



1471

**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 Winthrop Parkway, Metropolitan Parkway System of Greater Boston

other names/site number Same

2. Location

street & number Winthrop Parkway not for publication

city or town Revere vicinity

state Massachusetts code MA county Suffolk County code 025 zip code 02151

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 12/2/03
Signature of certifying official/Title Cara H. Metz, Executive Director Date
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

Date of Action

for Edson H. Beall 1/21/04

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

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

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

Number of Resources within Property

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

Contributing	Noncontributing	
0	0	building
0	0	sites
3	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings

Narrative Description

See Section 7 Continuation Sheet

United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

Winthrop Parkway
Revere (Suffolk), MA
Metropolitan Parkway System of Greater Boston MPS

Section number 7 Page 1

DESCRIPTION

Winthrop Parkway, located along the north shore of Massachusetts Bay in the city of Revere, Massachusetts, is one of eight ocean parkways in Boston's Metropolitan Park System. Like all of the ocean parkways under the aegis of the former Metropolitan District Commission (MDC), the adjacent beach and ocean views have an integral connection with the parkway and are the primary reason for its existence. (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 waters of Massachusetts Bay dominate the views to the east/northeast, while Belle Isle Marsh, the last saltmarsh in Boston, is visible to the west/southwest. Winthrop Parkway, approximately three-quarters of a mile in length, is broken into two segments for the purposes of this nomination: a connecting segment and a shoreline segment. Winthrop Parkway's northwestern terminus is located just south of Eliot Circle in Revere, and its southeastern terminus is at the Winthrop/Revere line, after which the road becomes Revere Street-Crest Avenue. The road is discussed, from north to south, in two segments.

Winthrop Parkway, Segment One - Eliot Circle to Leverett Avenue

The northwestern terminus of **Winthrop Parkway, Segment One (#1 on the data sheet)**, is located just south of Eliot Circle, a traffic rotary where Revere Beach Parkway, Bennington Street-State Road, Revere Beach Boulevard, and Winthrop Parkway all converge. The southern terminus of the segment is located at the intersection of the parkway and Leverett Avenue. This connecting segment, which is less than one half mile in length, travels through the Beachmont residential neighborhood that consists primarily of one- to two-story, mid- to late-twentieth century wood-frame and brick residences. Houses stand at a consistent setback of about 25 feet from the outer edge of the roadway. Broad Sound Avenue, a looping, primary road through the residential neighborhood on the eastern side of the parkway, intersects the segment at two points: at its northern end, Broad Sound Avenue intersects approximately 500 feet from Eliot Circle; and at its southern end, less than 200 feet north of the Leverett Avenue intersection. Two DCR-owned pocket parks are also located along this stretch of roadway. The first, located at the northern intersection of Broad Sound Avenue and Winthrop Parkway, is triangular in shape and features turf with mature trees, ornamental shrubs, flowerbeds, benches, and cobra-head lighting. The other, Leverett Avenue Park, is located at the intersection of Leverett Avenue and Winthrop Parkway just before the roadway begins to leave the Beachmont neighborhood and parallel the shore. This park gently slopes with the topography at Leverett Avenue and features ornamental fruit trees and shrubs, flowerbeds, cobra-head lighting, and a late 20th century wood-frame pavilion with two wooden picnic tables.

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**Winthrop Parkway
Revere (Suffolk), MA
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The parkway alignment, which runs southeasterly in this connecting segment, is gently curving and level. Two 14-foot-wide lanes travel one in each direction with no median in between. Informal parking is permitted intermittently along the southbound lane. The curbs are vertical granite, and there are curb cuts associated with most of the residences. Sidewalks, typically bituminous concrete and four to six feet wide, line both sides of Segment One for most of its length. Narrow turf strips with intermittent deciduous trees line the outer edges of the parkway in most places along this segment. Occasionally, particularly in front of the parks, the planting strip is eliminated and the sidewalk abuts the curb of the road directly. The overall feel of this segment is that of a pleasant, tree-lined, residential road. Views are consistently along the corridor itself, with no long-distance views. The boundary in this area is visually defined by the trees and sidewalks and corresponds to the backs of the sidewalks or ten feet on either side of the roadway.

