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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 Fresh Pond Parkway, Metropolitan Park System of Greater Boston

other names/site number Same

2. Location

street & number Fresh Pond Parkway N/A not for publication

city or town Cambridge N/A vicinity

state Massachusetts code MA county Middlesex County code 017 zip code 02138

3. State/Federal Agency Certification

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

Betsy Friedberg, National Register Director 11/10/04
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 Patricia Andrews Date of Action 1/5/2005

Fresh Pond Parkway
Name of Property

Middlesex 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	
<u>0</u>	<u>0</u>	building
<u>1</u>	<u>0</u>	sites
<u>3</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>4</u>	<u>1</u>	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, 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, brick, concrete, granite, plantings

Narrative Description

See Section 7 Continuation Sheet

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Continuation Sheet

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Fresh Pond Parkway
Metropolitan Park System of Greater Boston MPS
Cambridge (Middlesex), MA

DESCRIPTION

The Fresh Pond Parkway, located entirely in Cambridge, Middlesex County, Massachusetts, is a connecting parkway in Metropolitan Park System of Greater Boston administered by the former Metropolitan District Commission (MDC). (In July 2003, the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR].) The Fresh Pond Parkway is a heavily traveled curvilinear four-lane road that skirts the eastern bank of Fresh Pond before winding southward through medium-density suburban residential neighborhoods to the Charles River Reservation. The Fresh Pond Parkway connects with the Alewife Brook Parkway and the Mystic River Reservation in Somerville. The Fresh Pond Parkway is also a major north-south artery; the entire roadway is designated a part of U.S. Highway 3 and State Route 2. For the purposes of this nomination, an approximately mile-long portion of the Fresh Pond Parkway will be nominated; it will be described from its northern terminus at the southeastern edge of the Concord Avenue/Alewife Brook Rotary to its southern terminus at Mt. Auburn Street.

Fresh Pond Parkway (#1 on the data sheet) begins at, and includes the **Concord Avenue/Alewife Brook Parkway Rotary and Islands (#2 on the data sheet)**. This enormous rotary, 150 feet in diameter, allows two to three lanes of traffic around it. The rotary was refurbished in 2000-01 and raised in the center. It now has a tall vertical-granite curb topped with concave rows of Belgian block curbing, and the rotary itself is turf with newly planted trees. At the northern edge of the rotary stands a monument that holds a boulder with plaque identifying this as the Albert S. Teevan Jr. Square, in memory of the World War II veteran. From the rotary and Concord Avenue, filtered views are available through the trees to Fresh Pond to the south. A second, smaller rotary, the **Concord Avenue, Bay State Road and New Street Rotary (#3 on the data sheet)**, is located one block southeast of the Concord Avenue/Alewife Brook Parkway Rotary. These two rotaries, and the stretch of Concord Avenue (formerly Concord Turnpike, laid out in 1803) between them, were transferred to the MDC in 1928 (Chapter 366, Acts of 1928), which also authorized the construction of the final links of these parkways to Concord Avenue. This portion of road is now commonly considered a part of Fresh Pond Parkway. The smaller rotary is approximately 50-75 feet in diameter, with smaller miters at its perimeter to redirect traffic. It, too, holds a boulder with plaque, this one recognizing David Joseph Brodette. The Concord Avenue, Bay State Road and New Street Rotary was refurbished in 1999-2000. Both rotaries, although refurbished, with new edging and plantings, stand on their historic footprints and are considered contributing for the purpose of this nomination.

Fresh Pond Parkway is a curvilinear, four-lane roadway with two asphalt lanes traveling in either direction. There is no parking at any point along the parkway. Curbs are comprised of vertically placed granite block and lighting along the parkway consists of a mix of cobra-head fixtures on wood posts or metal poles and reproduction historic lighting. The roadway is approximately 44 feet in width. South of the Concord Avenue, Bay State Road and New Street Rotary until Lakeview Avenue/Vassal Lane, the roadway is wider, consisting of four 12-foot travel lanes with

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additional right turn lanes. The roadway generally travels at a consistent elevation of 11 to 20 feet above sea level, rising in only one spot, near Huron Avenue, to a height of 48 feet before resuming its typical elevation.

Traveling south from the Concord Avenue/Alewife Brook Parkway Rotary, Fresh Pond Parkway is divided by a narrow raised median of vertical granite topped by Belgian block until it enters the Concord Avenue, Bay State Road, and New St. Rotary. The parkway travels along the eastern edge of Fresh Pond Reservation, owned and managed by the City of Cambridge, until it reaches Huron Avenue. A rail line, the Watertown Branch of the Boston & Maine Railroad, defines the eastern edge of the reservation between Concord and Lexington Avenue and crosses over Fresh Pond Parkway at grade just northwest of the Concord Avenue, Bay State Road, and New St. Rotary. According to Massachusetts Highway Department structural historian Steve Roper, this rail line is temporarily inactive.

