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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 Blue Hills Reservation Parkways, Metropolitan Park System of Greater Boston

other names/site number Same

2. Location

street & number Multiple (see Section 2 Continuation Sheet) SA N/A not for publication

city or town Braintree, Canton, Milton, Quincy N/A vicinity

state Massachusetts code MA county Norfolk County code zip code 02184, 02121, 02186, 02169

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, for

6/24/03

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

Patrick Andrews

Date of Action

8/11/2003

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**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number 2 Page 1

PARKWAY LOCATIONS

1. Blue Hill River Road (Two Segments)
 Segment One (from Washington Street - Canton Road to the Canton/Milton town line)
 Segment Two (from Hillside Street the northwestern terminus of Ponkapoag Trail and from Ponkapoag Trail to west of Randolph Road)
2. Chickatawbut Road, Braintree/Quincy (from Unquity Road to Willard Street)
3. Hillside Street, Canton/Milton (from the Canton/Milton town line to the northeastern edge of the Blue Hills Reservation)
4. Uniquity Road, Milton (from Canton Road to Hillside Street)
5. Wampatuck Road, Quincy (from Chickatawbut Road to Bunker Hill Road)
6. Green Street, Canton (from Royall Street to State Route 138)

(end)

JUN 30 2003

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
0	0	sites
10	0	structures
0	0	objects
10	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 MPS;Prehistoric and Historic Resources of the Blue Hills andNeponset River Reservations and Selected AreasMultiple Resource Nomination (NR 1980)**Number of contributing resources previously listed in the National Register**None**6. Function or Use****Historic Functions**

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreationLANDSCAPE – park, natural feature, conservation areaTRANSPORTATION – road related**Current Functions**

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreationLANDSCAPE – park, natural feature, conservation areaTRANSPORTATION – road related**7. Description****Architectural Classification**

(Enter categories from instructions)

N/A**Materials**

(Enter categories from instructions)

foundation N/Awalls N/Aroof N/Aother asphalt, concrete, granite, plantings, stone, wood**Narrative Description**

See Section 7 Continuation Sheet

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Blue Hills Reservation Parkway
Metropolitan Park System of Greater Boston MPS
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DESCRIPTION

The Blue Hills Reservation Parkway are ten miles of interconnected roads that provide vehicular access to the Blue Hills Reservation, the largest park in the Boston regional park system administered by the Metropolitan District Commission (MDC). Comprised of five interconnected roads—Blue Hill River Road, Chickatawbut Road, Hillside Street, Unquity Road, and Wampatuck Road—and Green Street, which does not interconnect with the other roads and was added to the reservation in the 1940s, the Blue Hills Reservation Parkway are primarily internal park roads that travel through a thick second-growth forest in Braintree, Canton, Milton, and Quincy in Norfolk County, Massachusetts. The Blue Hills Reservation Parkway offer direct connections to two MDC parkways, Blue Hills Parkway and Furnace Brook Parkway (both of which are discussed in separate nominations), but their main design function is to make the Blue Hills Reservation accessible to the public. For the purposes of this nomination, the Blue Hills Reservation Parkway will be described in the following order: **Unquity Road, Hillside Street, Chickatawbut Road, Wampatuck Road, Blue Hill River Road** (considered in two segments), and **Green Street**.

The Blue Hills Reservation encompasses more than 7,000 acres of woodland and open fields in the towns of Braintree, Canton, Quincy, and Milton, and constitutes the largest protected open space in metropolitan Boston. One of the first acquisitions in the Metropolitan Park System, it contains forests, ponds, wetlands, a bog, and the Blue Hills, a landform visible from as far away as Nahant Beach Boulevard (discussed in a separate nomination) north of Boston. The tallest of these twenty-two hills, Great Blue Hill, is 635 feet above sea level, the highest point along the Atlantic Coast south of Maine. The reservation contains hundreds of varieties of trees, shrubs and wildflowers and is home to a great diversity of wildlife, some rare to Massachusetts. The 125 miles of trails include paths for hiking, biking, horseback riding, and skiing. The Blue Hills have been quarried by Native Americans for tools and arrowheads, and since 1825 have been the source of Quincy granite. Quarrying in the Blue Hills led to the construction of the nation's first commercial railroad in 1826. (The contiguous 22-acre Quincy Quarries Reservation, purchased by the MDC in 1985, preserves both of these sites.) Early settlers built homesteads and stonewalls, and the Civilian Conservation Corps built trails, roads, towers, and other structures in the reservation. The Blue Hills Reservation has more than 50 prehistoric sites and 15 historic structures listed in the National Register as part of the Prehistoric and Historic Resources of the Blue Hills and Neponset River Reservations and Selected Adjacent Areas Nomination (NR1980), and one National Historic Landmark, the Blue Hills Meteorological Observatory, which is listed individually (NHL1980).

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Unquity Road, Milton (Blue Hills Parkway to Hillside Street)

Unquity Road (#1 on the data sheet), originally designed as the southern half of the Blue Hills Parkway, is a 2.28-mile-long internal parkway. It begins at the southern terminus of the MDC's Blue Hills Parkway (considered in a separate nomination) on the south side of Canton Avenue, and continues southward through the reservation to its terminus at Hillside Street. Unquity Road ranges in elevation from 32 to 232 feet above sea level, and follows a hilly, curvilinear path southward through a long neck of the reservation. Along the northern half of the roadway, it follows an existing valley, paralleling a marshland and Pine Tree Brook, a wetland that flows northward through Pope's Pond in Milton to the Neponset. The southern half of the road corridor is hillier, as the roadway approaches Crossman's Pines and skirts the base of Hancock Hill.

Unquity Road is 30 feet wide, 15 feet northbound and 15 feet southbound. At its northern end, the pavement is bituminous concrete, with vertical granite curbing. Immediately south of Canton Avenue on the east side of the road is Blacksmith Road, entry to a neighborhood of early to mid-20th century two-story residences on short, winding, tree-lined streets. The Blue Hills Reservation begins just south of Blacksmith Road on the east. On the western side of the roadway, the reservation begins at Canton Avenue, where an asphalt sidewalk and a utility corridor (wooden poles, twelve electrical lines) follow the roadside south towards Ulin Rink (1954, 1966), a corrugated-block, gable-roofed MDC skating rink, flanked by a paved parking lot immediately to the south. The utility corridor ends at the rink, the curbing, and sidewalk at the parking lot.

South of Ulin Rink, the roadway is bordered at certain points along both sides of the road by a dirt shoulder (PHOTO #1). It briefly offers views across the marsh, before mature, second-growth woodland closes in on both sides, with glacial erratic boulders and occasional stone outcrops marking the landscape. After this point, views are primarily along the winding roadway corridor, unless otherwise indicated. The park road has no sidewalks or lights. Because of the narrowness of this corridor, few trailheads break the woods alongside the road. SS-type barriers on I-beam posts line some of the bends in the road.

Just south of Unquity Road's intersection with Harland Street, Unquity passes over the small concrete-arched granite-faced **Pine Tree Brook Culvert (#8 on the data sheet)** (PHOTO #2). In the vee formed south between Unquity and Harland, Pine Tree Brook has been dammed (1936) and forms a small pond. The brook passes through a concrete sluiceway before continuing under Unquity Road. The size and prominence of this 1904 "culvert bridge," extended in 1935, make it a contributing structure for the purposes of this nomination. There are several other less prominent culverts throughout the reservation

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that pass under the Blue Hills Reservation Parkways. While these culverts are not necessarily significant individually, they are considered significant character-defining features that contribute to the system. For the purposes of this nomination, these culverts will be classified as the **Blue Hills Reservation Culvert System (#9 on the data sheet)**.

A fence of individual wooden posts protects this bend in the road. South of this corner, a dirt road leads to the west, an access road to the Sayre Reservation Day Camp, a Boy Scouts of America (Boston Council) property. Beyond this point, the road becomes hillier and more curvilinear. A small pullout provides parking for trailheads to Hemenway Hill and Hancock Hill. The road passes through wooded wetlands, with drainage ditches along the roadway corridor. The road finally passes through an intersection with the eastern end of Chickatawbut Road before terminating at Hillside Street, just north of the State Police barracks. Rather than meeting at a single point, Unquity Road, Chickatawbut Road, and Hillside Street meet in a large triangular configuration, a central circulatory hub for the reservation. This configuration is imperceptible when driving along these roads, but from an aerial perspective (as well as on the Station and Segment Plan that accompanies this nomination), the triangular space appears almost as a very large, wooded miter. This area is so large that it is considered a part of the reservation rather than as a traffic miter for the purposes of this nomination.

Hillside Street, Milton (Canton border to the Blue Hills Reservation border in Milton)

Hillside Street (#2 on the data sheet) is a 1.65-mile-long, curvilinear, relatively flat (ranging between 172 and 217 feet in elevation) parkway extending across the core of the Blue Hills Reservation, from the Canton municipal boundary to the reservation boundary in Milton. It serves as the administrative spine of the reservation, linking most of its public accommodations and historic structures. The parkway's western terminus corresponds to the Canton/Milton town line that also marks the eastern terminus for Blue Hill River Road, Segment One in Canton. When traveling across the Milton/Canton town line, these roads appear as one continuous parkway. Together they were the original Hillside Street, and connected Washington Street in Canton with Randolph Avenue in Milton before the establishment of the Blue Hills Reservation in 1893. East of the Blue Hills Reservation in Milton, the continuous roadway enters private property in Milton. Hillside Street from the reservation boundary east to Randolph Avenue is within the boundary of the National Register-listed Scott's Woods Historic District (NR1992). Because this portion of the roadway is located outside of the reservation, it is not covered by this nomination.

Through nearly all of its length, Hillside Street is a bituminous concrete-paved roadway 30 feet wide, with two 15-foot-wide travel lanes. Beginning at its western terminus at the Canton/Milton town line,

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Hillside Street travels as a border road along the southwestern edge of the reservation. To the north of the road are scattered stone outcrops and dense, second-growth forest, with limited views to the interior of the park. The north side of the road is undeveloped parkland and has no sidewalks or curbing. The south side of the road has curbs of vertically placed granite blocks but no sidewalks, planting strips, or parking. Beyond Hillside Street on the south side of the roadway, the utilities corridor that began on Blue Hill River Road continues, with electrical lines on wooden poles, the poles topped with cobra-head lighting fixtures.