Winthrop Avenue, Segment Two – Leverett Avenue to the Revere/Winthrop line

Leverett Avenue marks the transition to **Winthrop Parkway, Segment Two (#2 on the data sheet)**, and there is a dramatic change in character between this segment, which is that of an ocean parkway, and the first segment described above. Segment Two, just under a quarter mile in length, travels adjacent to the shore and is separated from the beach area by only a sidewalk and a seawall. Near-distance views to the east, limited in certain sections by the four-foot height of the seawall, are of the rocky shore, Short Beach (straddling the Revere/Winthrop line), and several stone jetties extending into the ocean. In the medium distance are dramatic views of Nahant and Little Nahant to the northeast, the high-rise apartments of Revere Beach to the north, and Winthrop Highlands to the southeast. Far-distance views are of Massachusetts Bay. Views to the west are along the corridor near the northern end of Segment Two. At the southern end of the segment, near-distance views are of Winthrop Avenue, Belle Island Reservation, and Belle Island Inlet. Medium-distance views are limited to Logan Airport. The Boston skyline can be seen in the far distance. For Segment Two, the west, or inland, side is discussed first, followed by the east, or ocean, side.

On the inland side of the road, particularly near the northern end of this segment, there are pockets of late nineteenth and early to late-twentieth century residences. Houses in this segment are typically larger than in Segment One and are two to four stories in height. Most are set about 10 feet above the road and are separated by a retaining wall from the roadway, which consists of two 14-foot-wide lanes that travel in either direction with no median. There are no sidewalks or curbs along the west side of the roadway in Segment Two, with only one exception, near the northernmost point of the segment, where the setback and retaining wall have been entirely eliminated and several houses are set immediately at the road; here, the houses are buffered from the southbound lanes by a granite curb. Residential development ceases

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Winthrop Parkway
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along the west side of the roadway as it approaches Belle Island Reservation near the southern terminus of the parkway. At this point, views to the west open up beyond the corridor itself to Belle Island, the Belle Island Inlet, Logan Airport, and the Boston skyline.

On the ocean side of the shoreline segment, Winthrop Parkway is bordered by a granite curb, sidewalk, and concrete retaining wall. Both the retaining wall and sidewalk are set upon a concrete seawall. The retaining wall varies in height from approximately six feet near the northern end to four feet along the remainder of the parkway. The sidewalk is generally six feet in width, but it widens at certain points where there are lookouts toward the shore and beyond. Periodic breaks in the seawall provide access to the beach via stairs. This configuration is consistent along the entire length of the east side of Segment Two. Views looking northeast from the ocean side of the road include the adjacent shore at Short Beach as well as medium-distance views of the Beachmont neighborhood and Rocky Beach (Revere). Facing southeast, views include Short Beach, Winthrop Highlands, and long-distance views of Massachusetts Bay.

Also part of the Winthrop Parkway nomination are the **Winthrop Parkway Tide Gates (#3 on the data sheet)**, located on either side of the parkway near Leverett Avenue. These gates control the flow of water coming from Belle Isle Inlet and its outlet, Short Beach Creek. Several houses are built atop this structure along the west side of the road. While it is not known exactly what year the gates were added to the parkway, this feature shows on MPC plans as early as 1946 and is, therefore, considered a contributing element of this nomination.

Archaeological Description

While no ancient Native American sites have been identified within the boundaries of the Winthrop Parkway, sites may be present. One site is recorded in the general area (within one mile), a site density that is likely the result of underreporting for this region. Early historic settlement dating from the 17th century and 19th century residential development may have reduced the potential for late 19th and 20th century collector activity in this area. Environmental characteristics indicate a high potential for the presence of ancient Native American sites in the Winthrop Parkway locale. The parkway corridor intersects several well-drained, level to moderately sloping terraces and other shoreline areas along its route. The entire parkway lies within 1000 feet of Broad Sound, part of Massachusetts Bay.

Environmental characteristics and historic sources also indicates a high potential for the presence of historical archaeological sites on the vicinity of the parkway corridor. First Period settlement and coastal development,

(continued)

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**Winthrop Parkway
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particularly during the 19th and 20th-centuries, indicates the potential for locating 17th through 20th-century domestic, agricultural, industrial and commercial sites throughout the area.

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 American and historic within the nominated parkway area is low. Construction of the four-lane parkway corridor in the early 20th century would have had an adverse effect on any archaeological resources that may have been located in the right-of-way. Grading, paving and construction of sidewalks, curbs, planting strips, utilities, and tide gates, where they exist 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)

Winthrop Parkway

Name of Property

Suffolk 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

Areas of Significance

(Enter categories from instructions)

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

Period of Significance

1895-1956

Significant Dates

1909-1919: Winthrop Parkway constructed
circa 1940: tide gates built

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers

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 # _____

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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**National Register of Historic Places
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**Winthrop Parkway
Revere (Suffolk), MA**

Metropolitan Parkway System of Greater Boston MPS

Section number 8 Page 1

SIGNIFICANCE

Winthrop Parkway, located along the north shore of Massachusetts Bay, makes up nearly three quarters of a mile of roadway in the Metropolitan Parkway System of Greater Boston. First proposed as a link between the Revere Beach Reservation in Revere and the Winthrop Shore Reservation in Winthrop, Winthrop Parkway is significant as one of the oldest parkways designed for the Metropolitan Parks Commission (MPC) by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers. Prior to the construction of Winthrop Parkway in 1909, there was no direct link along the southern Revere and northern Winthrop shorelines to connect the Revere and Winthrop Beach Reservations. While Winthrop Parkway does not actually extend to the Winthrop Beach Reservation as was originally proposed, it joins with a municipal road at the Revere/Winthrop town line that completes the link. Also known today as State Route 145, Winthrop Parkway is primarily significant as an ocean parkway. Like Revere Beach Parkway to the north and Winthrop Shore Drive to the south, Winthrop Parkway clearly reflects the principles of public ownership, control, and access essential to an ocean parkway, as outlined by Charles Eliot. It was the last stretch of ocean property to be acquired for public use in Revere. Winthrop Shore Drive possesses integrity of location, design, setting, materials, workmanship, feeling, and association and is an excellent example of an ocean parkway in Boston's Metropolitan Parkway system. 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 Winthrop Parkway is 1895, the date that planning began for the parkway, to 1956.

As early as 1895, the MPC proposed an extension of the seashore reservation and parkway south from Eliot Circle at Revere Beach to Great Head (now Winthrop Head) at the southern end of Winthrop Beach in Winthrop. Neither Revere Beach Parkway nor Winthrop Shore Drive had yet been built, although both reservations had already been established. Plans and studies for the connector between the two reservations were prepared from 1895 to 1898, but these plans were put aside for the next seven years as the MPC focused on building Revere Beach Parkway to the north and Winthrop Shore Drive to the south. Both of these roads were being built from pre-existing roads. Winthrop Parkway, however, would have to be built on new alignment, requiring the acquisition of various parcels of land along the southern Revere seashore, much of which was owned by the Boston, Revere Beach and Lynn Railroad. In 1905, the railroad contributed a stretch of land between Eliot Circle and Leverett Avenue in Revere to the MPC, allowing the construction of the first section of Winthrop Shore Drive. This section, Segment One for the

(continued)

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Continuation Sheet **Winthrop Parkway
Revere (Suffolk), MA
Metropolitan Parkway System of Greater Boston MPS**

Section number 8 Page 2

purposes of this nomination, was constructed four years later through Beachmont, a modest residential neighborhood in Revere.

In 1914, the MPC proposed to extend Winthrop Parkway toward the southern end of Short Beach near the Revere/Winthrop town line. This portion of the roadway, Segment Two, would directly parallel the adjacent shoreline for less than one half mile. Authorization for this extension was given in 1915. A year later, land takings had begun to make way for the extended parkway. Seven parcels of land along the southern Revere shoreline between Endicott Avenue (just south of Leverett Avenue) and Revere Street would be required to build the road. Winthrop Parkway was built in segments as the lands came into MPC possession. By 1919, the roadway was finished between Endicott and Revere Streets and construction had begun on a seawall along the outer edge of the parkway to the east. Changes to the parkway from 1919 to the 1940s were generally limited to the resurfacing of the road and repairs to the adjacent seawall by the MPC's successor, the MDC.

Beginning in 1940, discussions resumed to extend the roadway from its southern terminus at the Revere/Winthrop town line at Revere Street to Sewall Avenue near Grover's Cliffs, a promontory in Winthrop Highlands. However, the road that connects the two parkways, Revere Street-Crest Avenue, was never acquired as MDC property. MDC annual reports and historic plans show that Revere Street-Crest Avenue has always been the primary connector between Winthrop Parkway and Winthrop Shore Drive. The Revere/Winthrop town line remains the southern terminus of Winthrop Parkway, at which point the parkway becomes Revere Street.

In 1946, Winthrop Parkway was widened from 30 feet to its current width of 34 feet through the Beachmont neighborhood. Many of the houses in Beachmont date to the post-World War II era, and it is likely that the widening of the road was to allow room for parking for residents of the growing neighborhood. It was in this same year that MDC plans began to show the tide gates located near Leverett Avenue. It was not known in what year they were built.