The Fresh Pond Reservation borders the west side of the parkway from the Concord Avenue/Alewife Brook Parkway Rotary to Huron Street. The reservation consists of Tudor Park and Kingsley Park, both Cambridge city parks that were designed by Olmsted, Olmsted & Eliot. These parks border the parkway to the west between the Boston & Maine Railroad line and Fresh Pond, which can be seen through a filter of trees to the west of the road. A large, asphalt parking lot and the new Sullivan Water Treatment Facility, which opened in 2002, separate Tudor Park, located north of the facility, and Kingsley Park, located to the south. Huron Avenue, which borders the southern end of Kingsley Park, also marks the southern end of the reservation.

To the east of the parkway is a strip of mid-twentieth century commercial buildings on large concrete aprons, first gas stations and then farther south, an automobile dealership (**PHOTO #1**). Behind (east of) this commercial strip is Callahan Playground, on the site of a former clay pit. Further south is a large open space composed of Hawthorne Park and the Buckingham, Browne & Nichols Practice Field (just north and east of Larch Road). An intermittent concrete sidewalk parallels the roadway here, behind a planting strip complete with young trees and MDC historic reproduction lighting fixtures.

Beginning at Larch Road, the setting to the east becomes residential, with closely spaced 2 ½-story, wood-framed, early twentieth-century houses. Only a few of these have curb cuts for driveways. The roadway here climbs toward Huron Avenue, the highest elevation on the parkway. Trees along the parkway on its residential side in this block are nearly mature, and the reproduction historic light fixtures continue. On the Kingsley Park side of the parkway, a wide asphalt sidewalk/bikepath borders the parkway and is separated from the roadway by a combination of SS-type barriers and wooden rail barriers. The Huron Avenue corner is signalized with large signals. State Route 16, which has followed Fresh Pond Parkway since its beginning at Concord Avenue, turns west here and follows Huron Avenue.

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Past Huron Avenue, the parkway maintains its original 70-foot corridor, although the roadway has been widened from 40 feet to 44 feet by reducing the width of the planting strips to three and four feet. The roadway remains curvilinear and slowly descends toward the Charles River Basin. The roadway curbs are largely quarter-round mosaic, and the sidewalks are concrete. Evenly spaced trees, 50- to 75-year-old oaks with a few maples, define the planting strips forming the lofty **Fresh Pond Parkway Tree Canopy (##4 on the data sheet)** over the roadway between Huron Street and Brattle Street (**PHOTO #2**). Because of the road widening, many of these trees are close to the roadway, and SS-type barriers have been erected along curves to protect them. The lighting south of Huron Avenue is cobra-heads on wooden posts. The buildings in this section are two- to three-story, early twentieth-century residences, mostly single family, and more widely spaced than those north of Huron. Many are modest Georgian Revival, particularly those to the south and west of the parkway, which were built as part of the Larchwood Subdivision (designed by the Olmsted Brothers firm in 1915). The residential setting ends at the signalized intersection with Brattle Street. A serpentine brick wall fronts the corner property at the northeastern corner of Brattle St. and Fresh Pond Parkway; outside the boundary of the nominated parkway, the wall provides a note of interest at the intersection.

Between Brattle Street and Mt. Auburn Street, the Fresh Pond Parkway bisects Lowell Park, traveling from the northwest to the southeast corner of the small park. From Brattle Street to Mt. Auburn Street, Fresh Pond Parkway is divided by a sloped **median (Fresh Pond Parkway Median System, #5 on the data sheet)** that serves as a grade separation between the northbound and southbound lanes (**PHOTO #3**). The grade separation between these lanes becomes ten feet in places, and the median is a weedy wasteland lined with SS-type barriers. From Brattle Street southward, the lighting is cobra-head lamps on metal poles.

Lowell Memorial Park was the first (1898) site purchased for the Fresh Pond Parkway, and has always been a significant setting for the parkway. In 1905, the Olmsted Brothers redesigned Lowell Park as a formal park, with an ornamental brick wall designed by MPC architects Stickney and Austin. The park design enhances the Fresh Pond Parkway. The Olmsted Brothers sited the larger ornamental gatepost-like piers along the parkway corridor, not along its perimeters on the equally significant Mt. Auburn or Brattle St. corridors. Throughout the period of significance, Lowell Park served primarily as the southern gateway and entry to the Fresh Pond Parkway.

Lowell Park is currently a mix of middle-aged, 20- to 30-year-old, deciduous and coniferous trees (mostly maples, oaks, and pines). Just over three acres in size, Lowell Park was altered slightly by the widening of Fresh Pond Parkway in 1966 and the resulting partial demolition and relocation of it's the park's foot-thick brick walls, which had to moved back slightly to accommodate the new width of the parkway. The remaining walls and brick piers retain much of their original character however, particularly their limestone and granite bases and large limestone ball finials. The park and its walls serve as setting along both sides of the parkway, and lie outside the boundaries of the present nomination.

