

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 Stony Brook Reservation Parkways, Metropolitan Park System of Great Boston MPS

other names/site number _____

2. Location

street & number Dedham, Enneking, Turtle Pond Parkways, Smith Field, Reservation, W. Border Rds.

N/A not for publication

city or town Boston (Hyde Park and West Roxbury) and Dedham N/A vicinity

state Massachusetts code MA county Suffolk/ Norfolk code 025/021 zip code 02128, 02125, 02136, 02426

3. State/Federal Agency Certification

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

Brona Simon

Nov. 15, 2005

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

Date

State or Federal agency and bureau _____

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

Signature of certifying official/Title _____

Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the
National Register
☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain): _____

Signature of the Keeper

Edgar A. Beall

Date of Action

1.3.06

Stony Brook Reservation Pkwys.
Name of Property

Suffolk/Norfolk, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

(Check only one box)

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

Number of Resources within Property

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

Contributing

Noncontributing

_____ building

_____ sites

_____ 12 structures

_____ objects

_____ 12 Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston MPS

Number of contributing resources previously listed in the National Register

_____ 0

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE outdoor recreation

LANDSCAPE park, natural feature, conservation area

TRANSPORTATION road-related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE outdoor recreation

LANDSCAPE park, natural feature, conservation area

TRANSPORTATION road-related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Continuation SheetStony Brook Reservation Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Dedham (Suffolk/Norfolk), MASection number 7 Page 1

DESCRIPTION

The Stony Brook Reservation Parkway are approximately 4.5 miles of parkways that provide vehicular access to the Stony Brook Reservation, one of the earliest parks in the Boston regional park system administered by the former Metropolitan District Commission (MDC). (In July 2003, the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR].) Composed of six interconnected internal and border parkways (West Boundary Road, Enneking Parkway, Dedham Parkway, Turtle Pond Parkway, Smith Field Road, and a portion of Reservation Road), the Stony Brook Parkway travel through and around the 475-acre wooded parkland that is the Stony Brook Reservation. The reservation consists of hills, granite outcrops, ponds, and wetlands and reaches into three metropolitan Boston communities: West Roxbury and Hyde Park (both in Boston) and the town of Dedham. The Stony Brook Reservation Parkway offer connections to other major DCR parkways and parks, such as West Roxbury Parkway, Hammond Pond Reservation and Parkway, and the Chestnut Hill Reservation and Parkway to the north and Neponset Valley Parkway and the Blue Hills Reservation and Parkway to the south and east. For the purposes of this nomination, the Stony Brook Reservation Parkway will be discussed from Washington Street in a counterclockwise direction: West Boundary Road; Dedham Parkway; Turtle Pond Parkway; Enneking Parkway, and Smith Field Road/Reservation Road.

West Boundary Road

West Boundary Road (#1 on the data sheet) (built 1928) originally defined most of the western edge of the Stony Brook Reservation from Washington Street in West Roxbury to Turtle Pond Parkway, another Stony Brook Reservation parkway, in the Hyde Park section of Boston. The roadway originally crossed Dedham Parkway at the historical edge of the reservation and traveled southeast to its southern terminus at Turtle Pond Parkway. After the end of the period of significance for the present nomination (post 1956: see Section 8), West Boundary Road was altered with the construction of the public housing development known as Georgetowne Houses, little more than one-half mile south of Washington Street. The rest of the original roadway, from Dedham Parkway to Turtle Pond Parkway, has been converted to a dirt pedestrian trail and is no longer open to vehicular traffic. The trail is closed off from the first segment of the roadway by a contemporary metal swing gate. (Note: The 1986 Station and Segment Plan map that accompanies this nomination, the latest map available, does not reflect these changes.) It is not included in the present nomination. A short extension of West Boundary Road connects it to Dedham Parkway at the Georgetown Houses and is included within the present nomination. Thus the section of West Boundary Road within this nomination, including the extension but excluding the pedestrian trail, is approximately .8 mile in length.

West Boundary Road's configuration and setting are consistent with border parkways located at other DCR reservations, including the Blue Hills and the Middlesex Fells. The roadway is a narrow, 24-foot-wide asphalt road with one 12-foot-wide lane traveling in either direction. The relatively flat roadway gently curves along the western boundary of the park. The park side consists of a dense, multi-level, secondary-growth forest of pine, oak, maple, and some white birch trees. SS-type rails are used where the

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adjoining landscape drops below the grade of the roadway. The rear yards of houses from the late 20th-century residential development mentioned above, and the grounds of a modern elementary school, Ohrenberger School, border the western, non-park side of the roadway. A sidewalk adjoins the granite curbs that edge this side of the road. Like most border parkways, there are no sidewalks or curbs along the park side of the roadway. Lighting consists of square cobra heads on 4-inch-square metal poles. These lights are a standard lighting type used by the former MDC in the 1970s. Along the roadway itself, views are framed entirely by the abutting homes and forest.

Dedham Parkway (from the Robert Bleakie Intersection at the center of the Stony Brook Reservation to Harding Terrace in Dedham)

Dedham Parkway (#2 on the data sheet) (built 1900, 1912) begins at the Robert Bleakie Intersection in the Stony Brook Reservation and travels south a distance of approximately one mile until it terminates at Harding Terrace, west of the reservation, in Dedham. The **Robert Bleakie Intersection (#3 on the data sheet)** marks the convergence of Enneking Parkway, Turtle Pond Parkway, and Dedham Parkway near the center of the reservation and is the starting point for Dedham Parkway. It is a triangular **miter** with granite curbs, turf, and some plantings. A contemporary metal sign marks it as the Robert Bleakie Intersection. Original to the Stony Brook Reservation Parkways system, the intersection and miter are considered a contributing element of this nomination. Dedham Parkway travels in a southwesterly direction from this point, passing through an area of the reservation that was not acquired until the mid-twentieth century, crossing the portion of the former West Boundary Road that is now a pedestrian trail until it reaches Harding Terrace in Dedham. Beyond this point, Dedham Parkway becomes Dedham Boulevard, a municipally owned roadway.