(end)

)

Winthrop Parkway
Name of Property

Suffolk County, Massachusetts
County, State

10. Geographical Data

Acreage of Property approx. 3.5 acres

UTM References

1. 19 Zone	336220 Easting	4696100 (Northern Terminus at Eliot Circle) Northing
2. 19 Zone	336860 Easting	4694920 (Southern Terminus Winthrop/Revere Line) Northing

Verbal Boundary Description and Justification

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 November 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 or FPO for any additional items)

Property Owner

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

name Commonwealth of Massachusetts, Dept. of Conservation & Recreation, DUPR

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
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National Register of Historic Places Winthrop Parkway
Continuation Sheet Revere (Suffolk), MA
Metropolitan Park System of Greater Boston MPS

Section number 10 Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

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

Winthrop Parkway, Segment One: The northwestern terminus of Segment One corresponds to a line of convenience drawn at the southern edge of the outer perimeter of Charles Eliot Memorial Circle (part of the Revere Beach Parkway nomination) in Revere. The southern terminus of Segment One corresponds to a line of convenience drawn east across the parkway from the southwestern corner of Leverett Avenue where it intersects the parkway in Revere.

Winthrop Parkway, Segment Two: The northern terminus of Segment Two corresponds to a line of convenience drawn east across the parkway from the southwestern corner of Leverett Avenue where it intersects the parkway in Revere. The two segments of the parkway adjoin one another. The southern terminus of Segment Two corresponds to a line of convenience drawn across the parkway from east to west at the Revere/Winthrop Town line. The parkway terminates at the northern side of this line.

(end)

	A	B	C	D	E	F	G	H	I
1	Winthrop Parkway								
2	Revere, Massachusetts								
3	District Data Sheet								
4	#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
5	#1			Winthrop Parkway, Segment One	Revere	Connecting Parkway segment located between Charles Eliot Circle and Leverett Avenue	1909-1916	C	Structure
6	#2			Winthrop Parkway, Segment Two	Revere	Ocean Parkway segment located between Leverett Avenue where it connects with Segment One and the Revere/Winthrop town line.	1909-1916	C	Structure
7	#3			Winthrop Parkway Tide Gates	Revere	Located on the northeast and southwest sides of Winthrop Parkway, Segment Two immediately south of Leverett Avenue.	ca. 1946	C	Structure

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Winthrop Parkway, Metropolitan Parkway System of Greater Bos
NAME: ton

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 12/09/03 DATE OF PENDING LIST: 1/06/04
DATE OF 16TH DAY: 1/21/04 DATE OF 45TH DAY: 1/22/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03001471

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 1/29/04 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



Winthrop Parkway
Revere, Massachusetts
Photo #1

NO. 30 Y019 © BN
0037 37 N N N-9 NN AC-03 GR08 2101/100



1. 336220
469600

2. 336860
4694920

WINTHROP PARCOWAY
REVERE (SUFFOLK), MA

Lynn MASSACHUSETTS

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

GEOLOGICAL SURVEY

1997

Produced by the United States Geological Survey
Derived from imagery taken 1978 and other sources. Photoinspected using imagery taken 1997; no major culture or drainage changes observed. Survey control current as of 1979.

North American Datum of 1927 (NAD 27). Projection and 1000-meter grid. Universal Transverse Mercator, zone 19
10 000-foot ticks: Massachusetts coordinate system, maintained 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 Geodetic Survey NADCON software.

Selected hydrographic data compiled from NOS charts, 13270, 13271 (1982), 13275, and 13276 (1981). This information is not intended for navigational purposes.

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

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 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 2.7 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	MAGNETIC DECLINATION		1	2	3
1	3.2808			1	2	3
2	6.5617			4	5	6
3	9.8425			7	8	
4	13.1234					
5	16.4042					
6	19.6850					
7	22.9659					
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

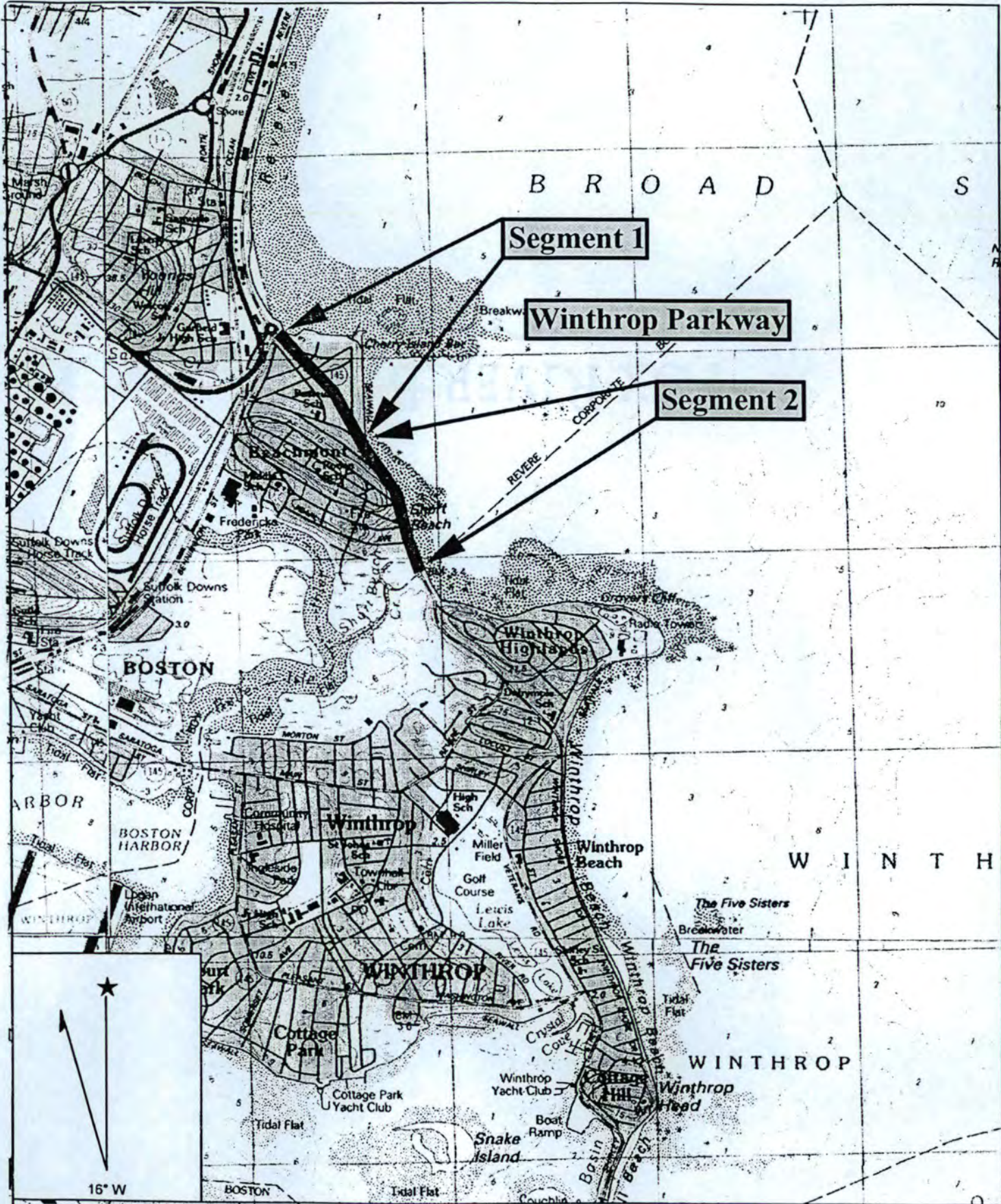
UTM grid convergence (E-W) and magnetic declination (M-D) at center of map. Diagram is approximate.