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The northern edge of Mt. Auburn St. at its intersection with Fresh Pond Parkway and Elmwood Avenue is designated as the southern terminus of the Fresh Pond Parkway for the purposes of this nomination, since the parkway did not go any further south during the period of significance. Along Mt. Auburn Street, overhead electric trolley lines cross the Fresh Pond corridor (**PHOTO #4**). The Mt. Auburn Street intersection is heavily signalized. At the northwestern edge of the juncture of the parkway and Elmwood, just outside the edge of the sidewalk, stands a stone marker installed in the 1930s. The marker reads: "Elmwood Birthplace of James Russell Lowell Built in 1767 Occupied in 1774 by Lieut-Governor Oliver Councillor to the Crown and later by Elbridge Gerry Vice-President of the United States. A. Kingsley Porter gave this place in 1933 to Harvard College." Outside the boundary of the nominated parkway, the marker serves as setting at this intersection. South of Mt. Auburn Street, the road is alternately known by its former name, Gerry's Landing Road. Gerry's Landing Road is a divided highway with some grade separation. Because this portion of the roadway was not renamed as an extension of Fresh Pond Parkway until after the period of significance, it is not included in the present nomination.

Archaeological Description

Fifteen ancient Native American sites are recorded in the general area (within one mile) of the Fresh Pond Parkway including two sites that may have extended into the roadway right of way. The Fresh Pond, East Side Site (19-MD-363), extends along the east side of Fresh Pond. The parkway passes through most of this area. Identification of the Fresh Pond Site locus is poorly defined and based on cultural materials collected in the 1880s. The Simmons Hill Site (19-MD-269) may have also extended into the Fresh Pond Parkway right of way at its terminus near the Charles River; however, that site is largely destroyed. Middle (8,000-6,500 B.P.) and Late Archaic (6,000-4,000 B.P.) occupations have been reported at the Simmons Hill Site. Environmental characteristics indicate a high potential for the presence of ancient Native American sites in the Fresh Pond Parkway locale. The parkway intersects several well-drained, level to moderately sloping terraces and other landforms within 1,000 feet of ponds, brooks, and rivers within the Mystic River drainage to the north and the Charles River drainage to the south. The Fresh Pond recessional moraine separates the drainages. The Fresh Pond Parkway locale represents a favorable locus for ancient Native American settlement and subsistence activities.

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

In spite of the high potential for the presence of both ancient Native American and historical archaeological sites along the parkway route, the potential for the recovery of intact and significant archaeological resources, both ancient Native

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American and historic, within the nominated parkway area is low. Construction of the original Concord Turnpike (1803) and upgrading after the roadway was transferred to the MDC in 1928 would have had an adverse effect on any archaeological resources that may have been located in the right of way. Grading, asphalt paving, and construction of sidewalks, curbs, retaining walls, planting strips, gateways, and utilities would have destroyed archaeological resources within the nominated parkway area. Fragmented portions of archaeological sites including deeply buried artifact concentrations and truncated features may survive within the right of way; however, it is doubtful NR-eligible sites survive. Known sites that existed within or extended into the parkway right of way have been essentially destroyed.

(end)

Fresh Pond Parkway
Name of Property

Middlesex County, Massachusetts
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

See Section 8 Continuation Sheet

9. Major Bibliographical References

See Section 9 Continuation Sheet

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Engineering

Landscape Architecture

Transportation

Period of Significance

1898-1956

Significant Dates

1899-1900: Fresh Pond Parkway Constructed

Rotary: Built in 1928

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers

Primary location of additional data:

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

Name of repository:

Metropolitan District Commission, Boston, MA

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Fresh Pond Parkway
Metropolitan Park System of Greater Boston MPS
Cambridge (Middlesex), MA

SIGNIFICANCE

The Fresh Pond Parkway, located entirely in Cambridge, Middlesex County, Massachusetts, is significant as one of the early connecting parkways designed for the Metropolitan Park Commission (MPC) by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers. It is emblematic of the firm's principles of parkways creation. Fresh Pond Parkway possesses integrity of location, design, setting, materials, workmanship, feeling, and association. The parkway meets National Register Criteria A and C in the significance areas of community planning and development, engineering, landscape architecture, and transportation at the state level and fulfills the Parkways Registration Requirements for the associated Connecting Parkway property subtype under Section F of this Multiple Property Documentation Format nomination. The period of significance for the Fresh Pond Parkway is from the beginning of land acquisition for the Fresh Pond Parkway in 1898, through 1956.

Charles Eliot suggested building a parkway from the Mystic River to the head of the Charles River Basin, by way of Alewife Brook and Fresh Pond, as early as 1892.¹ In 1896, he lamented that there were numerous "modern, broad highways and parkways" south of Somerville and Cambridge, but few to the north, save the tortuous connections through Cambridge and Somerville with the Fellsway.² Eliot advocated "one good north-side parkway" for the district as a higher priority than the proposed Dedham or Woburn parkways. Through this parkway chain, the Middlesex Fells Reservation entrance off the Mystic Valley Parkway in Winchester would be only 8.3 miles from the Charles River Basin. Although completion took several decades, Eliot's proposed route became the Alewife Brook and Fresh Pond Parkways.