To the south of Hillside Street at its beginning, Brookwood Farm in Canton is visible, accessible by a private road off Blue Hill River Road (and discussed below in connection with that road). Beyond Brookwood Farm on the south side of the road is a short grouping of houses, primarily two-story, comprising a low-density residential development. To the north of the road is a small gravel-surfaced pullout with lapped-rail wooden barriers, marking the trailhead for Wildcat Notch Path.

After its intersection with Blue Hill River Road, Segment Two, which runs southward toward Ponkapoag Road/I-93 Exit 3, Hillside Street fully enters the reservation and becomes an internal parkway for the rest of its length. Dense, second-growth forest with occasional outcrops continues along the northwest side of Hillside Street. The roadway features vertically placed granite curbs that gradually disappear on the north side. The prominent utilities corridor continues on the south side, with intermittent views through the trees to Houghton's Pond beyond.

Houghton's Pond is 24 acres in size and up to 42 feet deep, the largest body of water along these parkways. Named after a family of early settlers who farmed the area for generations, Houghton's Pond is a spring-fed kettlehole. Long the primary focus of public recreation in the Blue Hills Reservation, the highly developed area has a supervised swimming beach, stocked fishing, picnic sites, playgrounds, and ball fields, as well as an impressive collection of late-19th and 20th-century park structures. One of these, the Blue Hills Reservation Refreshment Pavilion, is individually listed on the National Register of Historic Places (NR1980). From Hillside Street, much of this recreational complex is readily visible, including the new visitor's center, bathhouse, and concession stand. There is a large paved parking lot with curbs of vertically placed granite block, and a newly designed granite-curbed walkway system welcomes visitors. From Houghton's Pond north to Chickatawbut Road, the setting is much more open, with the forest pushed back from the road corridor on both sides for buildings and open meadows.

Hillside Street turns northeastward at the Houghton Pond parking lot (PHOTO #3) and passes through the reservation headquarters complex. From the parking lot north almost to Chickatawbut Road, a wide

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trail/bridle path (Headquarters Path) parallels Hillside Street on the south and east. The buildings at the park headquarters are more a part of the roadway setting than those at Houghton's Pond (PHOTO #4), which are more clearly oriented to the pond and the reservation than to Hillside Street. The headquarters buildings line the north side of the street, probably to take advantage of the sun; a formerly cleared field now grown to weeds parallels the south side of the road. The buildings farthest south are now home to the Brian T. Broderick Mounted Unit. These include the unit's office, on a rise above the road, and the MDC Stable (1899, Stickney & Austin) (NR1980), almost directly adjacent to the road. A four-rail vinyl replica of a wooden fence fronts the buildings.

Just beyond the stable, north on a short access road, is the ca. 1900 Blue Hills Reservation Headquarters (NR1980), with the reservation police headquarters a bit to the northeast and closer to the road. Just around a bend in the road, on the north side, is the MDC Central Services complex, a 1937 WPA-built fieldstone and brick complex with a flat roof.

Hillside Street becomes hillier north of the headquarters complex, as it intersects first with the terminus of Unquity Road and then as it crosses Chickatawbut Road in an elongated-X intersection. Past Chickatawbut Road, Hillside Street has recently been rebuilt and was freshly blacktopped. This remainder of the road has a very different character than the rest of Hillside Street. It is very curvilinear and hilly, with no curbs but with narrow shoulders. Trees have been allowed to grow very close to the road here, not trimmed back as elsewhere (PHOTO #5). Intermittent lapped-rail wooden fences line the roadway. At the bottom of the hill, the road widens to allow pull-off access to Hillside Pond. For the purposes of this nomination, Hillside Street terminates at the eastern edge of the reservation immediately east of Hillside Pond. The portion of the roadway that continues east of the reservation is included in a separate nomination for the Scott's Woods Historic District.

Chickatawbut Road, Milton, Quincy, and Braintree (Unquity Road to Willard Street)

Chickatawbut Road (#3 on the data sheet), at 3.72 miles, is the longest road in the Blue Hills Reservation, as well as the hilliest, ranging from 100 to 361 feet in elevation, and the most scenic. The main east-west road in the Blue Hills Reservation, it passes through dense, mature second-growth forest. Views along Chickatawbut Road are almost entirely down its curvilinear corridor, except for Chickatawbut Overlook, the most extensive—and impressive—view from any park road in the Blue Hills Reservation. Although not built as one single road, Chickatawbut Road has achieved a unified look and feel.

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Chickatawbut Road begins at Unquity Road. Chickatawbut Road is uniformly 30 feet wide, with two 15-foot-wide travel lanes, and no sidewalks or lighting. Because Chickatawbut Road is heavily traveled, the MDC has painted it with a yellow center double line and white edge lines. At its beginning, Chickatawbut Road has rolled asphalt curbs on narrow shoulders, although these quickly become intermittent. In its first section, Chickatawbut Road passes through a mature deciduous and evergreen forest.

Shortly after it begins, Chickatawbut Road crosses Hillside Street and continues in a smooth, curvilinear path, with intermittent SS-type rails on I beams and wooden posts at the corners. Hillside Pond is visible in brief, filtered views to the north. Shortly after Hillside Street, Chickatawbut Road climbs steadily, past a 12-foot-high masonry retaining wall on the south side of the road constructed of smooth-faced large stones. Beyond the retaining wall, Chickatawbut Road passes through rock outcrops on both sides of the road. Various trailheads are indicated by informal dirt and gravel pullouts.

Past Forest Street, a municipal road that intersects Hillside Street outside the reservation, just west of Harland Street, Chickatawbut Road becomes a border road—in fact, this segment was initially named “Border Road.” The late 20th-century development to the north of the road here is not very dense and is well screened by woodland and unpainted picket fences.

At Randolph Avenue, the MDC has lined the intersection with boulders to keep cars off the turf. Randolph Avenue has the most extensive MDC signage of any entry, with modern MDC signs announcing the Blue Hills Reservation and Chickatawbut Road. Modern metal pivoting double-rail gates allow the MDC to close both entries to Chickatawbut Road during inclement weather. Granite block rumble “announcing” strips, a 1970s feature of the roadway, in the lanes entering the park serve to alert drivers to the slower speeds required on the park roads, most of which are posted for 35 miles per hour (PHOTO #6).

Just beyond Randolph Avenue, on the south side of the road, the MDC has built a parking pad with a lapped-rail fence just west of the locking gates to accommodate winter parking. Also leading off this parking lot is Braintree Pass Path, an MDC fire road. Locking metal gates and side SS-type barriers keep unauthorized vehicles from using this road.

Eastward past the Randolph Avenue entry, a cement drainage gutter lines the road to the south as it climbs along the flank of Chickatawbut Hill. A paved road leads off to the south to the Chickatawbut Outdoor Education Center, operated by the Audubon Society, which includes a decommissioned Nike missile-launching complex.

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Shortly beyond this road, Chickatawbut Road passes through the Chickatawbut Overlook, a spectacular park setting built by the Civilian Conservation Corps. From this vantage point on the north flank of Chickatawbut Hill, visitors can see all of downtown Boston and much of Boston Harbor, framed between two wooded hillsides, without leaving their automobiles (PHOTO #7). To the south of the Overlook, a stone staircase leads up, in several easy flights, through a terraced park (with stone retaining walls) to the Chickatawbut Overlook Tower, a structure listed individually in the National Register (NR1980). Mature park trees form a canopy over the turf hillside.

An ornamental stone masonry wall, composed of large, evenly spaced single boulders bound together and topped with smaller cut stones, borders the Overlook on the north side of Chickatawbut Road. Between the road and the wall is an asphalt walkway pad, with a coin-operated telescope. Wooden lapped-rail fences augment the wall.

The roadway here contains numerous modern roadway engineering elements. Traffic calming features include a narrowed roadway, granite-block rumble strips in the lanes entering the overlook area, and again on both sides of the pedestrian crosswalk (here as wide as the roadway). Wooden posts and locking single-rail pivot traffic gates allow winter access to the overlook from the eastern end of the park, but allow the MDC to restrict through traffic. To the east of the Overlook and crosswalk, the road widens out into parking on both sides.

Beyond the Chickatawbut Overlook, Chickatawbut Road gradually descends to the Blue Hills Reservoir (PHOTO #8). The roadway offers views of the reservoir lake before descending along the face of the stone reservoir dam (PHOTO #9). The top of the dam is lined with black chain-link fence to discourage public use. Boulders, SS rail barriers, and SS-type rails on I-beam posts line the road on both sides to discourage vehicles from stopping. At the eastern end of the reservoir, north of the road, a stone-lined drainage channel, part of the Blue Hills Reservation Culvert System, leads north toward Pine Tree Brook. A utility corridor breaks through the forest and climbs the side of the dam face to the single-story waterworks building. The waterworks building is serviced by an access road curving up the face of the dam, with a single-rail swinging pivot locking traffic gate to discourage public access.

East of the Blue Hills Reservoir, Chickatawbut Road curves to the north to direct exiting traffic onto Wompatuck Road, and vehicles must turn off the main road to continue on Chickatawbut Road. Beyond Wompatuck Road, Chickatawbut Road narrows and quickly descends nearly 120 feet in elevation to Granite Street/State Route 37 in Braintree, just north of its intersection with I-93. The relatively straight road down offers views of Quincy neighborhoods and Pine Hill Cemetery to the north. A short access

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road to the south, built in 1979, connects with Wood Road in Braintree, along the corridor of the former Purgatory Road. Beyond this corner, the road passes over a small stone culvert (part of the Blue Hills Reservation Culvert System) with a stone-lined stream channel, presumably for a branch of Belcher Brook, before passing through the entrance gates and intersecting with Granite Street. A small miter splits the roadway at Granite Street. Beyond Granite Street, the setting is a highly developed modern business/commercial strip, including Braintree Hill Office Park.