The configuration of Dedham Parkway from the Robert Bleakie Intersection to the former West Boundary Road is typical of other internal parkways in the park system. It is a narrow, two-lane road that travels through a setting of thick woods. The occasional outcrop occurs on both sides of the roadway. The curvature of the roadway is minimal. The roadway, which ranges in elevation from 98 to 157 feet above sea level, travels over gentle hills for the entirety of its length. Dense undergrowth from the adjacent forest bounds the outer edges of the parkway. There are no parking lanes or sidewalks. Curbs are only used to define the corners of the parkway and the miter at the Robert Bleakie Intersection. SS-type barriers are used sporadically for very short distances. One pullout is located along the north side of the road just west of this intersection. Trees on either side of the road form a canopy over the roadway and contain views along the parkway corridor. **(Dedham Parkway photos #1-2)**

West of the former West Boundary Road (now the pedestrian trail), the parkway changes in character. Because it was historically developed as a potential connector between the Stony Brook Reservation and more westerly MDC reservations such as Beaver Brook, this portion of Dedham Parkway resembles a connecting parkway rather than an internal parkway. While the general configuration of the parkway itself is the same from the Robert Bleakie Intersection to Harding Terrace in Dedham, the setting changes

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from a wooded park to moderately settled, late 20th-century residential development. Houses are typically of the ranch and split-level types and are set about 50 feet from the edge of the pavement. Sidewalks border the roadway intermittently; between Alwin St. and Harding Terrace, there are vertical granite block curbs on the roadway's eastern edge.

Turtle Pond Parkway (from the Robert Bleakie Intersection to River Street at Mother Brook)

Turtle Pond Parkway (#4 on the data sheet) (1897, 1912) is a north-south corridor that travels through the Stony Brook Reservation for approximately .9 mile until it leaves the reservation and becomes a border parkway. The configuration and setting of the parkway is consistent with that of other internal parkways in the system. The narrow, two-lane road, one lane traveling in either direction, is surrounded on both sides by dense woods and the occasional granite outcrop. There are no curbs, sidewalks, planting strips, or parking lanes adjacent to the parkway as it winds through the reservation. Like other roadways in the Stony Brook Reservation Parkways system, this roadway travels over gentle hills, here ranging from 48 to 109 feet in elevation. Views are contained entirely along the corridor by the woods that border its edges.

As the roadway exits the reservation just north of Smith Field Road and becomes a border parkway, the configuration of the roadway resembles other border parkways within the system. The west side of the road features houses that face the reservation to the east. There is a large triangular traffic miter where Turtle Pond Parkway and Smith Field Road intersect. A contemporary metal sign on a metal post marks this feature as the **David O'Lalor Square (#5 on the data sheet)**, but it is essentially a turf miter. **(Turtle Pond photo #1)** The turf miter, edged with Belgian block-type curbing, consists of a concrete sidewalk, one mature pine tree, and a wood sign announcing "Metropolitan District Commission." Original to the Stony Brook Reservation Parkways, the square and miter together are considered a contributing feature of this nomination.

The roadway continues as a two-lane road as it exits the reservation and begins to border its western edge. One- to two-story, wood-frame, post-WWII residences are located along the west side of the roadway. The houses are set back about 25 feet from the edge of the pavement and are separated from the roadway by granite curbing, the sidewalk and a turf planting strip, without trees. **(Turtle Pond photo #2)** The occasional outcrop appears on the west side of the road, somewhat limiting residential development, although a few houses have been built atop these rocks.

As the roadway continues to travel south, its west side is alternately wooded and developed with housing. The setting along the east side of the road, the park side, is now characterized by several DCR facilities and recreational areas, beginning with the Rooney Rock Picnic Grounds, Martin L. Olsen Memorial Pool and Bathhouse (ca. 1961, 95 Turtle Pond Parkway), Alexander S. Bajko Rink (ca. 1958, 75 Turtle Pond Parkway), Gelewitz Field, and, lastly, Kelley Field and Fieldhouse (ca. 1958-1977), which is located at the northeast corner of River Street and Turtle Pond Parkway. The east side of the road continues to be wooded near the picnic area, swimming pool, and ice rink; however, breaks in the trees provide filtered views toward these facilities. Views open up completely near Kelley Field and its parking area, close to the parkway's southern terminus.

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Boston/Dedham (Suffolk/Norfolk), MASection number 7 Page 4**Enneking Parkway, Segment One – (from Washington Street in West Roxbury to the Robert Bleakie Intersection)**

Enneking Parkway, Segment One (#6 on the data sheet) (1897) is a north-south internal parkway that travels within the Stony Brook Reservation from Washington Street in West Roxbury to the Robert Bleakie Intersection at the center of the reservation. This segment of the roadway, 1.3 miles in length, is consistent in configuration and setting with other internal parkways found in the Metropolitan Park System. The road is a narrow, two-lane roadway that travels through a setting containing a dense, multi-level forest of pines, oaks and maples, granite rock outcrops, and marshes associated with Turtle Pond. Turtle Pond is located on the east side of the road at the mid-point of this segment and can be seen through the trees where they thin out near the marshes. Like other internal parkways in the system, this parkway generally does not include curbs, sidewalks, or planting strips except at its northern terminus at Washington Street and at the Robert Bleakie Intersection, where curbs are located at corners. At Washington Street, there is a 10-foot-long concrete median separating the northbound and southbound lanes. Sidewalks and granite curbs also define this end of the parkway before they taper off about 10 feet into the reservation. SS-type barriers are sporadic along the parkway, as is cobra-head lighting.

As Segment One winds over gentle hills through the reservation, the parkway is frequently bounded by SS-type guardrails near significant drops in the adjoining terrain. **(Enneking Parkway photo #1)** These barriers are also located near wetlands near Turtle Pond. The highest point along the roadway, at its northern terminus, measures 190 feet in elevation. Near Turtle Pond, an unnamed stream travels from the pond to the west side of the parkway by way of a clay pipe culvert **(Turtle Pond Culvert, #7 on the data sheet)** with mortared stone headwalls; these headwalls do not exceed the height of the parkway surface. A contemporary rustic wooden rail fence surmounts the headwall on the west side of the parkway. The culvert appears to be original to the parkway and is considered a contributing feature of this nomination.