Fresh Pond is a glacial kettlehole, formed behind the Fresh Pond recessional moraine, a ridge that separated the Mystic River watershed from the Charles River. The peaks of the ridge are Avon Hill near Porter Square, Observatory Hill, Reservoir Hill, and Mount Auburn, site of the Mt. Auburn Cemetery. This landform presented a barrier to development in northwest Cambridge for several centuries, according to author Arthur Krim: "Not until the advent of the turnpikes at the beginning of the nineteenth century was the moraine directly traversed by Concord Avenue, and then, a hundred years later, by Fresh Pond Parkway."³ Fresh Pond Parkway crosses the moraine at Huron Avenue. A street railway line was built across Huron Avenue to Fresh Pond in 1896, opening the area to development.

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¹ Arthur Krim, *Survey of Architectural History in Cambridge, Report 5: Northwest Cambridge* (Cambridge: Cambridge Historical Commission, 1977), 33.

² Charles Eliot, Letter to MPC, 28 February 1896, in *Charles Eliot Landscape Architect, 1902* (Rpt. Freeport, NY: Books for Libraries Press, 1971,) 597-599.

³ Arthur J. Krim, *Survey of Architectural History in Cambridge, Report 5: Northwest Cambridge*, 4.

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Eliot was quite familiar with the Fresh Pond area in his native Cambridge. The City of Cambridge, through its Water Board (which had control of Fresh Pond), hired Olmsted, Olmsted, and Eliot to transform Fresh Pond from a major ice-producing industrial site to a city park. Eliot outlined a number of changes that the city should consider, including developing an overall plan, acquiring additional land, designing around the Watertown Branch line of the Boston & Maine Railroad, varying the shorelines, planting trees, and preserving some of the adjoining ponds and swamps.⁴ The resulting Kingsley Park replaced the farmsteads, icehouses, and Fresh Pond Hotel with a landscaped park. Although subsequent alterations (golf course, city home, water filtration plant) obliterated most of Olmsted, Olmsted, and Eliot's design, the park has remained important as a heavily used Cambridge city park.⁵ A small portion of the park was fragmented from what is now known as Kingsley Park as a result of these modern intrusions. This segment of the park has been renamed Tudor Park.

One of the first and most important "links in the chain" that was to become the Fresh Pond Parkway was Lowell Memorial Park, proposed in 1898. Elmwood was the homestead of poet James Russell Lowell, and north of the house was "a large field containing some fine specimens of trees."⁶ A local committee, formed to preserve the park as a memorial to Lowell, convinced the MPC to help buy the land, matching two-thirds of the cost through a subscription campaign. The MPC gained title to the land in July of 1898, with the agreement that it would be kept as open parkland in perpetuity.

Throughout 1898, Olmsted Brothers engaged in discussions with the larger landowners in the proposed path of the parkway from Gerry's Landing at the Charles River Reservation to the drives around Fresh Pond. As a result, they revised their maps, and the MPC began investigating costs. In 1899 the MPC began takings for this parkway, providing for a width of 70 feet. John Woodbury, the Commission Secretary, described the prospective parkway's route north of Lowell Park:

Crossing Brattle Street it follows for a short distance the direction of Hawthorne Street [Grozier Road], thence curving across private lands and across Larch St. and lands of John C. Gray and others to Fresh Pond Lane, [where] it follows the direction of and includes the Lane to Huron Avenue, at a point opposite to the entrance to the park lands around Fresh Pond, which are under the care of the Cambridge Park Commission.

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⁴ Charles Eliot, Letter to the Cambridge Water Board, 3 April 1894, in Charles Eliot Landscape Architect, 476-78.

⁵ Arthur J. Krim, *Survey of Architectural History in Cambridge, Report 5: Northwest Cambridge*, 180.

⁶ MPC Annual Report, January 1899, pp.20-21. All further quotes are from subsequent editions of the Annual Report or plans in the MDC plans room, unless otherwise noted.

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**Fresh Pond Parkway
Metropolitan Park System of Greater Boston MPS
Cambridge (Middlesex), MA**

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A "considerable amount" of the land for the Fresh Pond Parkway was a gift from John Chipman Gray. Gray's heirs subsequently subdivided his estate in 1915, and Professor Henry Hubbard of the Olmsted firm redesigned the area (bounded by Huron Avenue, Fresh Pond Parkway, Larch Road, and Brattle Street, and including all of Larchwood Drive and Fresh Pond Lane) as the Larchwood Subdivision. Hubbard took care to preserve Gray's specimen trees wherever possible.⁷ The resulting neighborhood, built up mostly in modest Georgian Revival houses, is an important character-defining element of the Fresh Pond Parkway.

In 1899, the MPC began preparing the roadbed south of Brattle Street, clearing buildings behind the Cambridge Home for Aged People (land now occupied by Cambridge Homes, an assisted living facility, as well as by Mt. Auburn Hospital) at Gerry's Landing, and grading and seeding the land from the Charles River up to Mt. Auburn Street. The MPC had traded land with the Cambridge Home in exchange for providing it access to the new roadways there, presumably along current Gerry's Landing Road (the alternate name for the stretch of Fresh Pond Parkway between Mt. Auburn Street and Memorial Drive that is not included in this nomination). The MPC pruned and removed deadwood in Lowell Park and cleared a path through to Brattle Street. The Superintendent of the MPC's Hemlock Gorge Reservation in Newton came to Cambridge to oversee the work for Fresh Pond Parkway on the west.

