Shore Drive, Segment One**, the southwestern boundary, which marks the northern terminus for the parkway, is a line of convenience drawn across the southeastern terminus of the Neponset Bridge. The northeastern boundary for this segment, which connects directly with Quincy Shore Drive, Segment Two, corresponds to a line of convenience drawn across the parkway across the western edge of East Squantum Street at the Quincy shore. The north and south boundaries for the parkway in this segment correspond to the back of sidewalk, except where the boundary extends to the north where the parkway intersects Bay State Road to include the **Bay State Road Jug Handle and Island**. The boundary on the south (inland) side is the back of sidewalk, except where there is no sidewalk, specifically at the southwest corner of East Squantum Road and Quincy Shore Drive, in which case the boundary is corresponds to standard line of convenience that is 10 feet from the edge of pavement. For **Quincy Shore Drive, Segment Two** the northwestern boundary for the parkway corresponds to a line of convenience drawn across the parkway along the western edge of East Squantum Street. This segment of the roadway directly connects with Quincy Shore Drive, Segment One at its northwestern terminus. The southern boundary for this road, which connects with Quincy Shore Drive, Segment Three, corresponds to a line of convenience drawn across the parkway from the northwestern corner of the parkway's intersection with Furnace Brook Parkway. The western boundary for this segment corresponds to the back of sidewalk, except where there is no sidewalk and the boundary is corresponds to standard line of convenience that is 10 feet from the edge of pavement. This standard boundary differs at the **Greenberg Memorial Bridge** where the boundary follows the footprint of the bridge (including the **Black's Creek Tide Gates**, the **Black's Creek Wing Walls**, and the adjacent **Black's Creek Dam**). On the east (ocean side) of parkway, the boundary is the back of sidewalk. The boundary does not include beach areas, retaining walls, benches, beach shelters or parking because it is related to the Quincy Shore Reservation rather than the parkway. Furthermore, the boundary does not include inland MDC-owned parkland at Black's Creek (including the Wollaston Beach Reservation and Merrymount Park) that is not directly related to the parkway. For **Quincy Shore Drive, Segment Three**, the northern boundary corresponds to a line of convenience drawn across the parkway from the northwestern corner of the intersection of Furnace Brook Parkway and Quincy Shore Drive where it connects with Quincy Shore Drive, Segment Two. The southern boundary for this segment, which marks the southern terminus of the parkway, corresponds to a line of convenience drawn across the northern edge of Sea Street. The eastern and western boundaries in this segment consistently correspond to the back of the sidewalk.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Quincy Shore Drive, Norfolk County, Massachusetts

Section number _____

Page 1

LIST OF PHOTOGRAPHS

Quincy Shore Drive Quincy, Massachusetts

Photographer: Emily Maass

Date: July 2002

Location of negatives: PAL, Pawtucket, Rhode Island

Quincy Shore Drive, Segment One

1. Looking southeast along parkway from Bay State Road.

Quincy Shore Drive, Segment Two

1. View looking northeast toward the Boston skyline and Squantum Island.
2. Looking northeast from Aphorp Street. View of parkway, parking as well as medium distance views toward Squantum and Long Islands and the Boston skyline in the far distance.
3. View, facing southeast, of Squantum and Wollaston Yacht Clubs from parkway.
4. View facing north along parkway near Fenno Street. Shows Squantum Island in the far distance.
5. View of Greenberg Memorial Bridge and Black's Creek Tide Gates tide from oceanside of parkway. Houses along Furnace Brook Parkway can be seen in the near distance.
6. View of the Boston Harbor Islands from parkway near Fenno Street.
7. View looking north along parkway from median near Merrymount Park.
8. View of Merrymount Beach Neighborhood as seen facing southeast from the southern end of the Greenberg Memorial Bridge at the southern end of this segment.