Views along the parkway are mostly framed along the corridor itself by the abutting forest. Near Turtle Pond, filtered views open up east toward the pond and associated wetlands. **(Enneking Parkway photo #2)**

Enneking Parkway, Segment Two – (From the Robert Bleakie Intersection to Gordon Avenue in Hyde Park) (originally Bold Knob Road)

This segment of the Enneking Parkway **(Enneking Parkway, Segment Two, #8 on the data sheet)** (1930-1932) travels in an east-west direction for a little more than one-half mile. The western terminus for the parkway is located at the Robert Bleakie Intersection, where Turtle Pond Parkway, Dedham Parkway, and the north-south segment of Enneking Parkway all converge at the center of the Stony Brook Reservation. Like Segment One, Segment Two is an internal parkway that travels through the Stony Brook Reservation, until it reaches its eastern terminus at the edge of the reservation at Gordon Avenue in Hyde Park. Known historically as Bold Knob Road, the roadway was renamed Enneking Parkway by a 1968 act of the legislature and is considered by the latter appellation for the purposes of this nomination.

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(Note: this parkway is misidentified as Bald Knob Road on the U.S. Geological Survey map of 1987, the most recent one available.)

The parkway itself is identical to the first segment; however, the setting is more varied. As the roadway travels east from the Robert Bleakie Intersection, it is bounded by woods on both sides for a very short distance. After the roadway travels east of Smith Field Road, which intersects the parkway from the south, the setting to the north is characterized by wetlands associated with Turtle Pond, as well as a small parking area located at the trailhead for the Stony Brook Trail. The south side of the road is bounded by a large ballfield and recreation area, Smith Field Playground. The Smith Field Playground is transversed by Stony Brook leading southeast from nearby Turtle Pond. The banks of the brook in this location are covered with wetland vegetation that is dominated by purple loosestrife; despite being an invasive exotic species, this plant creates a very dramatic vista along the north side of the road and into the adjoining playground. **(Enneking Parkway photo #3)** The brook travels along the north side of the parkway before crossing under it via a culvert near Gordon Avenue and entering the playground. The culvert is clay pipe-lined with mortared headwalls **(Enneking Parkway Culvert, #9 on the data sheet)** and is similar to the Turtle Pond Culvert in Segment One of Enneking Parkway, mentioned above. As an original feature of Enneking Parkway, the culvert is considered a contributing feature of this nomination.

Views along the east side of the roadway from the playground to the parkway's eastern terminus are unobstructed by any woodlands. Mid 19th-century residences oriented toward Gordon Avenue can be seen in the medium distance beyond the playground to the southeast of the parkway. The north side of the road continues to be bounded by a mix of wetlands and woods until about 100 yards before the parkway reaches its eastern terminus at Gordon Avenue, where several early 20th-century residences border the roadway.

Smith Field Road (from Turtle Pond Parkway to Enneking Parkway) and Reservation Road (between Smith Field Road and Brainard St.)

Smith Field Road (#10 on the data sheet) is a short (.2 mile), internal road providing access to the Smith Field playing fields. As it descends east from Turtle Pond Parkway, Smith Field Road first passes a parking area for a part of the reservation known as John F. Thompson Center, a recreation facility designed to accommodate handicapped visitors. Views on the northeast are toward the playing fields, with a hillside promenade and stone walls in the middle distance; a residential neighborhood borders the playing fields to the east and is partially visible from the roadway. Reservation woodlands border the roadway to the west. Reservation Road offers entry into the reservation from this neighborhood; only a very small portion of the longer **Reservation Road (#11 on the data sheet)** from Hyde Park Avenue (approximately one tenth mile) is actually within the Stony Brook Reservation and is included within the nomination. It terminates at an intersection with Smith Field Road known today as **Richard Monahan Square (#12 on the data sheet)** but little more than a small, grassy triangle with a signpost. The nominated portion of Reservation Road is surrounded by park woodlands and affords filtered view to the Smith Field playing fields. Both roadways are original to the reservation.

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Archaeological Description

Known sites and environmental characteristics indicate a high potential for the presence of ancient Native American sites within the boundaries of the Stony Brook Reservation Parkways. Eight sites are located in the general area, including one site (19-SU-50) that may abut or extend onto the Enneking Parkway. The parkways intersect several well drained, level to moderately sloping terraces, knolls, and other landforms that lie in close proximity to a variety of wetlands. Stony Brook, Mother's Brook, Turtle Pond and several unnamed swamps and tributary streams lie within 1,000 feet of the parkways. Most of the above wetlands are located in the Charles River drainage. Mother's Brook and the southern portion of the Turtle Pond Parkway lie within the Neponset River drainage.

While known sites and high ancient Native American site potential are documented for the Stony Brook Reservation Parkways locale, the potential for locating significant Native Resources within the parkway boundaries used for this nomination is low. Impacts related to construction and maintenance of the roadways and related facilities 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, including any potential evidence of site 19-SU-50 that may have existed within or extended into the parkway right-of-way have been essentially destroyed.

Environmental characteristics and documented Colonial settlement patterns also indicate a high potential for locating historical archaeological sites in the vicinity of the Stony Brook Reservation Parkways. European settlement has been documented in the vicinity of the Boston, Milton and Dedham locale since early in the 17th century. Structural evidence and artifacts related to residential, commercial, and industrial resources may have been originally located within or abutting the nominated area. In general, however, 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 Stony Brook Reservation Parkways 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)

Stony Brook Reservation Pkwy.

Name of Property

Suffolk, Norfolk, MA

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

DCR archives

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Conservation

Engineering

Entertainment/Recreation

Landscape Architecture

Transportation

Period of Significance

1894-1956

Significant Dates

1894-1932 construction of parkways

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers

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SIGNIFICANCE

The Stony Brook Reservation is significant as one of the earliest of the parks developed by the Metropolitan Park Commission (MPC), and the Stony Brook Reservation Parkway is significant as a set of internal and border parkways designed for the MPC by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers. The Stony Brook Parkway is approximately 4.5 miles of roadway that provide vehicular access to the Stony Brook Reservation in West Roxbury and Hyde Park (both in Boston, Suffolk County), and the town of Dedham (Norfolk County), Massachusetts. A curvilinear single-roadway system consisting of West Boundary Road, Dedham Parkway, Turtle Pond Parkway, Enneking Parkway, Smith Field Road, and Reservation Road the Stony Brook Parkway is a combination of internal and border parkways that travel around and through 475 acres of parkland characterized by gentle hills, granite outcrops, a pond, and wetlands.

The Stony Brook Reservation Parkway possesses integrity of location, design, setting, materials, workmanship, feeling, and association. These parkways meet National Register Criteria A and C in the significance areas of conservation, engineering, entertainment and recreation, landscape architecture, and transportation at the state level and fulfill the Parkway 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 Stony Brook Reservation Parkway is from the creation of the reservation in 1893 through 1956.