In 1900, the MPC contracted the construction of Fresh Pond Parkway from Mt. Auburn Street to Huron Avenue. The right of way, 70 feet wide, was completed October 30, 1900. The work included setting 41 stone bounds to define the boundaries and adding only 13 new Welsbach lamps, "because the cross streets of the city are so well lighted." On the construction drawings, a typical section south of Huron Avenue shows a 40-foot roadway lined on both sides with 6-foot planting strips and 9-foot walks. Street trees are spaced 40 feet apart along the roadway. The new roadbed climbed 27 feet in elevation in a smoothly undulating path from Mt. Auburn Street to Huron Avenue.

A picture of the Fresh Pond Parkway through Lowell Park in 1900 shows a broad curvilinear gravel road with no curbs, lined on both sides by planting strips and gravel sidewalks. As part of its roadway work, the MPC also graded, fixed walls, and built paths and fences in Lowell Memorial Park. However, they were careful to diagram the existing trees and preserve them wherever possible. The Lowell Park construction diagrams record a variety of trees slated to remain, from pines 10 inches in diameter to 40-inch-wide oaks, as well as ash, birch, buttonwood, horse chestnut, elm, maple, and willow.

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⁷ Bainbridge Bunting and Robert H. Nylander, *Survey of Architectural History in Cambridge, Report 4: Old Cambridge* (Cambridge: Cambridge Historical Commission, 1973), 67-68.

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In 1905, the MPC undertook a major redevelopment of Lowell Park, including a new grading plan by Olmsted Brothers. The Olmsted plan replaced the informal curvilinear paths with a more formal, geometric path system and an elaborate fence. The plan preserved a number of the park's trees, and even noted, "Where trees stand partly in line of proposed walls—the portion of the wall interfered with by the tree is to be omitted, and the coping cut to fit around the tree." The MPC's architectural consultants, the noted Boston firm of Stickney and Austin, designed the elaborate foot-thick Flemish bond brick walls, according to the blueprints on file with the MPC's successor agency, the Metropolitan District Commission (MDC) (formed in 1920; since 2003, the MDC has been reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR]). The walls lined the Mt. Auburn and Brattle Street perimeters of the park. The brick piers were generally 20 inches square, composed of granite bases, brick shafts, and limestone caps with ball finials. At the points where Fresh Pond Parkway entered the park, larger piers three feet square bore memorial inscriptions by Charles W. Eliot, President of Harvard College.

No further construction took place on the Fresh Pond Parkway for several decades. Chapter 699 of the Acts of 1912 authorized and funded the extension of Fresh Pond Parkway from Huron Avenue one block north and across the Watertown Branch Railroad line into Kingsley Park at Fresh Pond. The MPC drew up plans in 1913. The extension was to take place over the existing corridor of Fresh Pond Lane, with parkland to the west and an already established two-story residential neighborhood to the east. The roadway proposed was to follow the dimensions of Fresh Pond Parkway south of Huron Avenue and include a new bridge over the railroad corridor. In 1914 the MPC reached an agreement with the railroad for the construction and apportionment of the cost of the bridge. Cambridge, however, "neglected to concur" with the taking in 1915, and when it did agree the following year, the cost estimates had risen. The project stalled. Over the next decade and a half, the MPC and MDC reports frequently stated the need to link the Alewife Brook and Fresh Pond Parkway, especially as part of the proposed "Circumferential Highway," but the effort was not funded.

During 1913, the MPC changed the lighting system over the length of the Fresh Pond Parkway, replacing the Welsbach naphtha lamps with electric incandescent tungsten lamps. The Cambridge Electric Light Company laid the wires for the system at its own expense. The rising expense of naphtha meant that electricity was becoming much more affordable across the entire parkway system, even if the MPC had to pay for the costs of the conduits. In 1917 the MPC surface treated the Fresh Pond Parkway, from Mt. Auburn Street to Huron Avenue, with Standard Bituminous Binder A, manufactured by the Standard Oil Company.

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Cambridge (Middlesex), MA

The "Missing Link" between Alewife Brook Parkway and Fresh Pond Parkway began to close in 1928, when the Massachusetts legislature authorized construction funding, in part to lessen Cambridge congestion in Harvard Square and on Massachusetts Avenue.⁸ In 1929-30, the Massachusetts Department of Public Works completed the Fresh Pond Parkway from Huron Avenue north to Concord Avenue, primarily over existing roadways known as Fresh Pond Lane and Fresh Pond Avenue, and staying east of the railroad line. The roadway was 40 feet wide with a bituminous macadam asphalt surface and granite curbing. At its intersection with Huron Avenue, it widened to 50 feet, and a wooden guardrail lined it on the park (west) side, behind a relatively narrow peastone sidewalk. On the residential (east) side, a wide planting strip and concrete sidewalk lined the parkway for a block north of Huron Avenue, giving way to a narrower planting strip and gravel sidewalk where the parkway turned to the northeast.