Quincy Shore Drive, Segment Two (continued)

9. View facing southwest across the Greenberg Memorial Bridge.
10. View looking north along the western edge of the Greenberg Memorial Bridge

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

**National Register of Historic Places
Continuation Sheet**

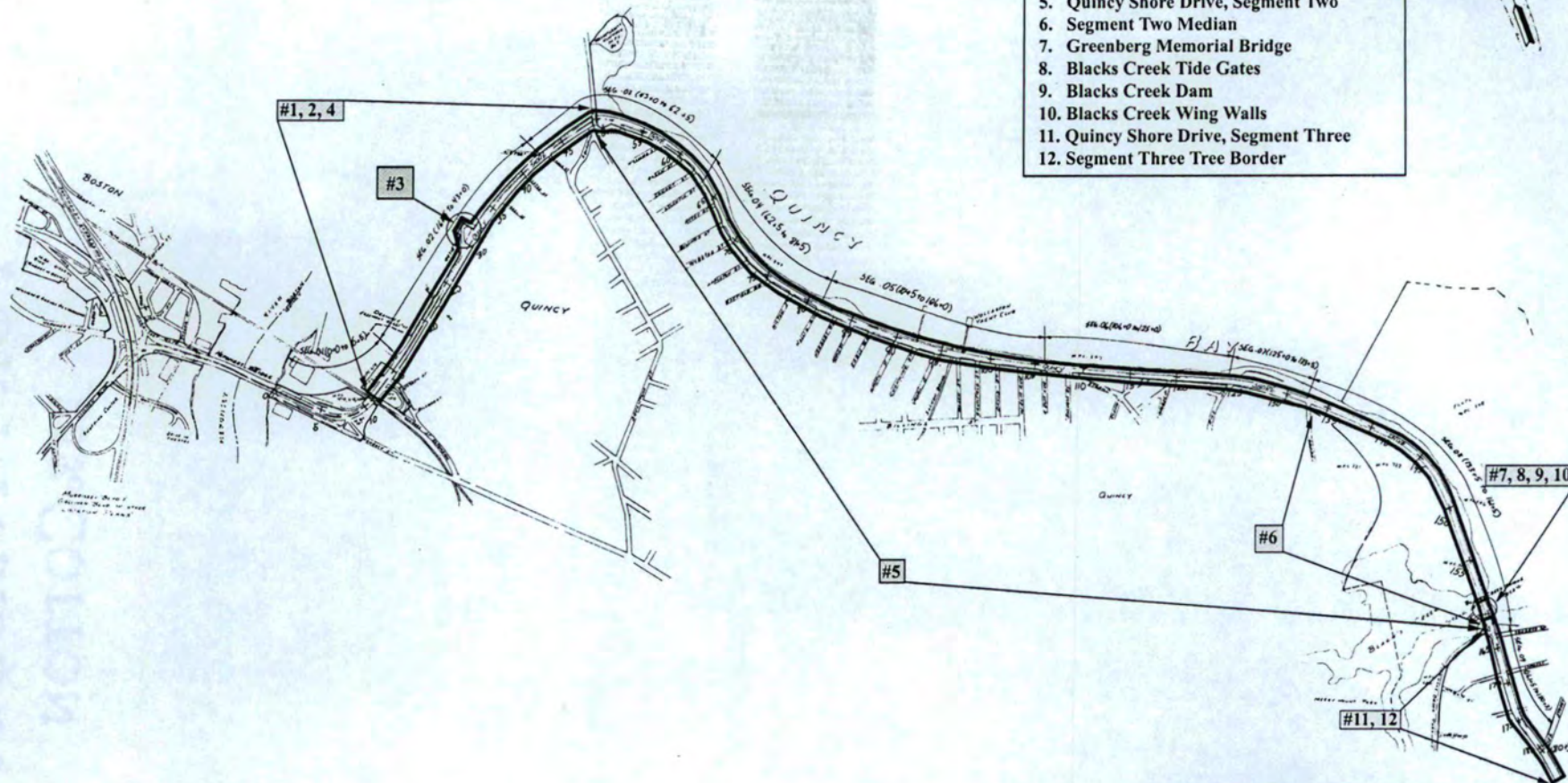
Property name Quincy Shore Drive, Norfolk County, Massachusetts

Section number _____

Page 2

Quincy Shore Drive, Segment Three

1. View facing south along centerline of parkway near Waban Street.
2. View facing north from Waban Street along parkway.