In one of its earliest annual reports, January 1894, the MPC outlined plans for taking land from an area known as Muddy Woods for the creation of the Stony Brook Reservation. The topography was discussed at length as the MPC determined the best layout for roadways and capturing vistas:

To preserve the desired valley at Stony Brook required a reservation two miles long...one of us, with an assistant personally explored the flanks of the Stony Brook valley, 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 make it generally practicable to build a road upon the boundary in the future...With respect to topography, Stony Brook is a concave trough, drained by a strong stream and bordered by more or less sharply defined ridges of ledge or gravel... At Stony Brook the glen and pond and many rocks are interesting; but the eye is often drawn away to the Blue Hills, which present themselves from various surprising and delightful points of view.

In that same year, surveys and plans were prepared for the construction of the first road within the newly formed Stony Brook Reservation. It appears from an 1894 U. S. Geological Survey map of the reservation that unlike other MPC reservations such as the Middlesex Fells or the Blue Hills, there were no pre-established roads for the proposed parkways to follow. The Stony Brook Parkway was built entirely on new alignment. The first of the parkways to be built followed the "trough" of the Stony Brook Valley. Constructed in 1897, from Washington Street in West Roxbury (at the southern end of what is

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now West Roxbury Parkway) past Turtle Pond, it was appropriately called Turtle Pond Parkway. This roadway is now what is considered to be the north-south Segment One section of Enneking Parkway, having been renamed after the artist and Hyde Park resident John Enneking (1841-1911) by a 1968 act of the legislature.

The second of the Stony Brook Parkways to be proposed was Dedham Parkway. Surveys began in 1900 to build a roadway, 1.13 miles in length, from the Stony Brook Reservation to Boyden Square in Dedham. While the reason for the delay is not identified in any of the MPC Annual Reports, the construction of this parkway did not occur until 1912. Nevertheless, according to an Annual Report dated 1901, Bold Knob Road, which is now considered the portion of Dedham Parkway from the Robert Bleakie Intersection to the historic western edge of the reservation, was completed in 1900. A study was also conducted in the same year to extend Turtle Pond Parkway to River Street at the Mother Brook in Hyde Park. From the turn of the century until 1912, Turtle Pond Parkway and Bold Knob Road were the only parkways to be built in the reservation.

In 1912, plans resumed for the construction of the proposed Dedham Parkway from the edge of the Stony Brook Reservation to Boyden Square in Dedham. The finished length of the proposed parkway would be one mile. The land acquired to build the parkway was bought and prepared in sections over a seven-year period. According to the MPC Annual Report of 1916, sub-grading of an unspecified section of the roadway was completed by "forces employed with the emergency fund employed for the unemployed." All lands required for the construction of the new parkway were acquired by 1920. In that year, the MPC formally became the Metropolitan District Commission (MDC). The roadway was completed and open for travel by September 10, 1921. (Note: In July 2003, the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR]).

In 1928, the MDC proposed building a roadway along the western edge of the reservation from Turtle Pond Parkway north to Washington Street. This roadway is the predecessor to what is now known as West Boundary Road. The work for this roadway was completed at a cost of \$32,875.15 on November 10, 1928. A similar border road, East Boundary Road, through the eastern edge of the park along the Works Progress Administration-built George Wright Golf Course (late 1930s), appears on present-day U.S. Geological Survey maps but was never improved or paved. Though part of the early concept for the reservation, the remnants of East Boundary Road are not included in the present nomination.

The westerly portion of what is now the east-west section of Enneking Parkway from the Robert Bleakie Intersection to Gordon Avenue was built from 1930 to 1931. At the time, it was known as Bold Knob Road. In the following year, the MDC made changes to what was then the westerly portion of Bold Knob Road, now Dedham Parkway, and portions of Turtle Pond Road, now Turtle Pond Parkway. This is presumably when the miter that is Robert Bleakie Intersection was built. Smith Field Road, an internal road within the reservation, and the park connecting road, Reservation Road, were both added during this period. When work was finished on July 25, 1932, it marked the total completion of the Stony Brook

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National Park Service****National Register of Historic Places
Continuation Sheet****Stony Brook Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston/Dedham (Suffolk/Norfolk), MA**Section number 8 Page 3

Parkways. In 1935, the MDC built another eighteen miles of roadways throughout the reservation, service roads not related to the parkways. By 1938, the MDC was receiving help from the WPA to beautify and maintain the reservation and parkways. Their contributions to Stony Brook included beautifying the roadside along all of the parkways, building parking areas along Turtle Pond Parkway and Dedham Parkway, making improvements to pre-existing bridle paths within the reservation, and cleaning up fallen trees to eliminate fire hazards. WPA work was done within the reservation from 1937 to 1939.

Few changes were made to the reservation or the parkways from the period of WPA improvements to the end of the parkway's period of significance in 1956. The next 20 years after the period of significance saw the construction of several MDC-owned recreational facilities, including a pool, several ball fields and playgrounds, an ice rink, and some picnic grounds. These facilities are primarily concentrated along the east side of Turtle Pond Parkway in Hyde Park and the south side of the east-west portion, Segment Two, of Enneking Parkway. No information has been found to confirm when the southerly portion of West Border Road one-half mile south of Washington Street was gated off as a pedestrian trail; however, the 1986 Station and Segment Plan map that accompanies this nomination, the latest map available, does not reflect these changes. The pedestrian trail portion is outside the boundaries of the present nomination.

(end)

Stony Brook Reservation Parkways
Name of Property

Suffolk, Norfolk, MA
County, State

10. Geographical Data

Acreage of Property ca. 21.3 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1.
Zone Easting Northing

3.
Zone Easting Northing

2.
Zone Easting Northing

4.
Zone Easting Northing

x See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

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

organization Massachusetts Historical Commission date November 2005

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

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

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

Property Owner

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

name Commonwealth of MA; Dept. of Conservation Resources

street & number 241 Causeway Street telephone 617-727-5264

city or town Boston state MA zip code 02114

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

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

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

Stony Brook Reservation Parkway

Section number 10 Page 1 Metropolitan Park System of Greater Boston MPS
Boston/Dedham (Suffolk/Norfolk), MA

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundaries for the Stony Brook Reservation Parkway are drawn to encompass property historically and currently associated with the roadways. This includes the parkway corridor and adjacent planting strips and sidewalks, where they exist. Where sidewalks and planting strips do not exist, the nomination includes all the land that extends back ten feet from the current edge of the parkway. The park roads generally terminate at the property lines of the current boundaries of DCR's Stony Brook Reservation. The specific termini for each parkway are as follows:

West Boundary Road: the northwestern terminus for West Boundary Road corresponds to a line of convenience drawn along the southwestern edge of Washington Street in Boston (West Roxbury). The southeastern terminus of the parkway for the purpose of this nomination corresponds to a line of convenience drawn across the parkway at Dedham Parkway. West Boundary Road south of Dedham parkway, no longer an open roadway but rather a dirt pedestrian trail, is excluded from the present nomination although it remains on the 1986 Station and Segment Plan map.

Dedham Parkway: the southwestern terminus for Dedham Parkway corresponds to a line of convenience drawn across the northern edge of Harding Terrace in Dedham. The northeastern terminus of the parkway corresponds to a point of convenience drawn at the center of the Robert Bleakie Intersection where the parkway joins Turtle Pond Parkway and both segments of the Enneking Parkway.

Turtle Pond Parkway: the northwestern terminus of Turtle Pond Parkway corresponds to a point of convenience drawn at the center of the Robert Bleakie Intersection where the parkway joins Dedham Parkway and both segments of Enneking Parkway. The southern terminus corresponds to a line of convenience drawn along the northeastern edge of River Street in Boston (Hyde Park).

Enneking Parkway, Segment One: the northern terminus for Enneking Parkway, Segment One corresponds to a line of convenience drawn along the southwestern edge of Washington Street in Boston (West Roxbury). The southern terminus corresponds to a point of convenience drawn at the center of the Robert Bleakie Intersection where the parkway joins Dedham Parkway, Turtle Pond Parkway, and Section Two of Enneking Parkway.

Enneking Parkway, Segment Two: the western terminus of Segment Two of the Enneking Parkway corresponds to a line of convenience drawn at the center of the Robert Bleakie Intersection where the parkway joins Dedham parkway, Turtle Pond parkway and Segment One of Enneking Parkway. The eastern terminus corresponds to a line of convenience drawn along the northeastern edge of Gordon Avenue. *(Note: the identification of this parkway as Bald Knob Road on the 1987 U.S.G.S. map is considered inaccurate for the purposes of this nomination.)*

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 2 **Stony Brook Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston/Dedham (Suffolk/Norfolk), MA**

Smith Field Road and Reservation Road: the western terminus of Smith Field Road is at the edge of David Loler Square, near the midpoint of Turtle Pond Parkway. The eastern terminus is at the road's intersection with Enneking Parkway, Segment Two. Only a small portion of Reservation Road is included, running west from its intersection with Brainerd Street to the road's end at Richard Monahan Square.

UTM Coordinates

1.	19	322660	4681500	(West Boundary Road/Washington Street)
2.	19	323460	4682340	(Turtle Pond Parkway/Washington Street)
3.	19	323420	4680500	(Robert Bleakie Intersection)
4.	19	324320	4680400	(Enneking Parkway/Gordon Road)
5.	19	322800	4679660	(Dedham Parkway/Harding Terrace)
6.	19	323460	4679380	(Turtle Pond Parkway/River Street)
7.	19	323900	4680000	(Reservation Road/Brainerd Street)

(end)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Stony Brook Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston/Dedham (Suffolk/Norfolk), MA

Section number _____ Page _____

PHOTOGRAPHS

Photographer: Emily Maass

Date: July 2002

Location of negatives: PAL, Pawtucket, RI

Enneking Parkway

1. Segment one, looking north
2. Segment one, looking southeast
3. Segment two, looking east

Turtle Pond Parkway

1. Bleakie Intersection, looking northwest
2. Looking northwest

Dedham Parkway

1. Looking southwest
2. Looking north

**Stony Brook Reservation Parkways
Boston and Dedham, Massachusetts**

District Data Sheet

#	Name	Town	Location	Date	Status	Type
#1	West Boundary Road	Boston (Hyde Park and West Roxbury)	Stony Brook Reservation: Borders the western edge of the Stony Brook Reservation from Washington St. (West Roxbury) to Dedham Parkway (Hyde Park)	1928	C	Structure
#2	Dedham Parkway	Dedham and Boston (Hyde Park)	Stony Brook Reservation: Internal Road located between the Robert Bleakie Intersection in the Stony Brook Reservation and Harding Terrace east of Mother Brook in Dedham	built 1900, extended in 1912	C	Structure
#3	Robert Bleakie Intersection Miter	Boston (Hyde Park)	Located at the convergence of Dedham Parkway, Enneking Parkway, and Turtle Pond Parkway at the center of the Stony Brook Reservation	circa 1931	C	Structure
#4	Turtle Pond Parkway	Boston (Hyde Park)	Stony Brook Reservation: Internal and Border Parkway located between the Robert Bleakie Intersection and River Street	built 1897, extended 1912	C	Structure
#5	David O'Lalor Square and Turf Miter	Boston (Hyde Park)	Located at the intersection of Turtle Pond Parkway and Smith Field Road	early 20th century	C	Structure
#6	Enneking Parkway, Segment One	Boston (Hyde Park)	Stony Brook Reservation: Located between Washington Street in West Roxbury and the Robert Bleakie Intersection in the Stony Brook Reservation	1897	C	Structure
#7	Turtle Pond Culvert	Boston (Hyde Park)	Enneking Parkway, Segment One: Crosses under parkway near Turtle Pond	early 20th century	C	Structure
#8	Enneking Parkway, Segment Two	Boston (Hyde Park)	Stony Brook Reservation: Located between the Robert Bleakie Intersection and Gordon Avenue at the eastern edge of the Stony Brook Reservation	1930-1932	C	Structure
#9	Enneking Parkway Culvert	Boston (Hyde Park)	Enneking Parkway, Segment Two: just north of Grove Street	early 20th century	C	Structure
#10	Smith Field Road	Boston (Hyde Park)	Stony Brook Reservation: Located between Turtle Pond Parkway and Enneking Parkway, Segment Two	early 20th century	C	Structure
#11	Reservation Road (partial)	Boston (Hyde Park)	Stony Brook Reservation: from Brainard St. to Smith Field Road/Richard Monahan Square	early 20th century	C	Structure