Fresh Pond Parkway had finally reached Concord Avenue, and was a block from Concord Avenue's intersection with Alewife Brook Parkway. As Concord Avenue became a main suburban artery in the 1930s, numerous gas stations and restaurants built up along its intersections with Alewife Brook Parkway and Fresh Pond Parkway. Fresh Pond Parkway also saw a proliferation of automobile dealerships near Concord Avenue, which undoubtedly developed in response to the new suburban automobile culture taking hold in Boston.

The last extension of Fresh Pond Parkway, from Mt. Auburn Street south to the Charles River at Gerry's Landing, became the next priority for the state, though the MDC, which had succeeded the MPC in 1920. That priority would need to wait until Memorial Drive was extended west of its then-terminus at Ash Street. The MDC's 1936 annual report reproduced an elaborate Arthur Shurcliff drawing of the proposed Eliot Bridge, a narrow pedestrian-only masonry arched pleasure bridge, meant to connect Lowell Memorial Park in Cambridge, through Gerry's Landing, with the Longfellow Meadows at Soldiers' Field. In Shurcliff's ground plans, the bridge would have crossed both the Charles River and the Memorial Drive extension and would have reached the eastern side of the Fresh Pond Parkway extension just west of Cambridge [Mt. Auburn] Hospital. Although Lowell Park was upgraded in 1938, its gravel, stone dust, and plank walks repaired and 230 new shrubs and trees planted, little more came of Shurcliff's plans to extend the park and link it with Boston. In 1939 the MDC resurfaced, with peastone and oil penetration, the roadway from Mt. Auburn Street south to what was then the Browne and Nichols School gate (now the Upper School campus of Buckingham Browne & Nichols School).

(continued)

⁸ Annual Report of the [MDC] Division of Metropolitan Planning, 1928, p.2.

Fresh Pond Parkway
Name of Property

Middlesex County, Massachusetts
County, State

10. Geographical Data

Acreage of Property

UTM References

1. 19 Zone	323500 Easting	4694900 (Northern Terminus) Northing	3. 19 Zone	323840 Easting	4693380 (At the Northing Mt. Auburn Street intersection)
2. 19 Zone	323400 Easting	4693980 (Huron Avenue Intersection) 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 Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date October 2004

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

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

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

Property Owner

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

name Commonwealth of Massachusetts: Dept. of Conservation and Recreation: DUPR

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

Fresh Pond Parkway
Metropolitan Park System of Greater Boston MPS
Cambridge (Middlesex), MA

Section number 10 Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for the Fresh Pond 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 10 feet from the current edge of the parkway. The boundary does not include adjacent MDC-owned parkland or private property that is not directly related to the parkway.

For the purposes of this nomination, the specific termini of the Fresh Pond Parkway are as follows: the northern terminus of the Fresh Pond Parkway is the outside perimeter of the Alewife Brook Parkway/Concord Avenue rotary, Cambridge. The southern terminus of the Fresh Pond Parkway is a line of convenience drawn across the Fresh Pond Parkway along the northern edge of Mt. Auburn St., also in Cambridge. The portion of roadway south of Mt. Auburn St. to Memorial Drive was not added to the Fresh Pond Parkway until after the period of significance.

(end)

PHOTOGRAPHS

Photographer : E. Maass

Date: July 2002

Location of Negatives: PAL, Pawtucket, RI

1. Parkway looking N, near Sullivan Water Treatment Plant
2. Tree canopy at Huron Avenue, looking S
3. Looking SE at Brattle St. showing sloping median system
4. Mt. Auburn street intersection, looking NW. Southern boundary of parkway.

(end)

**Fresh Pond Parkway
Cambridge, Massachusetts
District Data Sheet**

#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#1			Fresh Pond Parkway	Cambridge	Between Concord Avenue/Alewife Brook Parkway Rotary and Mount Auburn Street	built 1899-1900, section widened in 1958	C	Structure
#2			Concord Avenue/Alewife Brook Parkway Rotary, Islands, and Albert S. Teevan Jr. Boulder and Plaque	Cambridge	At the intersection of Concord Avenue and Alewife Brook Parkway	1928, refurbished 2000-2001	C	Structure
#3			Concord Avenue/Bay State Road/New Street Rotary and David Joseph Brodette Boulder and Plaque	Cambridge	At the intersection of Concord Avenue, Bay State Road, and New Street	1928, refurbished 1999-2000	C	Structure
#4			Fresh Pond Parkway Tree Canopy	Cambridge	Located in planting strip along outer edges of parkway between Huron Avenue and Brattle Street	early 20th century	C	Site
#5			Fresh Pond Parkway Median System	Cambridge	From the intersection with Brattle Street to the intersection with Mt. Auburn Street	mid 20th century (ca. 1958)	NC	Structure

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Fresh Pond Parkway--Metropolitan Park System of Greater Boston

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 11/23/04 DATE OF PENDING LIST: 12/21/04
DATE OF 16TH DAY: 1/05/05 DATE OF 45TH DAY: 1/06/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001429

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 1/5/05 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept A&C
REVIEWER Patrick Andrews DISCIPLINE Historian
TELEPHONE _____ DATE 1/5/2005

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.