1. Quincy Shore Drive, Segment One
2. Segment One Median
3. Bay State Road Jug Handle and Island
4. Segment One Tree Allee
5. Quincy Shore Drive, Segment Two
6. Segment Two Median
7. Greenberg Memorial Bridge
8. Blacks Creek Tide Gates
9. Blacks Creek Dam
10. Blacks Creek Wing Walls
11. Quincy Shore Drive, Segment Three
12. Segment Three Tree Border

STATION AND SEGMENT PLAN:
QUINCY SHORE DRIVE

COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION

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

QUINCY SHORE DRIVE-#608



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

DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. OC-2
DRAWN BY NBF	SCALE NOT TO SCALE	
CHECKED BY VAG	SHEET OF 34 88	JOB NO. 1120

51795X

Quincy Shore Drive Quincy, Massachusetts District Data Sheet								
#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#1			Quincy Shore Drive, Segment One	Quincy	From the southwestern edge of the Neponset River Bridge to the parkway's intersection with East Squantum Street	built 1903-1907, reconstructed and widened 1917-1926	C	Structure
#2			Segment One Median	Quincy	Quincy Shore Drive, Segment One	early 20th century	C	Structure
#3			Bay State Road Jug Handle and Island	Quincy	Quincy Shore Drive, Segment One	early 20th century	C	Structure
#4			Segment One Tree Allee	Quincy	Quincy Shore Drive, Segment One	early 20th century	C	Site
#5			Quincy Shore Drive, Segment Two	Quincy	From East Squantum Road to Furnace Brook Parkway	1903-1907, reconstructed and widened 1917-1926	C	Structure
#6			Segment Two Median	Quincy	Quincy Shore Drive, Segment Two: between Fenno Street and the northern terminus of the Greenberg Memorial Bridge	early 20th century	C	Structure
#7			Greenberg Memorial Bridge	Quincy	Quincy Shore Drive, Segment Two: spans Black's Creek	1915-1916	C	Structure
#8			Blacks Creek Tide Gates	Quincy	Quincy Shore Drive, Segment Two: Substructure of the Greenberg Memorial Bridge	built 1911, reconstructed 1920 and 1988	C	Structure
#9			Blacks Creek Dam	Quincy	Quincy Shore Drive, Segment Two: immediately northwest of the Greenberg Memorial Bridge	1920	C	Structure
#10			Blacks Creek Wing Walls	Quincy	Quincy Shore Drive, Segment Two: Located at all four corners of the Greenberg Memorial Bridge	1963	NC	Structure
#11			Quincy Shore Drive, Segment Three	Quincy	From the intersection with Furnace Brook Parkway to the intersection with Sea Street	1929-1931	C	Structure
#12			Segment Three Tree Border	Quincy	Quincy Shore Drive, Segment Three	early 20th century	C	Site

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Quincy Shore Drive
NAME:

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 5/16/03 DATE OF PENDING LIST: 6/06/03
DATE OF 16TH DAY: 6/22/03 DATE OF 45TH DAY: 6/30/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000575

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 6/23/03 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



Quincy Shore Drive, Segment One
Quincy, Massachusetts
#1



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#1



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#2



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#3



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#4



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#5



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#6



Quincy Shore Drive, Segment Two

Quincy, Massachusetts

#7



Quincy More Drive, Segment Two
Quincy, Massachusetts
#8



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#9



Quincy Shore Drive, Segment Two
Quincy, Massachusetts
#10



Quincy Shore Drive, Segment Three
Quincy, Massachusetts
#10



Quincy Shore Drive, Segment Three
Quincy, Massachusetts
#11



QUINCY SHORE DISTRICT 42071-C1-TM-025
QUINCY (NORFOLK) MA
Boston South
MASSACHUSETTS
1:25 000-scale metric
topographic map
Map 1
62

7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

GEOLOGICAL SURVEY
1987

Produced by the United States Geological Survey
in cooperation with Massachusetts Department
of Public Works
Control by USGS, NOS/NOAA, and Commonwealth
of Massachusetts agencies
Compiled by photogrammetric methods from aerial photographs
taken 1978. Field checked 1979. Map edited 1987
Supersedes Newton and Boston South 1:25,000-scale
maps dated 1970
Selected hydrographic data compiled from NOS charts 13270 (1982)
and 13272 (1982). This information is not intended for navigational purposes
Projection and 1000-meter grid: Universal
Transverse Mercator, zone 19
10,000-foot grid ticks based on Massachusetts coordinate
system, mainland zone
1927 North American Datum
To place on the predicted North American Datum 1983,
move the projection lines 6 meters south and
42 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of
the National State reservation 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 COMPLEYS WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION TABLE		ADJOINING MAPS		
Meters	Feet	1987	1983	1	2	3
1	3.2808	11° 15'	12° 00'	1	2	3
2	6.5616	11° 30'	12° 15'	4	5	6
3	9.8424	11° 45'	12° 30'	7	8	9
4	13.1232	12° 00'	12° 45'			
5	16.4040	12° 15'	13° 00'			
6	19.6848	12° 30'	13° 15'			
7	22.9656	12° 45'	13° 30'			
8	26.2464	13° 00'	13° 45'			
9	29.5272	13° 15'	14° 00'			
10	32.8080	13° 30'	14° 15'			

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

UTM grid convergence
(GN) and 1983 magnetic
declination (MD)
at center of map
Diagram is approximate

ISBN 0-607-00135-6
9 780607 001356

Topographic Map Symbols

Symbol	Description
	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 gage, narrow gage
	Bridge: drawbridge
	Footbridge: overpass, underpass
	Built-up area: only selected landmark buildings shown
	Boundary: cemetery; church; school; large structure
	Boundary: National, with monument
	State
	County path
	Civil township, precinct, district
	Incorporated city, village, town
	National or State reservation; small park
	Land grant with monument; forest or other land
	U.S. public lands survey: range, township, section
	Range, township, section line: location approximate
	Fence or field line
	Power transmission line, located tower
	Dam; dam with lock
	Cemetery: grave
	Compass rose; picnic area; U.S. location monument
	Well; water well; spring
	Mine shaft: prospect; adit or cave
	Control: horizontal station; vertical station; spot elevation
	Contours: index; intermediate; supplementary; depression
	Disturbed surface: strip mine, levee, sand
	Soundings: depth curve
	Perennial lake and stream; intermittent lake and stream
	Rapids, large and small; falls, large and small
	Submerged marsh; marsh, swamp
	Land subject to controlled foundation; woodland
	Scrub; mangrove
	Orchard; vineyard

A pamphlet describing topographic maps is available on request

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR SILVER SPRING, MARYLAND 20910

306 19
1. 331880
4683060
2. 333100
4683460



QUINCY SHORE DRIVE
Hull QUINCY (NORFOLK)
MASSACHUSETTS MA
map 2 of 2

1:25 000-scale metric
topographic map

7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

U.S. GEOLOGICAL SURVEY

1997

Produced by the United States Geological Survey
Derived from imagery taken 1978 and other sources. Photomapped using imagery dated 1971; no major culture or drainage changes observed. Survey control current as of 1979.
Boundaries, other than corporate, revised 1998.
North American Datum of 1927 (NAD 27). Projection and 1000-meter grid. Universal Transverse Mercator, zone 19.
10 000-foot ticks. Massachusetts coordinate system, mainland zone.
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geographic Survey NADCON software.
Selected hydrographic data compiled from NOS charts 13269 (1980), 13270 (1982), and 13272 (1985).
This information is not intended for navigational purposes.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.
Bunkin Island, the Brewster Islands, Little Cal Island, and Green Island under jurisdiction of Hull Town.

CONTOUR INTERVAL: 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.8 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

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

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

UTM grid convergence (GTM and 1983 magnetic declination (MN) at center of map. Diagram is approximate.

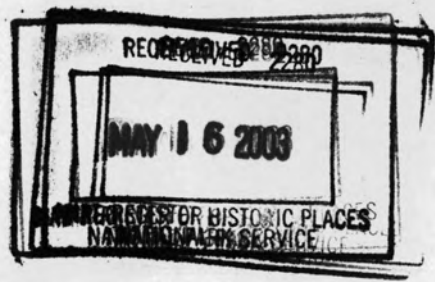
1 Boston North
2 Lynn
3
4 Boston South
5
6 Norwood
7 Weymouth
8 Scituate

ISBN 0-607-89586-1
9 780607 895865

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 gage; narrow gage	.....
Bridge: drawbridge	.....
Footbridge, overpass, underpass	.....
Build-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	.....
Range, township; section line; location approximate	.....
Range, township; section line; location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam; dam with lock	.....
Century, grave	.....
Campground; picnic area; U.S. location monument	.....
Windmill; water well; spring	.....
Mine shaft; prospect; adit or dike	.....
Control: national 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	.....
Rapid, large and small; falls, large and small	.....
Submerged marsh; marsh, swamp	.....
Land subject to controlled inundation; woodland	.....
Sandy, marginal	.....
Orchard; vineyard	.....

A pamphlet describing topographic maps is available on request
FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225



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

May 2, 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:

Quincy Shore Drive, Quincy (Norfolk), MA 03000575
Metropolitan Park System of Greater Boston (Parkways) MPS

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

We request expedited review of this nomination.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

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