Stony Brook Reservation Parkways						
Boston and Dedham, Massachusetts						
District Data Sheet						
#	Name	Town	Location	Date	Status	Type
#12	Richard Monahan Square	Boston (Hyde Park)	Stony Brook Reservation: Located at intersection of Smith Field Road and Reservation Road	20th c.	C	Structure

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Stony Brook Reservation Parkways, Metropolitan Park System of Greater Boston MPS

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 11/29/05 DATE OF PENDING LIST: 12/14/05
DATE OF 16TH DAY: 12/29/05 DATE OF 45TH DAY: 1/12/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05001509

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1.3.06 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Stony Brook Reservation Parkways
Dodman Parkway
Boston (Hyde Park), MA
#1

<INQ. 10 >026 © BN
0033 37 N N N+1 NN GR08 Z101/100



Stony Brook Reservation Parkways
Dedham Parkway
Boston (Hyde Park) MA
#2

<NO. 9 >023 © BN
0033 37 N N N+1 NN GR08 Z101/100



Stony Brook Reservation Parkway
Enneking Parkway, Segment One
West Roxbury, MA
#1

<ND. 11 >031 @ BN
0033 37 N N N+1 NN GR08 Z101/100



Stony Brook Reservation Parkways
Enno King Parkway, Segment One
West Roxbury, MA
#2

<No. 12 >035 © BN
0033 37 N N N+1 NN GR08 2101/100



Stony Brook Reservation Parkways
Enneking Parkway, Segment 2
Boston (Hyde Park), MA
#3

<No. 13 >037 © BN
0033 37 N N N+1 NN GR08 2101/100



Stony Brook Reservation Parkways
Turtle Pond Parkway
Boston (Hyde Park), MA
#1

<No. 14 >042 © BN
0033 37 N N N+1 NN GR00 Z101/100



Stony Brook Reservation Parkways
Turtle Pond Parkway
Boston (Hyde Park), MA
#2

<NO. 16 >046 © BN
003337 N N N-6 NN GR08 Z101/100



STONY BROOK 42071-C1-TM-025
RESERVATION PARKWAYS

Boston South

MASSACHUSETTS
BOSTON / DEDHAM

1:25 000-scale metric
topographic map
(SUFFOLK / NORFOLK) MA

7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

GEOLOGICAL SURVEY

1987

Produced by the United States Geological Survey
in cooperation with Massachusetts Department
of Public Works
Control by USGS, NOS/NOAA, and Commonwealth of
Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs
taken 1978. Field checked 1979. Map edited 1987.
Supersedes Newton and Boston South 1:25,000-scale
maps dated 1970.

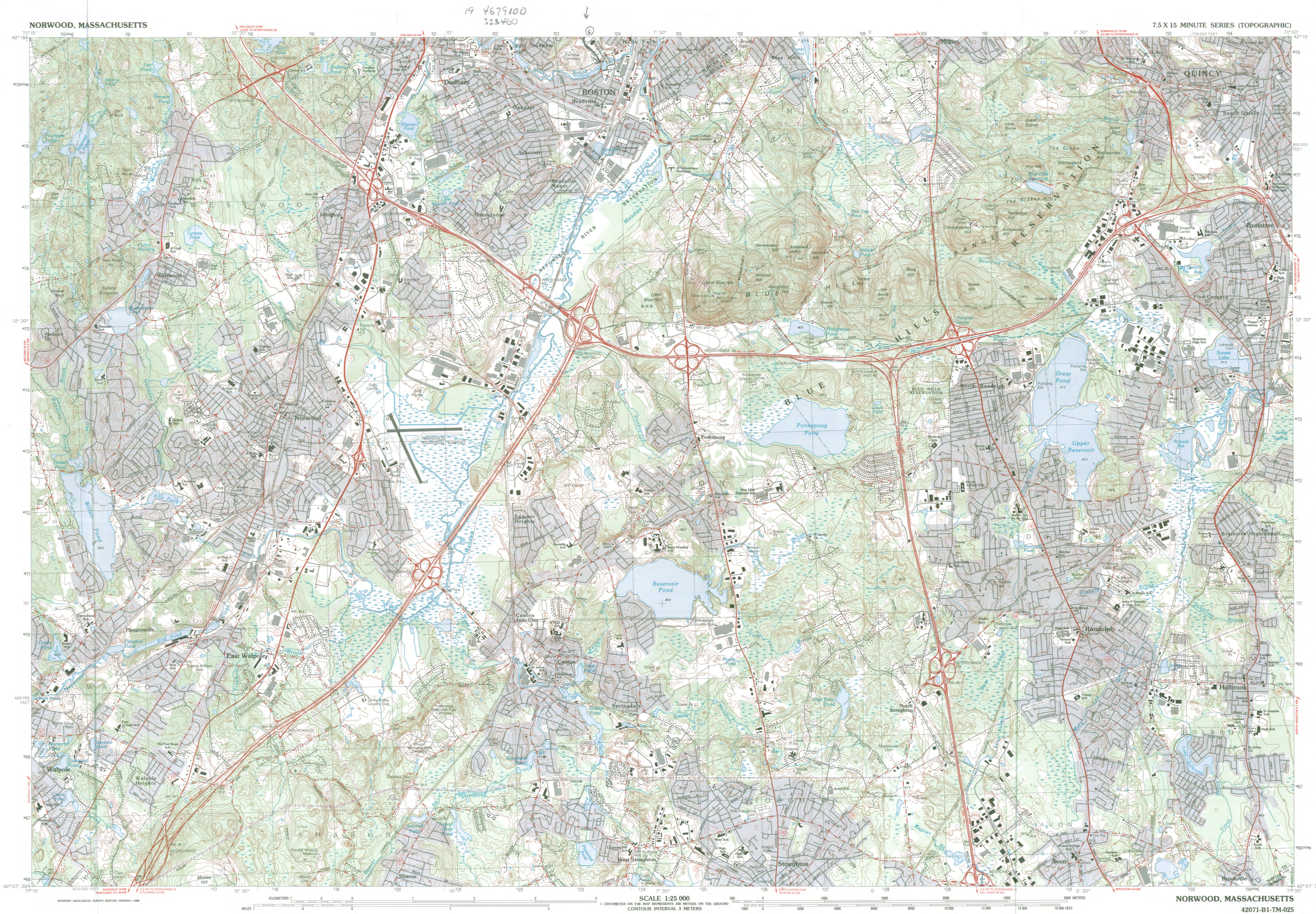
Selected hydrographic data compiled from NOS charts 13270 (1982)
and 13272 (1982). This information is not intended for navigational purposes.

Projection and 1000-meter grid: Universal
Transverse Mercator, zone 19
100,000-foot grid ticks based on Massachusetts coordinate
system, maintained since
1927 North American Datum
To place on the predicted North American Datum 1983,
more the projection lines 6 meters south and
42 meters west as shown by dashed corner ticks.
There may be private inholdings within the boundaries of
the National 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 0.1 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE
OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS

THIS MAP COMPLETES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM	ADJOINING MAPS			
Meters	Feet		1	2	3	
1	3.2808		1	2	3	
2	6.5617		4	5		
3	9.8425					
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		UTM grid convergence (0.01 and 100' magnitudes at center of map Diagram is approximate)	1	2	3	
To convert feet to meters multiply by 0.3048			4	5		
			6	7	8	
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			4	5		
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			4	5		



STONY BROOK RESERVAT. PARKWAY

Norwood

MASSACHUSETTS

BOSTON / DEDHAM, MA

1:25 000-scale metric topographic map



7.5 X 15 MINUTE QUADRANGLE SHOWING

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



GEOLOGICAL SURVEY

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, maintained 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	3
1	3.2808		12° 45'	4	5	
2	6.5617			5	6	
3	9.8425			6	7	8
4	13.1234					
5	16.4042					
6	19.6850					
7	22.9659					
8	26.2467					
9	29.5276					
10	32.8084					

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

UTM grid convergence (EN) and true north (TN) diagram is approximate

Diagram is approximate

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

ISBN 0-607-23444-X

9 780607 234442

Topographic Map Symbols

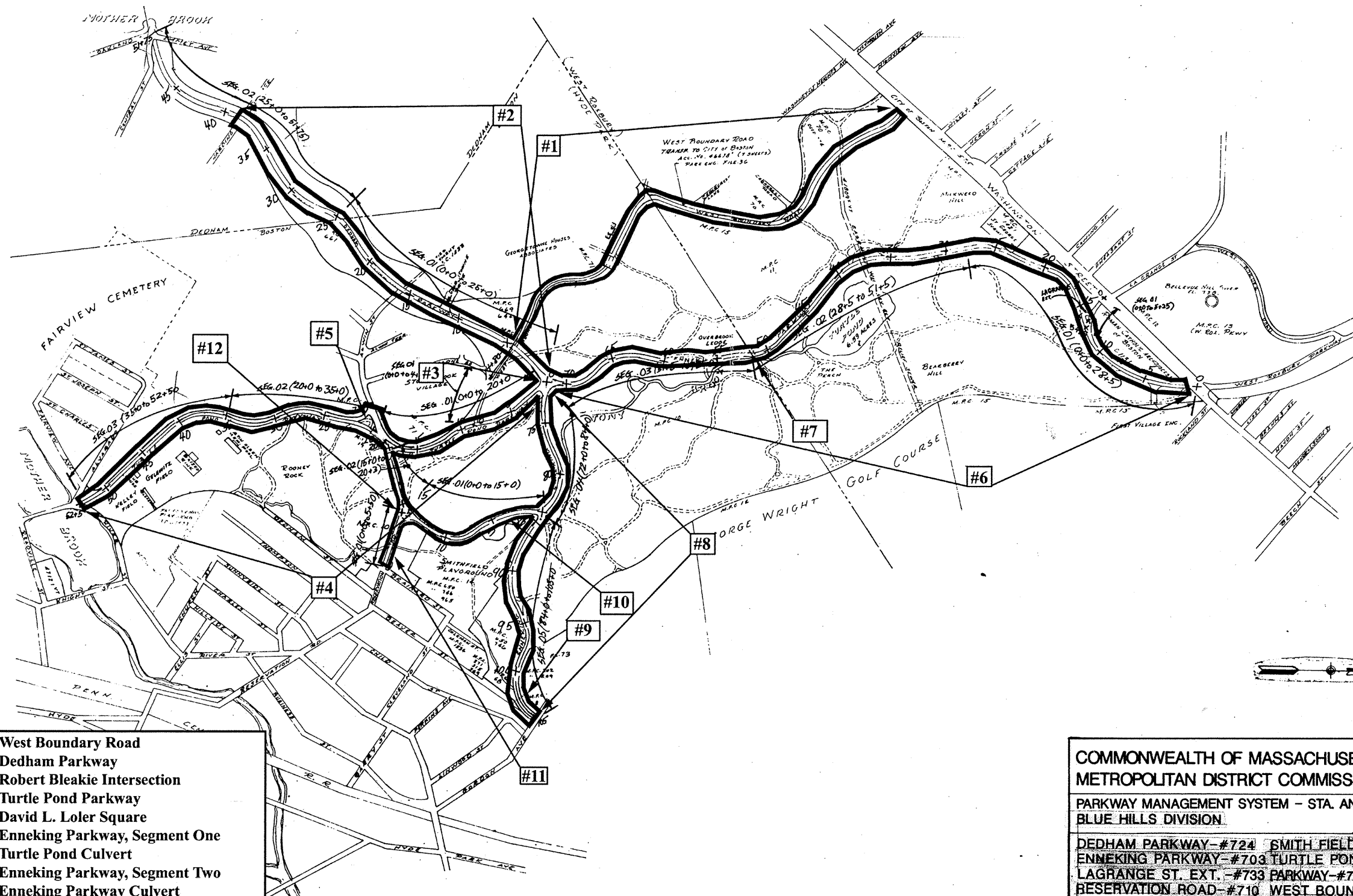
Primary highway, hard surface	
Secondary highway, hard surface	
Light-duty road, hard or improved surface	
Unimproved road; trail	
Route marker: Interstate; U. S.; State	
Railroad: standard gage; narrow gage	
Bridge: drawbridge	
Footbridge; overpass; underpass	
Build-up area: only selected landmark buildings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

A pamphlet describing topographic maps is available on request

NORWOOD, MASSACHUSETTS

42071-B1-TM-025

1985

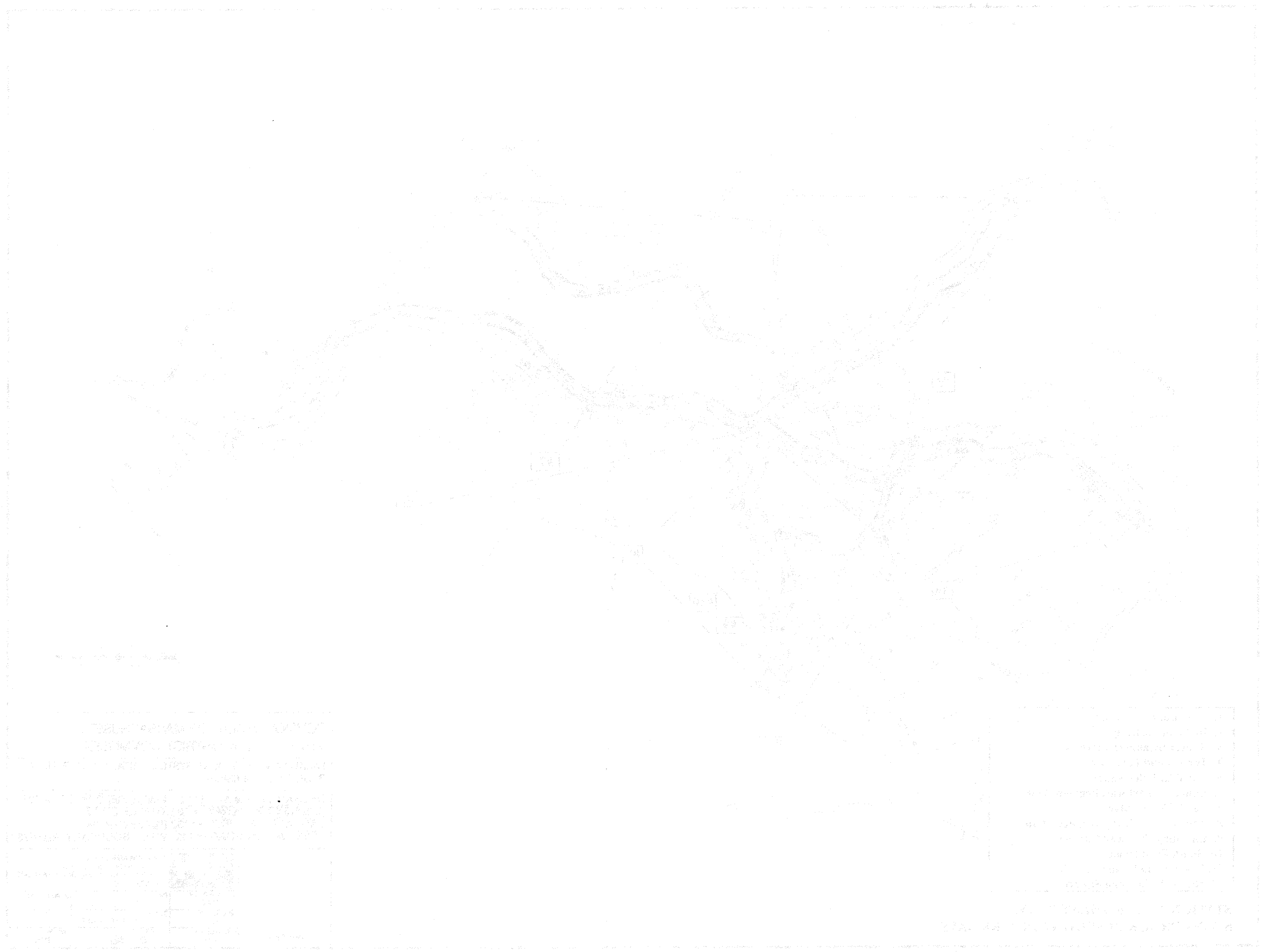


1. West Boundary Road
2. Dedham Parkway
3. Robert Bleakie Intersection
4. Turtle Pond Parkway
5. David L. Loler Square
6. Enneking Parkway, Segment One
7. Turtle Pond Culvert
8. Enneking Parkway, Segment Two
9. Enneking Parkway Culvert
10. Smith Field Road
11. Reservation Road (partial)
12. Richard Monahan Square

STATION AND SEGMENT PLAN:
STONY BROOK RESERVATION PARKWAYS

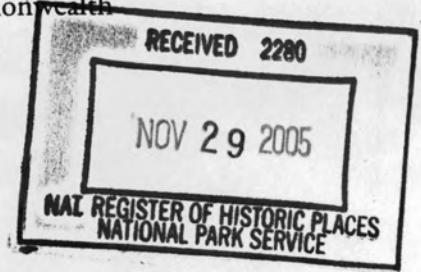
COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSION			
PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN BLUE HILLS DIVISION			
DEDHAM PARKWAY-#724 SMITH FIELD ROAD-#709 ENNEKING PARKWAY-#703 TURTLE POND LAGRANGE ST. EXT.-#733 PARKWAY-#704 RESERVATION ROAD-#710 WEST BOUNDARY RD.-#732			
VH		Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/783-7000	
DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. BH-6	
DRAWN BY NBF	SCALE NOT TO SCALE		
CHECKED BY VAG	SHEET OF 63	JOB NO. 1120	

11/5/05





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



November 15, 2005

Dr. John Roberts
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Dr. Roberts:

Enclosed please find the following nomination:

Stony Brook Reservation Parkways, Boston/Dedham (Norfolk/Suffolk), MA
Metropolitan Park System of Greater Boston (Parkways) MPS

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

We request expedited review of this nomination.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: William F. Galvin, Secretary of the Commonwealth
DCR: Commissioner Steven Burrington, Sean Fisher, Karl Haglund, Samantha Overton,
Julia O'Brien, Joseph Orfant, Rick Corsi, Patrice Kish
Public Archaeology Laboratory, consultants
Sec. Stephen Pritchard; Betsy Shure Gross, EOE
Patrice Kish, DEM
Boston: Mayor Thomas Menino; Susan Pranger, Boston Landmarks Commission; Roysin
Bennett Younkin, BLC, Boston CLG Coordinator
Dedham: Marie-Louise Kehoe, Chair, Dedham Board of Selectmen; Stanley Lyman,
Dedham Historical Commission; Arthur Noonan, Town Planner