The Braintree entrance to the reservation is distinguished by the **Chickatawbut Road Entrance Gates (#10 on the data sheet)**, completed by the Works Progress Administration in 1939 according to the designs of Arthur Shurcliff. On either side of the roadway, 10-foot-high masonry piers rise, anchoring a one-foot-thick sidewall (PHOTO #10). The wall is broken to allow the passage of an entrance walk. The wall resumes beyond the walk, with a set of 8-foot piers and a 3-foot stonewall. The walls are composed of shaped fieldstone and cut blocks, and the piers and walls are topped with 3-inch beveled mortared caps. The walls flare eastward at their ends, framing the entry (PHOTO #11). Immediately to the west of the Chickatawbut Road Entrance Gates, a pair of modern swinging pivot gates allows the MDC to close this entrance in inclement weather. Curbs consisting of vertically placed granite blocks line the roadway here. The Chickatawbut Road Entrance Gates, built specifically to enhance Chickatawbut Road, are a contributing structure in this nomination.

Wampatuck Road, Quincy (Chickatawbut Road to Bunker Hill Lane)

Wampatuck Road (#4 on the data sheet) is a one-mile-long internal road, beginning at its intersection with Chickatawbut Road (PHOTO #12), winding northeastward through the reservation, and ending at Furnace Brook Parkway (which is discussed in a separate nomination for Furnace Brook Parkway). This sinuous 30-foot-wide roadway, with two 15-foot lanes, travels down the flank of the Blue Hills through dense second-growth forest and alongside picturesque St. Moritz Pond to the edge of the reservation, where it connects with Furnace Brook Parkway at the southern edge of a residential neighborhood of small one- to two-story houses. The elevation of the roadway varies from 71 to 235 feet in elevation.

Wampatuck Road, like most other reservation roads, has no sidewalks or lighting. However, it does have a 6-foot-wide bituminous-concrete pedestrian or bridle trail along the east side of the roadway. The eastern side of the roadway also has curbing, with sloped granite blocks, giving way to Belgian blocks as the roadway winds northward (PHOTO #13). As is generally the case in the Blue Hills Reservation, the

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curbing seems a later addition to the roadway, designed to help with erosion control on steeper grades. Cement-lined drain channels accompany this stretch of the roadway on the west, as well as spaced boulder barriers to discourage roadside parking. Several small gravel pullouts are available, however, at the trailheads for Rattlesnake Hill and Crag Foot Path.

The formal entry for Wampatuck Road is the St. Moritz Pond area. St. Moritz Pond is a picturesque MDC skating pond with a carpeting of water lilies. Shea Rink and the active recreational facilities on the other side of the pond are almost entirely screened by its wooded banks. An informal picnic area marks the north edge of St. Moritz Pond. North of the pond, Wampatuck Road has a modern pivoting bar gate that allows the MDC to close the road to vehicular traffic in inclement weather.

Traveling northeast toward the northeastern border of the reservation and Furnace Brook Parkway, the roadway intersects with Bunker Hill Lane, the MDC-managed access road to the Quincy Granite Railway Site, which is listed as an individual property on the National Register of Historic Places (NR1973).

Wampatuck Road has traditionally ended at the edge of the Blue Hills Reservation, according to historic MDC maps, where it becomes Furnace Brook Parkway. Furnace Brook Parkway briefly acts as a border road to the Blue Hills Reservation before swinging northward. Because Furnace Brook Parkway was disrupted by the construction of the Southeast Expressway/I-93 (1954-1959), the historic link between the two MDC roads has been affected. For the purposes of this nomination, the northeastern terminus of Wampatuck Road is the north edge of its intersection with Bunker Hill Lane.

Blue Hill River Road, Segment One, Canton (Washington Street/State Route 138 to the Canton/Milton town line)

Blue Hill River Road, Segment One (#5 on the data sheet) is a wide, two-lane undivided border parkway that travels from its western terminus at Washington Street/State Route 138 in Canton to its eastern terminus at the Canton/Milton town line. This .48-mile-long parkway is also known as Blue Hill Street. This segment of Blue Hill River Road was originally part of Hillside Street before the establishment of the Blue Hills Reservation in 1893. Although it is not contiguous with the second segment of Blue Hill River Road, it connects directly with it through a short stretch of Hillside Street.

Blue Hill River Road, Segment One, begins at Washington Street in Canton; west of Washington Street, the road is named Royal Street. This segment of Blue Hill River Road is a border road to the Blue Hills Reservation. To the north of the road are scattered stone outcrops and dense second-growth forest,

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limiting views to the interior of the park. The roadway travels at a relatively constant elevation, between 146 feet and 190 feet above sea level, compared to other parkways within the Blue Hills Reservation. Although the ca. 1885 Blue Hills Meteorological Observatory (NHL1989) and the Eliot Tower (NR1980) are relatively close by, atop Great Blue Hill, they are not visible from the roadway.

Blue Hill River Road, Segment One, is a bituminous-concrete roadway 30 feet wide, with curbs of vertically placed granite block. The north side of the road is all undeveloped parkland and has no sidewalks. The south side of the road has a new cement sidewalk adjacent to the roadway, which quickly gives way to an older bituminous-concrete sidewalk behind a two-foot-deep planting strip. Beyond the sidewalk is a relatively tall and thick stone wall, which plans show was in existence at the time of the 1927 road widening project, along with a grove of fruit and nut trees, when this corner was occupied by a farmstead. This side of Blue Hill River Road, Segment One, also is a prominent utilities corridor, with fire hydrants and ten strands of electrical lines on wooden poles, the poles topped with cobra-head lighting fixtures.

The setting for the south side of the road is generally open countryside. At a break in the stone wall behind the grove is Trinity Episcopal Church (shown as having replaced the farmstead on a 1954 plan), with a large parking lot on its east side and three outlet driveways through the stone wall to Blue Hill River Road, Segment One (PHOTO #13). The setting on the south side of the road beyond the church remains relatively open, as the road passes Mares Field, a horse ranch with an open meadow and trotting park, and the Meditech Corporation office complex, a low-rise, late 20th-century complex set well back from the road. Both the ranch and the corporate offices share a manicured turf front lawn, lined with a picturesque three-rail fence, a vinyl replica of post and rail.

On a private road on the south side of Blue Hill River Road, Segment One, just west of the Canton/Milton town line, is Brookwood Farm, a recent MDC acquisition (NR1980). A loop lane serves the farm; beyond the farm buildings on a rear loop is an MDC Conference Center. The farmstead itself is mostly open meadows with scattered small groves of deciduous trees, and a complex of farm structures.

Blue Hill River Road, Segment One, ends at the western edge of the Canton/Milton town line. Hillside Street continues east of this town line along the southern edge of the reservation.

Blue Hill River Road, Segment Two, Milton (Hillside Street to rotary southeast of Houghton's Pond)

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Blue Hill River Road, Segment Two (#6 on the data sheet), a .87-mile-long roadway, appears today to be two distinct roads, although historically it was a single road with a jog. Blue Hill River Road, Segment Two, runs south from its intersection with Hillside Street as a border road, then turns west and enters the Blue Hills Reservation as an internal road, ending in a small rotary southeast of Houghton's Pond. This segment borders Houghton's Pond to the west and south and is unified by its filtered, intermittent views of the pond through mature second-growth forest.

The first half of this segment is a flat, straight border road. It travels from Hillside Street southeast to Ponkapoag Trail (a short stub of a road that serves as the access and overpass for I-93, Exit 3), and then turns east. The roadway ends at a small rotary near Houghton's Pond. The first half of the road, which borders the reservation, is slightly wider than the rest of Blue Hill River Road, Segment Two. It is approximately 32 feet with 16-foot-wide travel lanes. A utility corridor on the west side of the road serves the residences, the utility poles topped with cobra-head lights (PHOTO #14). The setting here is one- to two-story mid- to late-20th century residential on the west side of the road (and briefly on the east, near Hillside Street, where a couple of houses remain, surrounded by park). The road crosses over the Blue Hill River by way of a modern culvert without side rails.

The internal road portion of Blue Hill River Road, Segment Two, is reached by turning east along the roadway at Ponkapoag Trail. A 1947 map shows that prior to the insertion of the Yankee Division Highway (I-93) and the straightening of the road for the Ponkapoag interchange, the road curved gradually around the southwestern edge of Houghton's Pond. As the roadway enters the reservation and travels east, it is flat and slightly curvy as it follows the contours of the surrounding topography and the shore of the nearby pond. As an internal road, Blue Hill River Road consists of two 15-foot-wide bituminous-concrete lanes that feature modern speed bumps. Several pullouts are located along the north side of the road, and lapped-rail barriers on wooden posts occur at intermittent points along both sides of the parkway (PHOTO #15). Midway along the course of the road is a brick, 1960s restroom building. The mature second-growth forest on both sides of the road forms a pleasant canopy that defines views along the corridor.

The roadway ends in a small rotary around a minor stone outcrop on the southeast corner of Houghton's Pond, between MDC picnic sites #3 and #4. A small, modern parking lot is located at the east side of the rotary. Picnic Site #3, located close to the roadway at the rotary, features CCC-style fireplaces of mortared fieldstones and modern picnic tables. South of the road are ballfields and tennis courts. Blue Hill River Road, Segment Two, terminates at the eastern edge of the rotary.

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Green Street (from Royal Street to Blue Hill Avenue), Milton

Green Street (#7 on the data sheet), added to the system in the 1940s, was the last parkway to be added to the Blue Hills Reservation Parkway. This roadway was built by the local government, probably in the early 20th century as a residential street. It does not directly connect with any of the other Blue Hills Reservation Parkway, but is associated with the reservation because it borders its westernmost edge. Green Street was acquired by the MDC in the 1940s; at the same time, the Little Blue Hills area of the reservation, which borders the eastern side of Green Street, was also acquired. Although it is considered a border road for the purposes of this nomination, because it was built as a municipal residential street, it is bound on both sides by late-19th and early 20th-century farms and estates, some of which are very grand, situated on well-spaced, heavily wooded lots (PHOTO #16).

Green Street is a hilly street that follows the contours of the surrounding topography. The roadway rises from a minimum elevation of 97 feet above sea level at its southern terminus at Royal Street to 235 feet in elevation at its northern terminus at Blue Hill Avenue. The roadway gently rises and falls in between these two points. Green Street is a narrow, two-lane, 24-foot-wide, bituminous concrete-paved roadway with no adjacent sidewalks, curbs, or parking. The setting is heavily wooded, giving the road the appearance of an inland parkway (although it is considered a border parkway for the purposes of this nomination). Dense underbrush grows to the edge of pavement at certain points along the roadway (PHOTO #17). Stone walls associated with adjacent houses occasionally border the parkway, but are not considered a feature of the parkway.