ISBN 0-1607-8588-8
9 780607 858889

Topographic Map Symbols

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

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



Segment 1

Winthrop Parkway

Segment 2

BOSTON

W I N T H

Winthrop

WINTHROP

WINTHROP

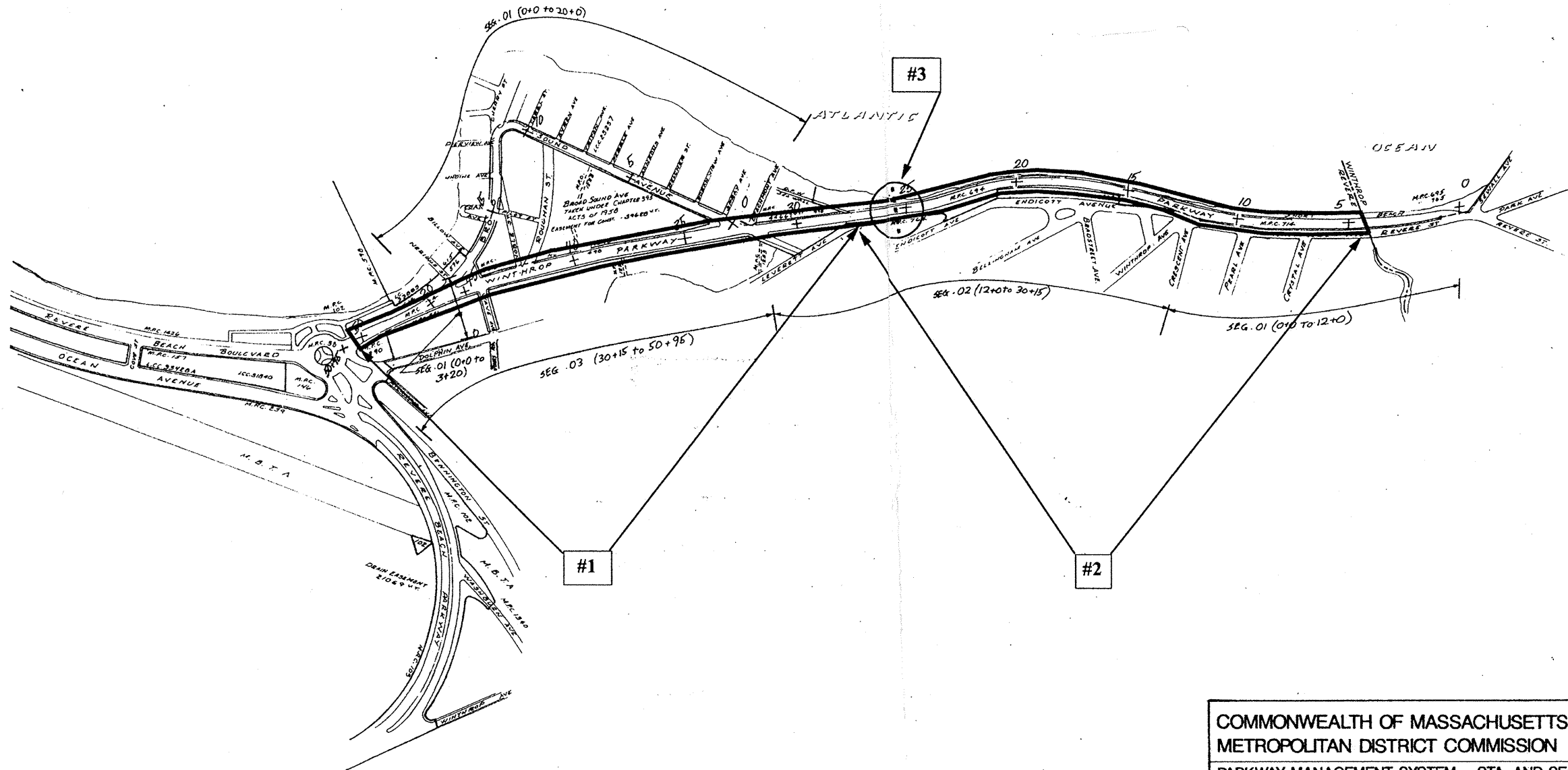
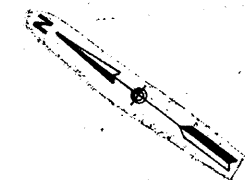


Name: LYNN
 Date: 9/11/2002
 Scale: 1 inch equals 2000 feet



Location: 042° 23' 24.1" N 070° 58' 34.2" W
 Caption: Winthrop Parkway
 Revere, Winthrop, Massachusetts

1. Winthrop Parkway, Segment One
2. Winthrop Parkway, Segment Two
3. Winthrop Parkway Tide Gates



**STATION AND SEGMENT PLAN:
WINTHROP PARKWAY**

COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSION			
PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN BEVERE BEACH DIVISION.			
BROAD SOUND AVENUE-#203 WAVE AVENUE-#222 WINTHROP PARKWAY-#202			
VH Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/783-7000		DESIGNED BY	DATE
		VAG	APRIL, 1986
		DRAWN BY	SCALE
		NBF	NOT TO SCALE
CHECKED BY	SHEET OF	DRAWING NO.	
VAG	11 OF 12	RB-2	
51762X		CHECKED BY	JOB NO.
		VAG	1120



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

December 3, 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:

Winthrop Parkway, Revere (Suffolk), MA
Metropolitan Park System of Greater Boston (Parkways) MPS

The nomination was voted eligible by the State Review Board and been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

We request 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