Fresh Pond Parkway
Cambridge, MA

#1

10.15 >024 © BN
0029 37 N N N-B NN GR03 Z101/100



Fresh Pond Parkway
Cambridge, MA
#2

NO. 17 V026 © BN
0029 37 N N N-5 NH GR08 Z101/100



Fresh Pond Parkway
Cambridge, MA
#3

<No. 21 > 030 © BN
0029 37 N N N-5 NN GR08 Z101/100



Fresh Pond Parkway
Cambridge, MA
#4

<ND. 24 >037 © BN
0029 37 N N N-5 NN GR08 Z101/100



FRESH POND TRKY 42071-D1-TM-025
CAMBRIDGE (MIDDLESEX) LA

Boston North

MASSACHUSETTS
METRO. PLANIC SYSTEM OF GREATER
BOSTON MAPS

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
Compiled by photogrammetric methods from aerial photographs taken 1975. Field checked 1979. Map edited 1985. Supersedes Boston North and Lexington 1:25,000-scale maps dated 1971.
Selected hydrographic data compiled from NOS chart 13272 (1988). This information is not intended for navigational purposes.
Projection and 1000-meter grid: Universal Transverse Mercator, zone 18. 10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone. 1927 North American Datum. To place on the projected North American Datum 1983 move the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks. There may be private inholdings within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTour ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METER
DEPTH CLASSES 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 2.5 METERS

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

Meters	Feet	1	2	3
1	3.2808			
2	6.5616			
3	9.8424			
4	13.1232			
5	16.4040			
6	19.6848			
7	22.9656			
8	26.2464			
9	29.5272			
10	32.8080			

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

UTM grid convergence
1983 and 1985 magnetic
declination (MD) at center of map
Diagram is approximate

1	2	3	4	5
1	2	3	4	5
6	7	8	9	10

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

ISBN 0-607-23443-1
9 780607 234433

Topographic Map Symbols

Primary highway, hard surface	.....
Secondary highway, hard surface	.....
Light-duty road, hard or improved surface	.....
Unimproved road; trail	.....
Route marker: International, U. S. State	.....
Railroad; standard gage; narrow gage	.....
Bridge; drawbridge	.....
Overpass; underpass	.....
Build-up area; only selected industrial buildings shown	.....
House; barn; church; school; large structure	.....
Boundary:	
National; with monument	.....
State	.....
County; parish	.....
Civil township; precinct; district	.....
U. S. public lands survey; range, township, section	.....
Range, township, section; location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam; dam with lock	.....
Cemetery; grave	.....
Campground; picnic area; U. S. location monument	.....
Well; water well; spring	.....
Mine shaft; prospect; salt or cave	.....
Control: horizontal station; vertical station; spot elevation	.....
Contours: index; intermediate; supplementary; depression	.....
Spot elevation: strip view; line; sand	.....
Bathymetric contours; index; intermediate	.....
Perennial lake and stream; intermittent lake and stream	.....
Rapids, large and small; falls, large and small	.....
Submerged marsh; marsh; swamp	.....
Land subject to controlled inundation; woodland	.....
Scrub; mangrove	.....
Ocean; viewpoint	.....

Zone 19
① 523509/4694900
② 323400/4693980

Zone 19
323340
4693350



FRESH AND ANGLING 42071-C1-TM-025
CAMBRIDGE (MIDDLESEX) MA

Boston South

MASSACHUSETTS
METRIC MAPS SYST. OF GREATER BOSTON
1:25,000-scale metric
topographic map

Map 2
18 2

7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

U.S. GEOLOGICAL SURVEY
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 dated 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.

To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 meters east as shown by dashed corner ticks. There may be private inholdings within the boundaries of the National or State reservations shown on this map.

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

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
5	16.4041
10	32.8081
20	65.6162
30	98.4243
40	131.2324
50	164.0405
60	196.8486
70	229.6567
80	262.4648
90	295.2729
100	328.0810