Archaeological Description

The Blue Hills Reservation Parkway are located in an area where several ancient Native American sites have been found and additional sites are expected. At the Blue Hills Reservation, 50 ancient Native American sites have been recorded within the reservation including 20 sites that abut or may have originally extended into the parkways right-of-way. Ninety sites are located within one mile of the Blue Hills Reservation Parkway. Most of the Blue Hills Reservation, its parkways, and several ancient sites in the area are also included in the Prehistoric and Historic Resources of the Blue Hills and Neponset River Reservations and Selected Areas Multiple Resource Nomination (NR 1980). Known ancient Native American sites in the region indicate an unbroken sequence of Native occupation in the area from the Paleoindian (12,000 B.P.) through historic period.

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Environmental characteristics indicate a high potential for the presence of ancient Native American sites along the routes of the parkways. Many known sites and potential site locations are clustered around rivers, streams, brooks, ponds and swamps in the region. Favored site locations include well drained, level to moderately sloping terraces, knolls and other landforms within 1000 feet of wetlands. Exposed ledge and rock outcrops in the area also indicate the potential for ancient sites such as rock shelters and quarry sites to be found in less typical locations including steeply sloped areas and locations over 1000 feet from the nearest wetlands.

In spite of the high potential for locating ancient Native American resources in the vicinity of the Blue Hills Reservation Parkways, the potential for locating significant Native resources within the parkway boundaries established for this nomination is low. The parkways included in this nomination encompass a corridor that extends 10 feet from the current edge of the park roads, an area that has been impacted by numerous roadway construction and maintenance activities since the late 19th century. Grading and paving represent the major impacts within the parkway right-of-way. Other impacts within the right-of-way include paved sidewalks, plantings, utility corridors, and drainage systems. These construction and maintenance episodes would have had an adverse effect on any ancient Native American resources that may have been located in the parkway right-of-way. 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.

The potential for locating significant historical archaeological sites within the parkways right-of-way is also low. The Blue Hills Multiple Resource Area (NR 1980) cited above identifies the potential for locating 18th and 19th century homesteads in the parkway locale. In general, however, research is lacking for that period and the environment of the area was poorly suited for agricultural production. Industrial resources related to granite quarries are present in the 19th century.

Given the same impacts associated with construction of the parkways described for ancient Native American resources, the potential for recovering intact and significant historical archaeological resources is also low within the parkway right-of-way. Roadway construction has also destroyed potential historical archaeological resources within the nominated parkway area. Truncated features and/or deeply buried fragments of sites may survive but the overall integrity of these sites has been compromised.

(end)

Blue Hills Reservation Parkways

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

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 # _____

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

1893-1956

Significant Dates

1894-1927: Construction of Blue Hills Reservation

Parkways

1929-1956: Parkways reconstructed/altered

1904, 1935: Construction and reconstruction of Pine

Tree Brook Culvert

1939: Chickatawbut Road Entrance Gates built

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers, Arthur Shurcliff, Civilian

Conservation Corps. (CCC)

Primary location of additional data:

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

Name of repository: _____

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SIGNIFICANCE

The Blue Hills Reservation is significant as one of the earliest—and the single largest—of the parks developed by the Metropolitan Park Commission (MPC), and the Blue Hills Reservation Parkways are significant as a set of park roads designed for the MPC by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers. The Blue Hills Reservation Parkways are 9.98 miles of interconnecting roads that provide vehicular access to the Blue Hills Reservation in Braintree, Canton, Milton, and Quincy, Norfolk County, Massachusetts. A curvilinear single-roadway system consisting of Blue Hill River Road, Chickatawbut Road, Green Street, Hillside Street, Unquity Road, and Wampatuck Road, the Blue Hill Reservation Parkways are primarily internal parkways and one border park road, Green Street, through a thick, second-growth forest.

The Blue Hills Reservation Parkways possess integrity of location, design, setting, materials, workmanship, feeling, and association. These parkways meet National Register Criteria A and C in the significance areas of community planning and development, conservation, engineering, entertainment and recreation, landscape architecture, and transportation at the state level and fulfill the Parkways Registration Requirements for the associated Internal Road and Border Road property subtypes, under Section F of this Multiple Property Documentation Format nomination. The period of significance for the Blue Hills Reservation Parkways is from 1893, and the creation of the reservation, through 1956.

The Blue Hills Reservation (5,800 acres) and the adjoining Fowl Meadow Reservation (894 acres) comprise nearly 40% of the total holdings of the Metropolitan Park System and constitute the largest protected open space within thirty-five miles of Boston. The woodland reservation contains hundreds of different varieties of trees, shrubs, and wildflowers that are home to a great diversity of wildlife, some rare to Massachusetts. The reservation boasts twenty hilltops that range in elevation from 259 feet to the 635-foot Great Blue Hill, the highest point along the Atlantic Coast south of Maine. It also has more than fifty prehistoric archaeological sites discovered to date, and numerous historic properties, including the Redman Farmhouse (1795) and the Great Blue Hill Weather Observatory (1885), one of the first in the nation (designated a National Historic Landmark in 1989). The Reservation has undergone many changes in use since its acquisition, from a passive wilderness/conservation forest to a more accessible reservation, through the development of parkways, park drives, and active recreation facilities (bathing beach, ball fields, tennis courts, golf courses, and skating rinks). The Blue Hills Reservation is the hub of the southern section of the Metropolitan Park System; from its boundaries radiate parkway and natural connections to the Furnace Brook, Quincy Shores, Neponset River, Fowl Meadow, and Stony Brook Reservations.

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In its first report, the MPC compared the threat of development in the Blue Hills to the development already taking place along the rivers and beaches within the district, and urged:

Immediate action is desirable towards securing those tracts of territory for all-time public use, unless great risk is to be incurred that, in regard to them also, the experience of the ocean beaches and river basins will repeat themselves. The real estate speculator is already making inroads upon them. . . It needs but little time in these matters to work irreparable injury; and the observation of the Commissioners satisfies them that the danger of such injury, so far as both the (Middlesex) fells and the (Blue Hills) forest are concerned, is immediately imminent.¹

By early in 1893, Eliot and the MPC had surveyed 3,900 acres for acquisition , and on December 12, 1893, the MPC purchased the first 932.5 acres. Charles Eliot described the method used, in the fall of 1893, to determine the extent of the Blue Hills Reservation and its boundary roads:

To secure the whole range of the Blue Hills a domain five miles in length proved necessary. . . One of us, with an assistant, personally explored the woods and thickets which clothe the base of the Blue Hills . . . and gradually determined on the general course which the particular boundary in question ought to take in order to fulfill the main purpose in mind, as well as to make it generally practicable to build a road upon the boundary in the future.²

In 1894, the MPC constructed 11.5 miles of dirt roads in the new park and projected an eventual need of 20 miles of roadway. These initial park roads were planned for minimal public access and fire control and cost about \$1,406 per mile. Eliot further suggested linking some of the existing wood paths together to allow access to remote portions of the reservation, and he proposed running a buckboard service twice daily between Readville (on the eastern edge of Hyde Park) and West Quincy for visitors without horses.

E. G. Chamberlain's 1885 map of the Blue Hills showed several roads that predated the reservation. Randolph Avenue (now State Route 28) and Blue Hill Avenue/Washington Street (now State Route 138) are long-established roadways that cross the Blue Hills from Boston to points south and are not part of this nomination.³ One current park road also existed prior to the establishment of the Blue Hills

¹ Report of the Metropolitan Park Commissioners, January 1893, p.xiv. All further quotes and dates are from subsequent editions of the Annual Report or plans in the MDC plans room, unless otherwise noted.

² Charles Eliot, Charles Eliot Landscape Architect (1902; Freeport, NY: Books for Libraries Press, 1971), p. 493.

³ Reprinted in the 1893 report.

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~~Reservation: the road connecting these two established roads, known today as Hillside Street in Milton and Blue Hill River Road in Canton.~~

Unquity Road was the first new park road built, partially along the path of the existing Harland Street that connected Canton Avenue and Hillside Street. Eliot planned Unquity Road as the southern half of the Blue Hills Parkway (described in a separate nomination). From Canton Street, Eliot ran the roadway south along Pine Tree Brook and one of its tributaries, a route he called Crossman's Valley "after the solitary settler who lives there." Crossman's Pines, at the head of the valley on the flank of Hancock Hill, was the northern edge of the reservation at that time. In 1896, Eliot extended the proposed route from Crossman's Pines over the spine of the hills to the head of Marigold Valley (the northern end of the valley that includes Houghton's Pond at its southern end), at that point as a border road, where it connected with Hillside Street. Land acquisition began in 1896. Eliot intended Unquity Road to continue the boulevard form of the rest of the Blue Hills Parkway, "to preserve certain elements of the scenery by roads on either side of the meadows from the Blue Hills to Canton Avenue." In 1900, the MPC completed the Blue Hills Parkway as far south as Canton Street and began preliminary work for the first 1,000 feet of Unquity Road, from Canton Avenue to Harland Street. Unquity Road was not developed according to Eliot's plan, although its path parallel to the northern sections of Harland Street provides a glimpse of his concept.

The Olmsted Brothers prepared construction plans for Unquity Road in 1901-02 that included Harland Street being converted into a boundary road and Unquity Road paralleling it across Pine Tree Brook. That same year, between the two roadways and just south of Canton Avenue, the MPC dammed Pine Tree Brook valley to provide a skating pond (creating the marsh that remains today at the northern entrance). In 1904, the MPC built a "culvert bridge" over Pine Tree Brook for Unquity Road, a 12-foot span concrete arch bridge on concrete foundations, faced with fieldstone masonry. No architect is mentioned, although it was most likely Wheelwright & Haven or another outside designer; despite increased engineering staff, the MPC did not design its own bridges in 1904. The completion of this bridge allowed the MPC to push Unquity Road through to Hillside Street in 1905, allowing direct access to the core of the reservation from the north for the first time. This "single wood road" was a compromise, not the boulevard intended: "Although only part of the design for its ultimate completion, [this roadway] will be ample for all needs for many years to come, and will be more attractive in the mean time because kept in its simpler form." Harland Street has remained a municipal street, and the recent removal of the northern intersection of Harland and Unquity, with the resultant dead-ending of Harland Street from Canton Avenue south, has further obscured the larger design of Eliot and the Olmsted Brothers. A 1905 MPC photograph of Unquity Road shows a graveled curving pathway in a wetland valley, dotted with occasional trees, with the forested flanks of the Blue Hills beyond.

The MPC began developing facilities along Hillside Street as early as 1895, erecting two bathhouses on

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the shore of Hoosic Whisick Pond. This pond is hereafter referred to as Houghton's Pond, its current name; Houghton's house was at the bend in the road on the north bank of the pond, according to Chamberlain's map. In 1898 the MPC officially acquired from the Town of Milton all of Hillside Street within the reservation. By 1897, the MPC had completed a carriage road through the reservation from the foot of Great Blue Hill to Quincy, a distance of eight miles, "the only east-west road through the reservation." This probably included the pedestrian trail currently known as Wolcott Path, part of Hillside Street, and today's Chickatawbut Road. Reservation growth continued, and in 1898 the MPC acquired one of its largest additions, the estate of Henry L. Pierce in Randolph and Canton, which nearly encircled Ponkapoag Pond. Due to favorable land prices, by 1905 the reservation had completed the acquisitions it had projected through 1919.

Development continued in the complex along Hillside Street and Houghton's Pond, which became the administrative core of the Blue Hills. The Houghton farmhouse was used first as the Superintendent's house, then as a residence for the foreman of the laborers after the MPC built a new Superintendent's house at the western base of Great Blue Hill. In 1899, the MPC built a stable on Hillside Street to the designs of Stickney & Austin and established a nursery on 12 acres west of Houghton's Pond to provide trees for planting along the parkways. In 1900, the MPC built a second Superintendent's house on Hillside Street, to replace the one built only three years earlier at Great Blue Hill. The annual report acknowledged that a park the size of the Blue Hills Reservation needed a central headquarters:

The location of the house occupied by the Superintendent, at the extreme western end of the reservation, was inconvenient and unsatisfactory. A house to be occupied by him has been built on Hillside Street, near the stable, workshop and other administration buildings, and the whole group of buildings arranged as permanent headquarters.

In 1901 the MPC repaired and partly relocated Hillside Street, from the southern entrance of the reservation to the headquarters complex.

In 1901, the Olmsted Brothers prepared a plan for a system of future roads through western sections of the Blue Hills, partly in response to petitions for street railway locations through the reservation, so that these proposals would not interfere with future developments. Eventually, two electric railway lines were constructed. In 1903, the Blue Hills Street Railway Company laid track in the reservation adjacent and parallel to Blue Hill Avenue, Milton. Cars began running from Dudley Street station to the foot of Great Blue Hill in Canton, bringing a sudden increase of visitors in the autumn of 1903. Eight thousand people

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ascended the Great Blue Hill on a single Sunday that season, and it became at once necessary to construct a new path up the hill to the "place of outlook" at the top. A second electric railway line pushed through the reservation to Randolph, along Randolph Street, later that decade. When the Blue Hill Avenue line closed in 1920, park visitation plummeted. While neither of these corridors is part of this nomination, their development did pressure the MPC and its architects to plan to control and direct long-term growth.

Chickatawbut Road, the longest road in the Blue Hills Reservation, developed in sections, following generally the east-west carriage road cut through the reservation in 1897. The section east from Randolph Street was called "the administration road" as early as 1901. In 1904 the Olmsted Brothers developed a second plan, for a system of permanent road lines in the eastern half of the reservation to give access to the scenery, similar to the plan already adopted for the western portion of the reservation.

The MPC began implementing the plan the next year. In 1905 Blue Hills Reservation laborers began building Wampatuck Road, a short "woods road," at the same time that the MPC was grading its connector, the Furnace Brook Parkway, from Adams Street to the reservation boundary. They finished Wampatuck Road as far as the already-established Saw-Cut Notch Road (today a reservation fire road, just inside the north border, between Wampatuck and Randolph Avenue) and continued it southwestward through the reservation to provide a connection with Administration Road (now Chickatawbut Road). In 1906, the MPC completed Sassamon Road, a second wood road between Randolph Street and Administration Road. Sassamon Road and Saw-Cut Notch Road converged near Randolph Avenue, at what became the Pine Tree Brook entrance to the Blue Hills Reservation (named after another stretch of the same Pine Tree Brook, which Unquity Road and the Blue Hills Parkway cross). Today fire roads and park trails, neither of these roads is part of this nomination; they bear mentioning here because the eventual completion of Chickatawbut and Wampatuck allowed the Blue Hills Reservation to close the isolated Pine Tree Brook entrance.

Shortly after completing Wampatuck Road, the MPC closed the final links in Chickatawbut Road: the border road from Randolph Avenue to Forest Street in 1907, and the connecting road from Forest Street to Hillside Street in 1911. In 1915, the MPC tied together the various pieces of Chickatawbut Road (although still not called by that name) into a coherent road for automobile traffic. Hiring laborers through the "emergency fund for the unemployed," it straightened and widened a circuit road from the Blue Hills Parkway, through the Blue Hills Reservation by way of Unquity, Chickatawbut, and Wampatuck roads, to Furnace Brook Parkway. The park roads were not finished with a hard surface, but rather the broken stone was treated with asphaltic oil. The annual report declared that this would provide a good summer road, although its susceptibility to frost meant that it was "not suited to automobile traffic during the winter months."

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~~The administrative core on Hillside Street continued to grow, with the construction of the police station/superintendent's office in 1904, and the conversion, the following year, of the old farmhouse near the stable for use as a dormitory for police and other employees. The MPC resurfaced Hillside Street in 1907. The recreational building complex at Houghton's Pond continued to expand, with a new sanitary building in 1911 and two new bathhouses—to replace the wooden ones—in 1914. The MPC completed an addition to the police headquarters in 1916-17.~~

The MPC built the southern segment of what later became Blue Hill River Road in 1913, along the southern boundary of the reservation from Randolph Avenue to Houghton's Pond. While this road provided access to the pond for the public, the MPC constructed it primarily for fighting fires, spraying for gypsy and brown-tail moths, and removing trees infected by chestnut blight, which had first been discovered in the Blue Hills Reservation in 1911. In 1921, the Director of Parks recommended construction of an automobile roadway from Houghton's Pond to Braintree along the southern border of the reservation. In 1927, the MDC began construction of Blue Hill River Road from Hillside Street, Milton, to West Street, Braintree. The Canton segment was widened and slightly relocated. South of Hillside Street, the 30-foot-wide road was planned as two 15-foot travel lanes, with a 2-foot planting strip and 9-foot sidewalk on the southwest side of the road. As the road reached and crossed Randolph Avenue, it passed through a boggy area and an old gravel pit. Engineer Edwin H. Rogers proposed a boulder barrier and rubble walls alongside the highway to buffer the spring-fed ponds and the Blue Hill River.

The construction of Blue Hill River Road completed the last of the major park roads of the Blue Hills Reservation. A 1928 MDC map of the reservation designates these park roads as "automobile roads," with the exception of the section of Chickatawbut Road east of Wampatuck Road (to its then-terminus, at Purgatory Road), which was still designated a carriage road. In 1929, the MDC relocated, graded, and hard surfaced Hillside Street easterly from Blue Hill River Road and improved the alignment of Administration Road (Chickatawbut Road) easterly from Sassamon Road. In 1931, the MDC renamed Administration Road as Chickatawbut Road and began a major reconstruction of the roadway through 1933.

Along Wampatuck Road, in 1931, the MDC began improvements to the skating pond at Belcher Brook (St. Moritz Pond). Across the pond, on the west side of Willard Street in Quincy, the MDC erected a new recreation building and skating shelter with a concession at the skating pond. This area became the site of the popular St. Moritz Winter Carnival; in 1935, the annual event attracted nearly 35,000 people to exhibitions of ice racing, "fancy" skating, skiing, and tobogganing. The success of the St. Moritz improvements must have been a catalyst for the improvement of other park gateways that the MDC undertook in the 1930s. In 1938, the MDC further enhanced the Wampatuck Road entrance by rebuilding—and partially relocating—the gravel roadway from Furnace Brook Parkway to Chickatawbut Road, using WPA workers.

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In June of 1933, the National Park Service established a Civilian Conservation Corps (CCC) camp (designated #SP-1) in the Blue Hills Reservation, near Randolph Avenue at the former Pine Tree Brook Entrance. A crew that varied from 145 to 212 enlisted men, all veterans, was placed under the direction of Army officers, with a civilian supervisor and eight foremen. They began work on the reservation and surrounding parks, and had accomplished a great deal within a six-month period:

Up to the end of the year 13 miles of telephone police signal lines had been repaired and put in order, 3 miles of roadside cleared of brush and fallen trees for fire protection, over 400 acres of forest cleared and improved, about 5 miles of service roads, bridle paths and fire breaks, and over 2 miles of foot paths built; some seven acres had been cleared and improved as picnic grounds with stone fireplaces and tables; over 1,300 acres have been inspected for gypsy moth control and some 61,000 nests creosoted; and several new parking areas have been developed and old areas improved.

In 1934, the CCC finished 20 acres of landscaping at the Blue Hills Reservation, principally at park road junctions, and began their best-known contribution to the Blue Hills Reservation, the upgrading of the Chickatawbut Tower and Overlook. The CCC built a shelter structure of natural weathered stone, measuring 44 feet by 16 feet, above the Chickatawbut parking area and began work on a 32-foot-tall observation tower. In 1935, the veteran CCC group was transferred, but the MDC hired 23 of the men as park supervisory employees to train a junior replacement company. The stone observation tower for Chickatawbut Overlook was completed in the fall of that year. The MDC held a dedication of the project, attended by CCC National Director Robert Fechner and high-ranking Army and Navy officers. The Overlook and its culminating Tower enabled sightseers to view the wide prospects of Massachusetts Bay, the Harbor Islands, and the central Metropolitan Area, including Boston. Apparently in answer to criticism, the annual report sought to justify the large-scale construction:

The program of opening this part of the reservation to motors and to large crowds of pedestrians has not trespassed on the forest areas and has not marked the Blue Hill Range with constructions which are visible at a distance. It has been possible to carry the motor road and the parking space to an outlook point of unusual scenic importance, and yet that outlook itself is not visible from the heart of the reservation or from any portion of the Great Range.

In 1936, the CCC camp began construction of a stone observation tower, similar to the one at the Chickatawbut Overlook, on Great Blue Hill. On September 28, 1937, a periodic curtailment of CCC activities closed the camp. The annual report noted, sadly, "The company led all other First Corps Area

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number 8 Page 8

camps in general excellence and was flying the honor pennant as the best camp in New England when it ceased operations." In 1938, a detail of boys from the remaining CCC camp at Breakheart Reservation was assigned to the Blue Hills Reservation to complete the construction at Great Blue Hill. The stone observation tower was completed in that year. In 1939, they finished the adjoining shelter, the terrace, approaches, and path layout.

Beginning in 1934, the Blue Hills Reservation also received labor assistance from another New Deal agency, the Federal Civil Works Administration (CWA), whose workers spent eleven weeks cutting and burning brush, removing dead and diseased trees, repairing bridle paths, painting structures and fences, fixing drainage, and grading. In 1935, laborers supplied by the CWA's successor agency, the Works Progress Administration (WPA), began work in the park. Blue Hills Reservation personnel applied for federal funds for several projects, based on designs by Arthur A. Shurcliff, the MDC's chief landscape architect. The first and most ambitious proposal, a new 16-foot-wide one-way motor road up and down Great Blue Hill in Milton, with formal entry gates and a spacious landscaped parking area, was not built. Although the Great Blue Hill road was not funded, Shurcliff's entry gates were built elsewhere at the reservation.

In 1930, the MDC had acquired land in Quincy and Braintree to extend Chickatawbut Road from its terminus on Purgatory Road to Granite Street, a major thoroughfare in Braintree. In 1932, the MDC had prepared plans and estimates to complete Chickatawbut Road from its junction with Wampatuck Road to Granite Street. The MDC built the new entry road in 1935. In 1936, Shurcliff prepared a layout of the entrance driveway using elements from his unsuccessful Great Blue Hill design. In 1937, the MDC surfaced Chickatawbut Road between Randolph Avenue and Granite Street. The MDC rebuilt Chickatawbut as two ten-foot-wide lanes with three-foot-wide shoulders and a surface of "bituminous penetration macadam." The MDC added the intermittent ditches (gravel-lined gutters adjacent to the roadway at a 4:1 slope) at this time. In 1939, the WPA undertook a project to improve and beautify the entrance to the reservation at Chickatawbut Road and Granite Street in Braintree, which included "tree removal, clearing, excavation, rip-rapping of brooks, rubble wall construction, fence relocation, road drainage, resurfacing of surface road, grading, loaming, seeding, and all incidental work." The most obvious reminder of that work is the elaborate rubble masonry wall that still brackets the entry gate.

The Unquity Road entry and corridor also received attention. In 1935, the MDC awarded a contract to regrade, realign, widen, and resurface all of Unquity Road. The new 30-foot-wide roadway was to be banked or crowned for drainage, with two 15-foot-wide travel lanes and 3-foot-wide shoulders, with side gutters as needed. Numerous existing 12-inch drainage pipes under the roadway were to be removed or simply abandoned, and replaced with 15-inch to 24-inch reinforced concrete culverts. Above the dirt

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number 8 Page 9

roadbed, the plans specified twelve inches of gravel and four inches of crushed stone, topped with a two-inch layer of "bituminous penetration wearing surface." The MDC also specified a "rustic wood guard fence," intermittently, along the length of the roadway, usually near the culverts. According to the plans, the fences were composed of two 5-inch-diameter 10-foot peeled pole rails, mounted with 7/8-inch galvanized bolts, on 10-inch-diameter peeled waterproofed posts, all the wood treated with Cabot's Shingle Stain.

The Unquity Road plans drawn in 1935 by Benjamin Davis, Director of Park Engineering, show that the existing 1904 culvert bridge at the junction of Unquity Road and Harland Street was simply extended slightly to the west, in a manner consistent with its original design, and resurfaced. The next year, the MPC built a small dam on Pine Tree Brook just south of this junction, in an area known as the Glover Mill Site. In 1937, through a WPA project, the MDC rebuilt the sidewalks and planting space on the Blue Hills Parkway from Kahler Street to Unquity Road. In 1939, as another WPA project, it developed 18 acres at Unquity Road south of Canton Avenue for playground and skating use.

Besides the special attention to the gateways, construction also continued within the park. In 1936 the MDC reconstructed Chickatawbut Road from Unquity Road to Randolph Avenue, as well as Hillside Street, from Chickatawbut Road 3,600 feet southwesterly. The following year, the WPA built a fieldstone-and-brick garage with a reinforced-concrete slab roof and steel girders and lally columns, at the division's headquarters on Hillside Street, as well as two baseball diamonds and four tennis courts in the sports area south of Houghton's Pond. In 1938, the WPA further developed this recreational area. In 1939, the WPA funded the construction of a two-car garage attached to the Headquarters Building to house the Captain's car and police ambulance.

The Blue Hill River Road of today is only a remnant of its former extent. Around 1930, it was designated as part of State Route 128, a planned circumferential arterial. In 1934, it was included in William Callahan's plans for the "Circumferential Highway," although no construction took place in this area before the Second World War. In 1948, Governor Paul Dever reappointed Callahan to the highways post, and Callahan revived the ideas as the "Yankee Division Highway." Between 1955 and 1958, this arterial was pushed through the southern side of the Blue Hills Reservation, and by 1964 it had been widened. In 1973, this section of State Route 128 was renamed Interstate 93.

These changes, and especially the cloverleaf interchange for Randolph Avenue, obliterated most of the eastern half of Blue Hill River Road, from just west of Randolph Avenue to Braintree. One small stub of the roadway survives in Randolph, accessible only from West Street in Braintree, now a path leading into the cut-off southeast corner of the reservation. More recently, the MDC closed to vehicular traffic another

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number 8 Page 10

segment of Blue Hill River Road, from the parking lot southeast of Houghton's Pond eastward to its termination west of the Randolph interchange. The roadway between these two breaks is now designated on trail maps as Old State Route 128. It is not accessible to vehicular traffic. Neither of these paths is part of the present nomination.

In 1942, the MDC acquired the Little Blue Hills section of the Blue Hills Reservation. This section of the reservation, located entirely in Canton, is roughly bound by Blue Hill Avenue/Washington Street (State Route 138) to the east, Royal Street to the south, and Green Street to the west. There is no road to mark the northern boundary of this section of the reservation. Green Street, a pre-established, municipally owned residential road, was also acquired at this time by the MDC (MDC Taking No. 959). Although it is bound to the east and west by residences, Green Street serves as a border road for the Little Blue Hills Section of the Blue Hills Reservation.

In the 1950s, the MDC began building skating rink buildings near the site of existing skating ponds, including two near the parkways in the Blue Hills Reservation. Max Ulin Rink (1954) along Unquity Road was the first refrigerated, roofed rink built by the MDC; it was enclosed and renovated in 1966. Shea Rink (on Willard Street, across St. Moritz Pond from Wampatuck Road) followed in 1962.

The Blue Hills Reservation contains a number of historic sites, including fifteen properties listed in the National Register of Historic Places--most are listed within the Blue Hills Multiple Resource Area (NR1980). The Reservation contains one National Historic Landmark, the Blue Hills Meteorological Observatory (NHL1989), but it is not located near these park drives. Of those structures that are listed individually on the National Register, six are located near the park roads nominated here:

Canton: Brookwood Farm, Private road off Hillside Street

Canton: Old Barn, Private road off Hillside Street

Milton: Blue Hills Headquarters, Hillside Street

Milton: Blue Hills Reservation Refreshment Pavilion, Hillside Street

Milton: Metropolitan District Commission Stable, Hillside Street

Quincy: Chickatawbut Observation Tower, Chickatawbut Road

Only the last four listed resources share borders with these roads. In addition, Hillside Street from the edge of the reservation north to Randolph Avenue is a National Register District known as Scott's Woods Historic District (NR1992). Finally, the Quincy Granite Railway site (NR1973) is off Bunker Hill Lane, a cross street near the beginning of Wampatuck Road in Quincy.

(end)

10. Geographical Data

Acreage of Property ca 45 acres

UTM References

See Section 10 Continuation Sheet

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, Michael Steinitz, MHC

organization Massachusetts Historical Commission date June 2003

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

city or town Boston state MAI 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**

Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA

Section number 10 Page 1

UTM REFERENCES

Unquity Road:

1. 19 327260E 4678900N (Northern terminus - Canton Road)
2. 19 327260E 4675640N (Southern terminus - Hillside Street)

Hillside Street:

3. 19 325000E 4674820N (Western terminus - Canton/Milton town line)
4. 19 327520E 4675800N (Eastern terminus - Chickatawbut Road)

Chickatawbut Road:

5. 19 327260E 4675640N (Northwestern terminus - Unquity Road)
6. 19 332300E 4676700N (Eastern terminus - Granite Street)

Wampatuck Road:

7. 19 332520E 4678040N (Northeastern terminus - Bunker Hill Road)
8. 19 331380E 4676900N (Southwestern terminus - Chickatawbut Road)

Blue Hill River Road, Segment One:

9. 19 325020E 4674820N (Western terminus - Canton Road)
10. 19 325780E 4674800N (Eastern terminus - Canton/Milton town line)

Blue Hill River Road, Segment Two

11. 19 326400E 4674820N (Western terminus - Hillside Street)
12. 19 327760E 4674480N (Eastern terminus)

Green Street:

13. 19 325060E 4676200N (Northeastern terminus - Blue Hill Avenue)
- 19 323780E 4674800N (Southwestern terminus - Royal Street)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Blue Hills Reservation Parkway
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA

Section number 10 Page 2

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for the Blue Hills Reservation Parkway includes the parkways and the land that extends back 10 feet from the current edge of the park roads. The boundary does not include parking areas or adjacent MDC-owned parkland that is not directly related to the park road. The park roads generally terminate at the property lines of the current boundaries of MDC's Blue Hills Reservation. The specific termini for each parkway are as follows

Unquity Road: The northern terminus for Unquity Road corresponds to a line of convenience drawn across the southern edge of Canton Road in Milton. The southern terminus for the roadway corresponds to a line of convenience drawn across the northwestern edge of Hillside Street in Milton.

Hillside Street: The northeastern terminus for Hillside Street corresponds to a line of convenience drawn at the eastern edge of the Blue Hills Reservation near Hillside Pond in Milton. The southern terminus for the roadway corresponds to a line of convenience drawn along the western side of the Canton/ Milton town line.

Chickatawbut Road: The eastern terminus for Chickatawbut Road corresponds to a line of convenience drawn along the western edge of Willard Street in Braintree and includes the MDC formal entry gate. The western terminus for the roadway corresponds to a line of convenience drawn across the road along the southeastern edge of Unquity Road.

Wampatuck Road: The northern terminus for Wampatuck Road corresponds to a line of convenience drawn along the southern edge of Bunker Hill Lane at the northern edge of the Blue Hills Reservation. The southern terminus of the roadway corresponds to a line of convenience drawn across the northeastern edge of Chickatawbut Road.

Blue Hill River Road, Segment One: The eastern terminus for Blue Hill River Road, Segment One corresponds to a line of convenience drawn along the western side of the Canton/Milton town line. The western terminus of the roadway corresponds to a line of convenience drawn across the eastern edge of Washington Street/State Route 138 in Canton.

Blue Hill River Road, Segment Two: The northwestern terminus for Blue Hill River Road, Segment Two corresponds to a line of convenience drawn along the southern edge of Hillside Street. The eastern terminus of the roadway corresponds to a line of convenience drawn across the eastern edge of the minor rotary at the edge of the parking lot for the Houghton's Pond Picnic Area just west of the Milton/Quincy town line.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number 10 Page 3

Green Street: The northeastern terminus for Green Street corresponds to a line of convenience drawn along the western side of the Blue Hill Avenue in Milton. The southwestern terminus of the roadway corresponds to a line of convenience drawn across the northern edge of Royal Street in Canton.

(end)

Blue Hills Reservation Parkways								
Braintree, Canton, Milton, and Quincy, Massachusetts								
District Data Sheet								
#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#1			Unquity Road	Milton	Blue Hills Reservation: Internal Road located between Canton Road and Hillside Street in Milton.	1897-1933	C	Structure
#2			Hillside Street	Milton	Blue Hills Reservation: Internal Road located in Milton between the eastern edge of the Canton/Milton town line and the eastern edge of the Blue Hills Reservation near Hillside Pond.	1897-1933	C	Structure
#3			Chickatawbut Road	Braintree, Milton, Quincy	Blue Hills Reservation: Internal Road located between Unquity Road in Milton and Willard Street in Braintree.	1897-1933	C	Structure
#4			Wompatuck Road	Quincy	Blue Hills Reservation: Internal Road located in Quincy between Bunker Hill Lane and Chickatawbut Road	1897-1933	C	Structure
#5			Blue Hill River Road, Segment One	Canton	Blue Hills Reservation: Border and Internal Parkway located in Canton between Washington Street and the western edge of the Canton Milton town line	1897-1933	C	Structure
#6			Blue Hill River Road, Segment Two	Milton	Blue Hills Reservation: Border Road located in Canton between Hillside Street and the western edge of the Houghton's Pond Picnic Area just west of the Milton/Quincy town line	1897-1933	C	Structure
#7			Green Street	Canton and Milton	Blue Hills Reservation: Borders the Little Blue Hills section of the Blue Hills Reservation in Canton. Border Road located in between Washington Street/State Route 128 and Royal Street.	1942	C	Structure

Blue Hills Reservation Parkways								
Braintree, Canton, Milton, and Quincy, Massachusetts								
District Data Sheet								
#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#8			Pine Tree Brook Culvert	Milton	Blue Hills Reservation: Carries Unquity Road over Pine Tree Brook under Unquity Road just south of Harland Road.	1904, 1935	C	Structure
#9			Blue Hills Reservation Culvert System	Braintree, Milton, Quincy and Canton	Blue Hills Reservation: Located throughout the reservation parkway system	early 20th century	C	Structure
#10			Chickatawbut Road Entrance Gates	Braintree	Blue Hills Reservation: Located at the Willard Street entrance to Chickatawbut Road	1930s	C	Structure

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

**National Register of Historic Places
Continuation Sheet**

**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number photo Page 1

LIST OF PHOTOGRAPHS

Blue Hills Reservation Parkways

Photographer: Emily Maass Date: July 2002 Location of negatives: PAL, Pawtucket, Rhode Island

Unquity Road

1. View taken looking south along Unquity Road near its northern terminus.
2. View of the Pine Tree Brook Culvert where Unquity Road crosses the Pine Tree Brook south of its intersection with Harland Road.

Hillside Road

3. View looking east along parkway from just west of Houghton's Pond. Shows parking at Houghton's Pond.
4. View looking west along Hillside Road in the vicinity of the Blue Hills Administration Building. Photo taken from in front of horse stable.
5. View taken looking southwest from the eastern terminus of Hillside Street near Hillside Pond. Photo taken looking into reservation showing tree canopy over the street.

Chickatawbut Road

6. View looking east along parkway from near Randolph Avenue. Shows 1970s "rumble strips" in foreground.
7. View from scenic lookout off of Chickatawbut Road.
8. View looking northeast across reservoir from parkway. Shows pump house in distance.
9. View looking northwest along parkway showing northern embankments of Blue Hills Reservoir and granite block pump house.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Blue Hills Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Braintree/Canton/Milton/Quincy (Norfolk), MA**

Section number photo Page 2

- 10. View looking east along Chickatawbut Road toward gates at Granite Street.
- 11. View looking at gates at the Granite Street entrance of Chickatawbut Road and the Blue Hills Reservation, as seen looking west from Granite Street.

Wompatuck Road

- 12. View looking north along parkway north of its intersection with Chickatawbut Road.
- 12A. View looking north along Wompatuck Road west of St. Moritz Pond.

Blue Hill River Road, Segment One

- 13. View of Blue Hill River Road as seen facing east from near Canton Road.

Blue Hill River Road, Segment Two

- 14. View facing south along north-south portion of Blue Hill River Road north of Ponkapoag Trail. Shows houses to west and reservation to east.
- 15. View looking east along Blue Hill River Road west of Houghton's Pond. Shows roadway as internal parkway.

Green Street

- 16. View looking southwest along Green Street near its northern terminus. Shows residential character of setting.
- 17. View looking northeast along Green Street just north of Royall Street.

(end)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Blue Hills Reservation Parkways-Metropolitan Park System of
NAME: Greater Boston

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 6/30/03 DATE OF PENDING LIST: 7/23/03
DATE OF 16TH DAY: 8/08/03 DATE OF 45TH DAY: 8/14/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000746

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept AEC

REVIEWER Patrick Andrews

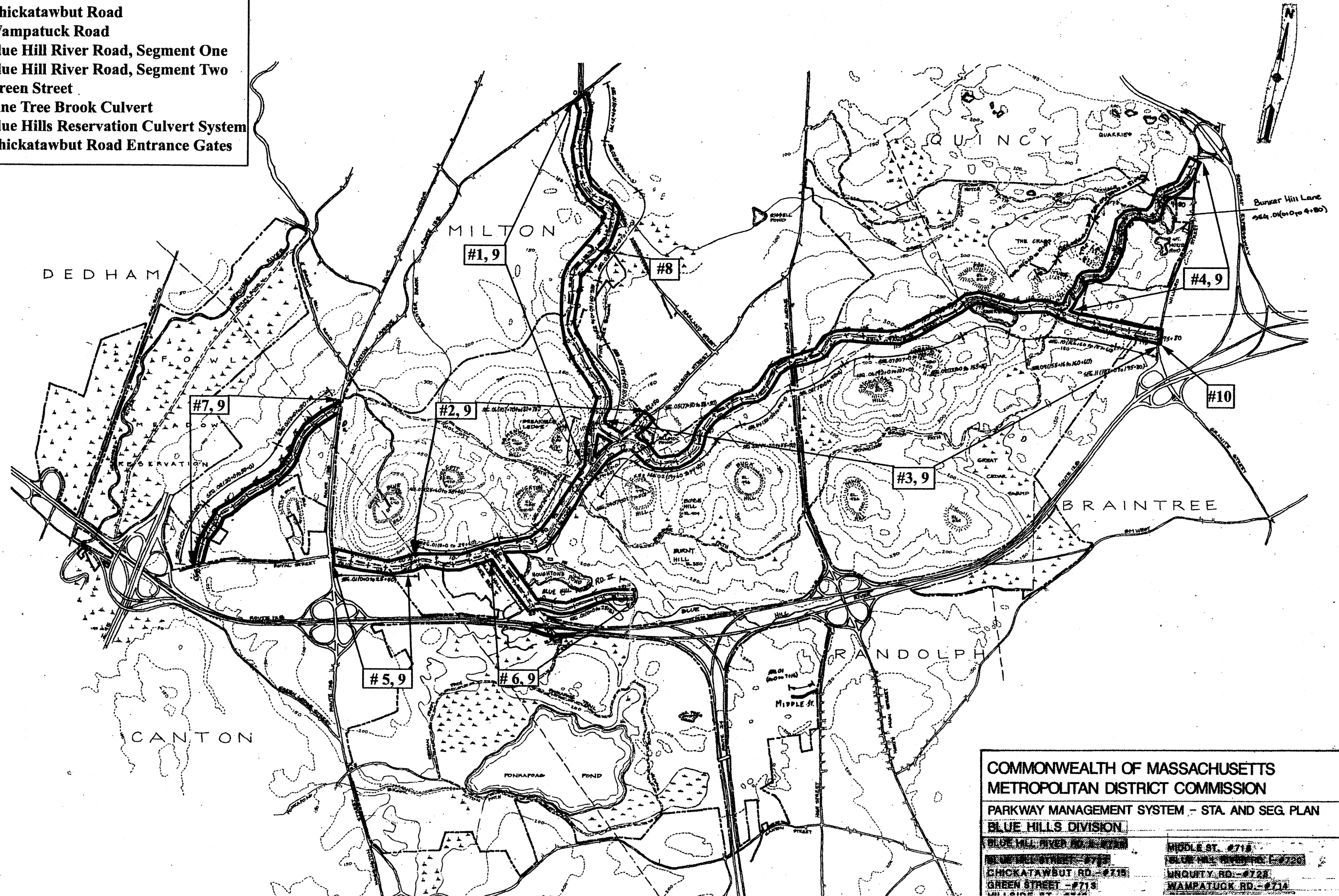
DISCIPLINE Historian

TELEPHONE _____

DATE 8/11/2003

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

1. Unquity Road
2. Hillside Street
3. Chickatawbut Road
4. Wampatuck Road
5. Blue Hill River Road, Segment One
6. Blue Hill River Road, Segment Two
7. Green Street
8. Pine Tree Brook Culvert
9. Blue Hills Reservation Culvert System
10. Chickatawbut Road Entrance Gates





Blue Hills Reservation Parkways

Unquity Road

Milton, MA

#1

<No. 0 Y020 © BN
0034 37 N N N-8 NN GR08 Z101/100



Blue Hills Reservation Parkway
Unquity Road
Milton, MA

#2
PHOTO

NO. 6 >016 © BN
0034 37 N N N-8 NN GR08 Z101/100



Blue Hills Reservation Parkways
Hillside Road
Milton, MA
#P1070 3

<No. 24 >044 © BN
0034 37 N N N-1 NN GR08 Z101/100



Blue Hills Reservation Parkways

Hillside Road

Milton, MA

PHOTO 4

<No. 28 >048 © BN
0034 37 N N N-6 NN GR08 Z101/100



Blue Hills Reservation Parkways
Hillside Road
Milton, MA
#Pitoto 5

<No. 31 >052 © BN
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Blue Hills Reservation Parkway
Chickatawbut Road
Quincy, MA
#6 PHOTO #6

<No. 36 >057 © BN
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Blue Hills Reservation Parkway
Chickatawbut Road
Quincy, MA

#5
P14070 7

<No. 3 >003 @ BN
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Blue Hills Reservation Parkway
Chickatawbut Road
Quincy, MA
#4 PHOTO 8

<No. 5 >008 @ BN
0033 37 N N N-9 NN GR08 Z101/100



Blue Hills Reservation Parkway
Chickatawbut Road
Quincy, MA

#3 #9
Photo

<NO. 6 >010 © BN
0033 37 N N N-F NN GR08 Z101/100



Blue Hills Reservation Parkway
Chickatawbut Road
Braintree, MA
#2 PHOTO 10

<No. 7 >015 © BN
0033 37 N N N-6 NN GR08 Z101/100



ROAD
CLOSED
North - Day

WOLF HILLS
WOLF HILLS
WOLF HILLS

Blue Hills Reservation Parkway
Chickatawbut Road
Braintree, MA

#PHOTO 11

<No. 8 >018 © BN
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Blue Hills Reservation Parkways
Wanpatuck Road
Quincy, MA

#PHOTO 12

<No. 17 >051 © BN
0033 37 N N N-3 NN GR08 Z101/100



Blue Hills Reservation Parkway
Wanpatuck Road
Quincy, MA
#2 PHOTO #12 A

<No. 18 >054 © BN
0033 37 N N N-4 NN GR08 Z101/100



Blue Hills Reservation Parkways
Blue Hill River Road, Segment One
Canton, MA
#Pitoto 13

<No. 17 >030 © BN
0034 37 N N N-5 NN GR08 2101/100



Blue Hills Reservation Parkways
Blue Hill River Road, Segment Two
Canton / MILTON, MA
Photo 14

<No. 20 >036 © BN
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Blue Hill River Road, segment Two
Blue Hills Reservation Parkways
Canton/Milton, MA

~~#2~~ PHOTO #15

<No. 21 >040 © BN
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Blue Hills Reservation Parkways
Green Street
Canton, MA
Photo #16

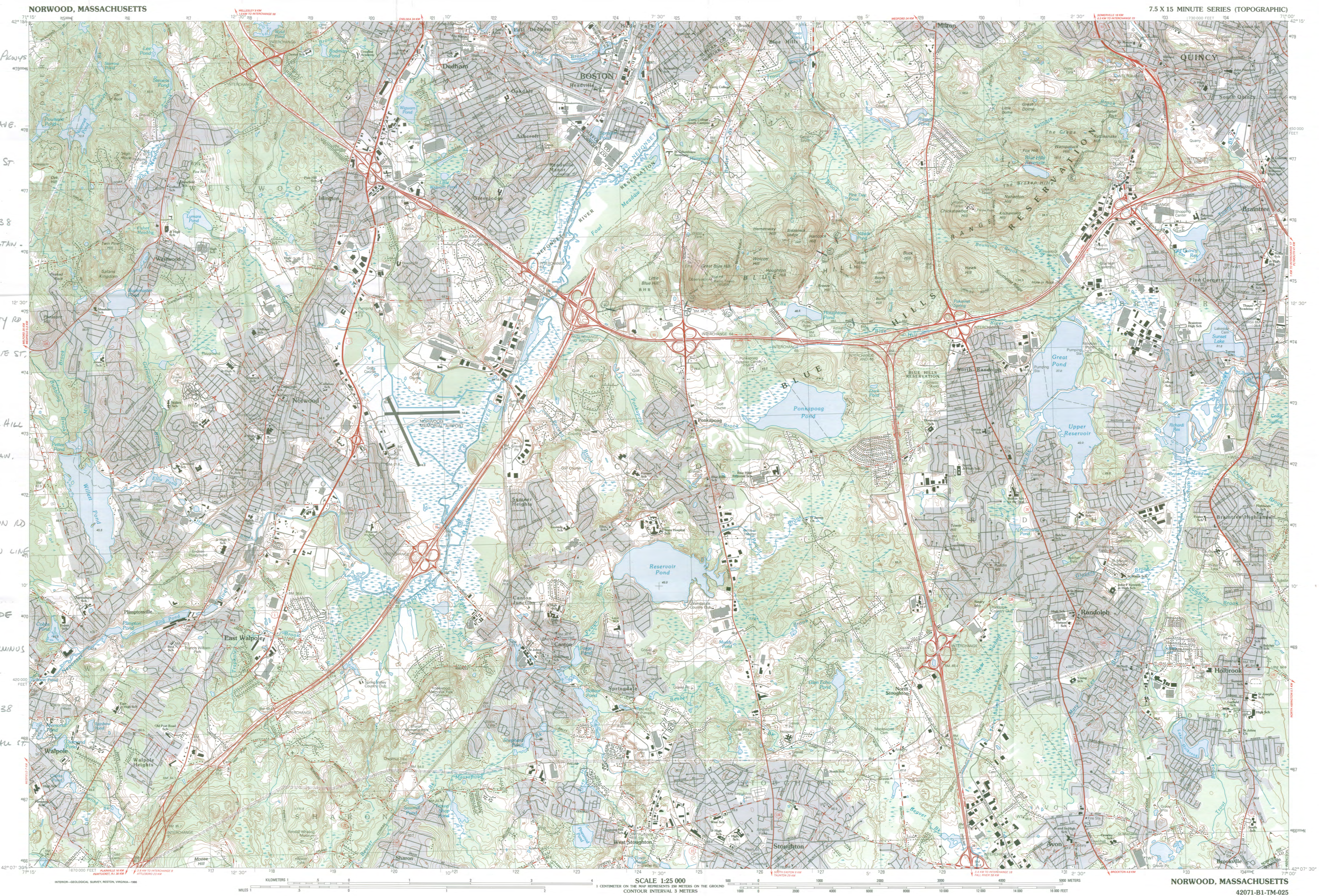
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Blue Hills Reservation Parkways
Green Street
Canton, MA
~~#9~~ Photo #17

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- Blue Hills Reservation Always
ZONE 19
UNQUITY RD
1. 327260 4678900
CANTON AVE.
2. 327260 4675640
HILLSIDE ST.
3. 325000 4674820
RTE 138
4. 327520 4675800
CHICKATAW.
- CHICKATAW BLVD RD
5. 327260 4675640
UNQUITY RD
6. 332300 4676700
GRANITE ST.
- WANPATUCIC RD
7. 332520 4678040
BUNKER HILL
8. 331380 4676900
CHICKATAW.
- Blue Hill Rd SER. I
9. 325020 4674820
CANTON RD
10. 325780 4674800
MIL/CAN LINE
- Blue Hill Rd SER. II
11. 326400 4674820
HILLSIDE
12. 327760 4674480
EAST TERMINUS
- GREEN ST.
13. 325060 4676200
RTE 138
14. 323780 4674800
ROYAL ST



BLUE HILLS RESERVATION
NORWOOD, MASSACHUSETTS
BLAINTREE / CANTON / MILTON / QUINCY
NORFOLK, MA

42071-B1-TM-025

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

1985

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 1985

Supersedes Norwood and Blue Hills 1:25,000-scale maps dated 1970 and 1971

Projection and 1000-meter grid: Universal Transverse Mercator, zone 19

10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone. 1927 North American Datum

To place on the predicted 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
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS	
Meters	Feet	Diagram		1	2
1	3.2808			4	5
2	6.5617			6	7
3	9.8425			8	9
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 (G) and true magnetic declination (M) Diagram is approximate

1. Framingham
2. Boston South
3. Hingham
4. Medfield
5. Weymouth
6. Franklin
7. Brockton
8. Whitman

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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 gauge; narrow gauge
	Bridge, drawbridge
	Forbridge, 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; land section corner
	U.S. public lands survey: range, township; section
	Range, township; section line: location approximate
	Fence or field line
	Power transmission line, isolated tower
	Dam; dam with lock
	Cemetery, grave
	Compass rose; point away U. S. border measurement
	Windmill; 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, lava, sand
	Bathymetric contours: index, intermediate
	Perennial 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
	Soda, mangrove
	Orchard; vineyard

A pamphlet describing topographic maps is available on request

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

June 24, 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:

Blue Hills Reservation Parkways, Braintree/Canton/Milton/Quincy (Norfolk), 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 60 to 120 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