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

DECLINATION DIAGRAM
MAGNETIC NORTH
TRUE NORTH
284 MILES
1" = 1 MILE

ADJOINING MAPS

1	2	3
4	5	6
7	8	

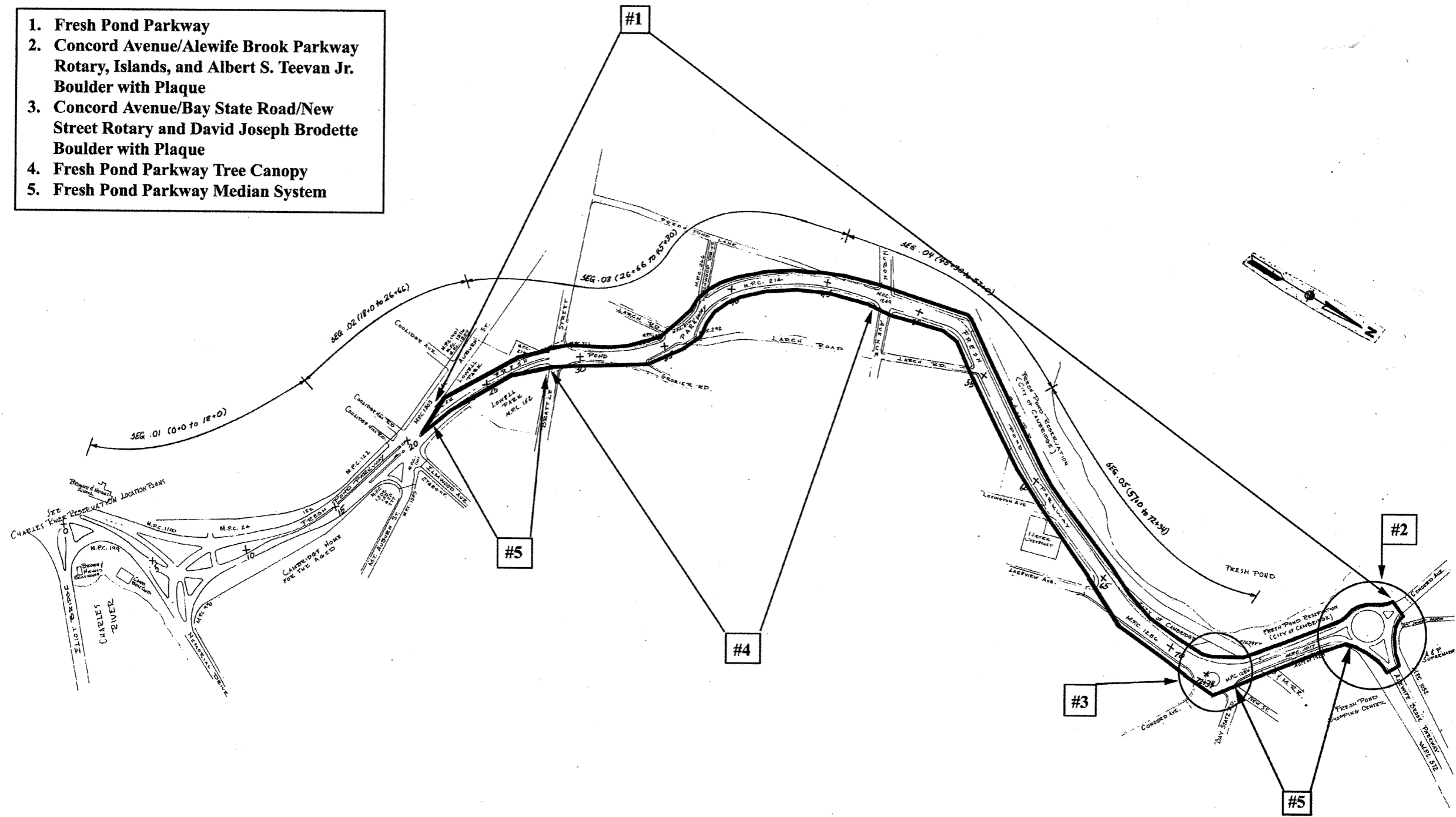
1 Maynard
2 Boston North
3 Lynn
4 Framingham
5 Hull
6 Melrose
7 Norwood
8 Weymouth

ISBN 0-607-00135-6
9 780607 001358


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
Bridges: drawbridge
Footbridge: overpass; underpass
Build-up area: only selected landmark buildings shown
House; church; school; large structure
Boundary:
National, with monument
State
County, parish, census
Civil township, precinct, district
Incorporated city, village, town
National or State reservation; small park
Land grant with monument; forest section center
U.S. public lands survey: range, township, section
Range, township, section line: location approximate
Fence or field line
Power transmission line, located tower
Dam; dam with lock
Cemetery; grave
Campground; picnic area; U.S. location monument
Windmill; water well; spring
Mine shaft: prospect; adit or cave
Contour: national datum; vertical station; spot elevation
Contours: index; intermediate; supplementary; depression
Distorted surface: strip mine, lava, sand
Soundings: depth curve
Recreational 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
Scribble; mangrove
Orchard; vineyard

1. Fresh Pond Parkway
2. Concord Avenue/Alewife Brook Parkway Rotary, Islands, and Albert S. Teevan Jr. Boulder with Plaque
3. Concord Avenue/Bay State Road/New Street Rotary and David Joseph Brodette Boulder with Plaque
4. Fresh Pond Parkway Tree Canopy
5. Fresh Pond Parkway Median System



STATION AND SEGMENT PLAN:
FRESH POND PARKWAY

COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSION			
PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN UPPER DISTRICT DIVISION			
FRESH POND PARKWAY - # 605			
 Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/783-7000			
DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. UD-3	
DRAWN BY NBF	SCALE NOT TO SCALE		
CHECKED BY VAG	SHEET OF 50 50	JOB NO. 1120	

51789X



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



November 16, 2004

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:

Fresh Pond Parkway, Cambridge (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 Cambridge were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

We request expedited review of this nomination.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure