

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 Neponset Valley Parkway (Metropolitan Park System of Greater Boston MPS)

other names/site number _____

2. Location

street & number Neponset Valley Parkway n/a not for publication

city or town Boston (Hyde Park) and Milton n/a vicinity

state Massachusetts code MA county Suffolk/Norfolk code 025, 021 zip code 02136, 02186

3. State/Federal Agency Certification

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

Betsy Friedberg, National Register Director 12/16/04
Signature of certifying official/Title Date

Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper

Patricia Anderson

Date of Action

1/24/2005

Neponset Valley Parkway
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
_____ 1		_____ sites
_____ 7	_____ 1	_____ structures
		_____ objects
_____ 8	_____ 1	_____ Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston MPS

Number of contributing resources previously listed in the National Register

1 Paul's Bridge-Hubbard's Bridge 1972

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATIONAL/CULTURE: outdoor recreation

LANDSCAPE: park, natural feature

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE: outdoor recreation

LANDSCAPE: park, natural feature

TRANSPORTATION: road-related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, stone

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA

Section number 7 Page 1

DESCRIPTION

Neponset Valley Parkway, located approximately 10 miles southwest of downtown Boston, Massachusetts, is one of the earliest connecting parkways in Boston's Metropolitan Park System. Proposed as a connector between the Stony Brook Reservation in the Readville section of Boston (a village within the city's Hyde Park neighborhood) and the Blue Hills in Milton, the Neponset Valley Parkway was developed in three segments. The first and second segments, from Readville Street in Readville to Brush Hill Road in Milton, follow the paths of pre-existing roads. The third, which begins at Brush Hill Road and ends at Blue Hill Avenue, was built on an entirely new alignment. The setting of the parkway dramatically changes from one segment to the next. The first segment is industrial, while the second is bounded by a densely populated residential neighborhood. The third and final segment passes through the Neponset River Reservation before terminating near the foot of the Blue Hills. Each of these segments will be discussed separately from west to east. As the roadway travels generally west to east over its three segments, its elevation rises gently from 14 feet above sea level near the Mother Brook to 160 feet above sea level at its eastern terminus at the foot of the Blue Hills.

Neponset Valley Parkway, Segment One (River Street east of Mother Brook to the MBTA Bridge at Wolcott Square in Readville, Hyde Park [Boston])

Neponset Valley Parkway, Segment One (#1 on the data sheet), begins immediately south of the Mother Brook at River Street. For just over one half mile, the parkway, two 12-foot-wide bituminous concrete-paved lanes traveling in either direction, winds and turns through a variable setting of residential housing, parks, and industrial sites before ending at the MBTA bridge at Wolcott Square in Readville. Until it was acquired by the Metropolitan Park Commission (MPC) in 1924, this segment of the parkway was a municipal road named Regent Street (**photo #1**). While the alignment of the road has not changed from its pre-1924 condition, the roadway was modified upon acquisition to meet the MPC parkway standards of the time. (Note: The MPC became the Metropolitan District Commission [MDC] in 1920; in 2003, the MDC was reorganized as the Division of Urban Parks and Recreation within the newly created Department of Conservation and Recreation [DCR]).

Traveling southeast from its northwestern terminus at River Street, Segment One of the Neponset Valley Parkway is immediately bounded by two parks, the Paul J. Colello Playground to the north and the Sgt. Joseph DeSantis Park to the south. At the northeast corner of Colello Playground is a small greenspace that is fenced off from the park. This area, established in 1956, is called John Tiberii Square and features a small monument and several mature fruit trees; the granite and bronze monument was erected in 1928 as a war memorial commemorating John Tiberii. Both parks are located outside of the boundary of the parkway, which corresponds to the back edge of the sidewalk.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA

Section number 7 Page 2

As the parkway turns slightly and continues to the east, an occasional house borders the roadway until it reaches a sharp bend in the road and turns south again near the Westinghouse Plaza. The original headquarters for Westinghouse Electric, Westinghouse Plaza is a late-19th-century, four-story brick industrial building in the Romanesque style. After turning south, the parkway begins to parallel the tracks of the former New York, New Haven & Hartford Railroad, now the MBTA, until the road turns sharply to the east and crosses the railroad by way of the John Hart Bridge (**photo #2**). Various late-19th-century brick railroad buildings are visible in the medium distance northeast of the parkway. A modern, pre-fabricated storage unit has since replaced several buildings that historically bordered the immediate east side of the parkway. After the road turns south, one- to two-story residences dating to all periods of the 20th century border the west side of the road. These houses front the road from a setback of approximately 25 feet. Several residential streets leading from an historic neighborhood that is probably railroad related intersect the parkway along the west side of the road. The setting for the roadway stays the same until it gives way to granite-block wing walls (**John Hart Bridge Approaches [Wing Walls], #2 on the data sheet**) that form the approach to the John Hart Bridge that crosses over the MBTA rail. Four wing walls, one at each corner of the bridge, make up these approaches. Tapering from two feet to four feet in height, the walls are made of small granite blocks set in mortar and capped with cast concrete slabs. While no date is marked to indicate the year these walls were constructed, the walls are of identical construction to a 1930s, WPA-constructed bridge over Mother Brook that is located over the Neponset River in Readville. Located approximately five feet from the edge of the pavement at each corner approaching the **John Hart Bridge (#3 on the data sheet)**, these granite approaches are considered collectively a single contributing structure within the boundary of the parkway. The bridge itself consists of a single concrete arch. While the substructure of the bridge probably dates to the same period as the granite approaches, the rails were replaced with steel sheeting and a chain-link fence in the 1970s. For the purpose of this nomination, the bridge is considered a noncontributing element of the parkway as a result of these changes.

After passing over the John Hart Bridge, the parkway turns south again for a short distance before veering to the east and passing under a single-arch granite block bridge that carries an additional leg of the MBTA rail over the parkway. Visual inspection of its granite block and concrete construction suggests that it was probably built in the 1930s for the Old Colony Railroad (Providence Division), the former owner of the rail line and bridge. The commuter rail station and its associated parking are located adjacent to the parkway at the northwest corner of the bridge. Because it is historic and appears to be unaltered, this bridge is considered a contributing structure within this nomination (**Former Old Colony Railroad Bridge, now MBTA Bridge, #4 on the data sheet**) (**photos #3-4**).

Despite changing directions frequently, the first segment of the Neponset Valley Parkway is quite flat.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA

Section number 7 Page 3

The two-lane road is narrow, with no median or parking at any point. Curbs are vertical granite along most of this segment, although they change to Belgian block-type edging near the approaches to the John Hart Bridge. Sidewalks are intermittent and occur primarily near the two parks at Readville Street and where homes border the west side of the parkway, between Westinghouse Plaza and the John Hart Bridge. Vegetation is limited along the parkway, except near the parks and near Westinghouse Plaza. The DCR owns two rectangular greenspaces, about 30 feet wide, with mature oak trees 50 to 75 years old, that flank either side of the road as it turns south along the MBTA rail line. Otherwise, few trees that are associated with the parkway border the road.

Views are contained along the corridor for most of this segment. Only at the John Hart Bridge do they open up to the north and south. Nearby views to the northeast are of the railyards and scattered 19th- and 20th-century railroad-related buildings. Long-distance views are of the Boston skyline. Looking southwest from the bridge, a historic steel truss bridge on Sprague Street is visible in the very near distance, as well as the local commuter rail station.

Neponset Valley Parkway, Segment Two (from Wolcott Square [Prescott Avenue], Boston, to Brush Hill Road, Milton)

Neponset Valley Parkway, Segment Two (#5 on the data sheet), begins on the southeast side of the MBTA Bridge at Wolcott Square. Wolcott Square is a small commercial pocket made up largely of early 20th-century brick commercial and civic buildings, including a general store, post office, and nearby fire station. Most of these buildings are only one to two stories in height. A few modern buildings interrupt the generally historic setting, although they are similar in scale to the surrounding structures. A small municipal park is located in between the shops and the parkway (outside the boundaries of the present nomination).

As Segment Two travels west through Wolcott Square, the road enters a residential neighborhood. This portion of the road, which prior to becoming an MDC parkway was named Neponset Street, becomes a divided parkway just west of Yuill Circle Road. Houses border both sides of the road until it reaches Truman Parkway. The houses closest to the Wolcott Square area are the oldest and largest. In this area, most of the residences, many in varying examples of Victorian architectural styles, are two to three stories in height and date to the late-nineteenth or early twentieth century. The Queen Anne-style Blue Hill Community Church, built in 1889, is located at the corner of Yuill Circle and Neponset Valley Parkway. As the parkway travels east, the houses become more recent in date and smaller in scale. Houses along most of Segment Two are set back about 30 to 40 feet from the edge of the pavement.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA

Section number 7 Page 4

The roadway alignment of Segment Two is straight and flat. The divided parkway consists of two 11-foot-wide lanes traveling in either direction. Vertical granite curbs border both the outer edges of the parkway and the median. The turf median is about 20 feet wide and features two rows of evenly spaced mature oaks (approximately 50 to 75 years old). Mature oaks also border the outer edges of the parkway and, together with the trees in the median, form a canopy (**Neponset Valley Parkway Median and Tree Allee, #6 on the data sheet**) (**photo #5**) over the parkway. Concrete sidewalks border both sides of the road just beyond the oaks. Lights are cobra heads on concrete posts. No parking is permitted at any point along the roadway.

The above configuration characterizes the parkway until it approaches Truman Parkway, another DCR connecting parkway that intersects Neponset Valley Parkway from the north (Truman Parkway is nominated separately under this Multiple Property nomination). A median break was added after the period of significance, 1956, at this intersection to facilitate traffic maneuvers and allow for a left-hand turn onto Truman Parkway from Neponset Valley Parkway. Just east of this junction, the road enters the Neponset River Reservation and crosses Paul's Bridge – Hubbard's Bridge over the Neponset River before reaching its eastern terminus at Brush Hill Road. (**photo #6**) **Paul's Bridge – Hubbard's Bridge (#7 on the data sheet)**, listed on the National Register in 1972, is a stone, triple-arch bridge. The headwalls of the bridge are 3.5 feet tall and consist of mortared granite blocks capped with granite slabs. Built in 1849 and reconstructed in 1932, this bridge replaces several earlier wooden bridges that spanned the Neponset River at this same crossing. The Neponset River forms the boundary between Boston and Milton.

Immediately after crossing Paul's Bridge – Hubbard's Bridge, Segment Two ends at Brush Hill Road. This intersection features a triangular island with several mature oaks (**Brush Hill Road Island and Oak Trees, #8 on the data sheet**). A bike path begins to border the southern edge of the road as it turns south onto Brush Hill Road for about 20 feet and then turns east again toward the Blue Hills. The section of the parkway east of Brush Hill Road will be discussed below as Segment Three.

Views along Segment Two are generally framed along the corridor although, occasionally, a view will open to the east to reveal the Blue Hills in the medium distance. From Paul's Bridge – Hubbard's Bridge, views open up to wetlands of the Neponset River Reservation and, in season, the purple loosestrife that defines the banks of the Neponset River. The wetlands to the north are protected as part of the Fowl Hill Reservation, within the Neponset River Reservation.

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA

Section number 7 Page 5

Neponset Valley Parkway, Segment Three (Brush Hill Road to Blue Hill Avenue, Milton)

Neponset Valley Parkway, Segment Three (#9 on the data sheet) travels through a narrow strip of parkland that is part of the Neponset River Reservation. This portion of the parkway gently winds along the course of a small inlet, Kennedy Brook, which travels from Hemenway's Pond, located at the eastern terminus of the parkway, to the Neponset River near Paul's Bridge – Hubbard's Bridge. Like the previous two segments, the topography of the surrounding area is generally flat. The northeast side of the road is bounded by forested parkland and Kennedy Brook. After passing the Milton Rehabilitation Center at the southwest corner of Brush Hill Road and Neponset Valley Parkway, the parkway on its southwest side is bordered by wooded areas consisting mostly of a mix of oaks and pines, and an occasional house. Several houses dating from the mid to the late twentieth century are oriented toward Neponset Valley Parkway. These houses, two to three stories in height, feature driveways that lead from the road and are set at least 100 feet back from the edge of pavement. The general feel of this segment is rural.

Segment Three of Neponset Valley Parkway consists of two 12-foot-wide lanes traveling in either direction. The road is undivided by a median, although a four-foot-wide bike lane travels west along the northeast side of the road. An informal sidewalk that alternately consists of dirt and asphalt also borders this side of the road (at certain points, the sidewalk is nonexistent). Curbs of vertically placed granite generally occur only where driveways intersect the southwest side of the roadway. No parking is permitted along the parkway, although there are a few informal pullouts located on the northwest side of the road. Lighting is consistent with that found along the other two segments of the parkway.

Views along the parkway are generally limited to the corridor itself. Occasionally, the Blue Hills can be seen over the trees that border the roadway.

Archaeological Description

Known ancient Native American sites have been documented in close proximity to the Neponset Valley Parkway, including nine sites in the general area (within one mile) and at least one site that abuts or originally extended into the parkway right of way. The Neponset Bridge Site (19-NF-134) is located in the vicinity of Paul's Bridge, where the parkway crosses the Neponset River. Lithic artifacts and ceramics possibly representing the Transitional Archaic and Woodland Periods have been collected in the area. Environmental characteristics indicate a high potential for the presence of ancient Native American sites in the Neponset Valley Parkway locale. The parkway includes several well-drained, level to moderately sloping terraces and other landforms located within 1,000 feet of the Neponset River, Mother's Brook, Bolster Brook, and other ponds, streams, and wetlands. The entire parkway lies within the Neponset River drainage.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA**

Section number 7 Page 6

While known sites and high ancient Native American site potential are documented for the Neponset Valley Parkway area, the potential is low for locating significant Native resources within the parkway boundaries established for this nomination. Impacts related to construction and maintenance of the roadway and related facilities would have had an adverse effect on any ancient Native American resources that might 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 National Register-eligible sites survive. Known sites, including any potential evidence of the Neponset Bridge Site (19-SU-134) that 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 the presence of historical archaeological sites in the vicinity of the Neponset Valley Parkway. 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 located originally within or abutting the nominated area. In general, however, given the same impacts associated with construction of the parkway described for ancient Native American resources, the potential for recovering intact and significant historical archaeological resources is also low within the Neponset Valley 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)

Neponset Valley Parkway

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

(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 # _____

Suffolk, Norfolk, MA

County and State

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Conservation

Engineering

Landscape Architecture

Transportation

Period of Significance

1898-1956

Significant Dates

1898-1929 parkway constructed

Significant Person

(Complete if Criterion B is marked above)

none

Cultural Affiliation

none

Architect/Builder

Charles Eliot/Olmsted Brothers

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

**National Register of Historic Places
Continuation Sheet**

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Section number 8 Page 1 **Boston/Milton (Suffolk/Norfolk), MA**

SIGNIFICANCE

The Neponset Valley parkway was designed for the Metropolitan Parks Commission (MPC) by Olmsted, Olmsted and Eliot and its successor firm, Olmsted Brothers, to provide a direct link between the Stony Brook Reservation in Boston and Dedham, and the Blue Hills in Milton in Quincy. Developed during the last years of the 19th century, Neponset Valley parkway is significant as one of the earliest connecting parkways within the Metropolitan Park System of Greater Boston. The parkway was designed at the same time as the Neponset River Reservation. Although it travels in and out of the Neponset River Reservation, the parkway does not border the Neponset River at any point, and, therefore, is not considered a river parkway.

Neponset Valley Parkway possesses integrity of location, design, setting, materials, workmanship, feeling, and association. It meets National Register Criteria A and C in the significance areas of community development and planning, engineering, landscape architecture and transportation at the state level and fulfills the Parkways Registration Requirements for the associated Connecting Parkway property subtype, under Section F of this Multiple Property Documentation Format nomination. The period of significance for Neponset Valley parkway is from 1898, the beginning of state acquisition for the parkway, though 1956. The Neponset Valley parkway was built over a period of 30 years in three distinct segments. The development of each segment is discussed separately for the purposes of this nomination.

Neponset Valley Parkway, Segment One – River Street east of Mother Brook to the MBTA Bridge at Wolcott Square (at Prescott Avenue) in Readville, Hyde Park (Boston)

As part of the original Olmsted proposal to connect the Stony Brook Reservation and the Blue Hills Reservation, a direct link would have to be built from River Street to Neponset Avenue, a pre-existing boulevard at Wolcott Square. Land was acquired as early as 1901 for the construction of this segment, but a contract for work was not awarded until 1924 when the Metropolitan Parks Commission (MPC) realized that their initial plans to build a bridge from Regent Street that would span the New York, New Haven & Hartford Railroad, Hyde park Avenue, and the Old Colony (Providence Division) Railroad and end at Wolcott Square would not be feasible. Instead, in 1924, the agency, by now known as the Metropolitan District Commission (MDC), acquired Regent Street and a small portion of Hyde Park Avenue and reconstructed it to meet MDC parkway standards. (Note: in 2003 the MDC was reorganized as the Division of Urban Parks and Recreation, within the newly created Department of Conservation and Recreation [DCR]). This included adding curbs, sidewalks, some trees, and two small rectangular green spaces near Westinghouse Plaza. These changes were made along the parkway from 1924 to 1929. The bridge over the New York, New Haven & Hartford Railroad line (now the MBTA bridge) had not yet been built at this time, and the Old Colony Railroad crossed the road at grade. Furthermore, the Milton Street

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Neponset Valley Parkway
Section number 8 Page 2 **Metropolitan Park System of Greater Boston MPS**
Boston/Milton (Suffolk/Norfolk), MA

Bridge (now the John Hart Bridge), spanning the New York, New Haven & Hartford Railroad and connecting Regent Street and Hyde park Avenue was not acquired by the MDC until 1956. This roadway has been minimally altered since it was acquired and reconstructed in 1924.

Neponset Valley Parkway, Segment Two – from Wolcott Square (at Prescott Avenue), Boston to Brush Hill Road, Milton

The first taking for Neponset Valley parkway was made in 1898 when the MPC acquired a pre-existing municipal street named Neponset Avenue, which was a boulevard that traveled through an established residential area from Wolcott Square east to Brush Hill Road in Milton. There is little information to indicate what changes, if any, the MPC made to the road after they acquired it. Record construction plans from 1930 for the reconstruction of Paul's Bridge – Hubbard's Bridge show Segment Two looking much the same as it does today; however, it is labeled as "East Milton Street" on the plans.

Paul's Bridge – Hubbard's Bridge was reconstructed in 1932-1933. The original stone bridge built at this site was constructed in 1849. Three wooden bridges had preceded the stone bridge. The 1849 bridge was widened to its current width of 33 feet to accommodate two wide lanes of traffic with sidewalks on either side. The headwalls of the bridge, granite block, were replaced in-kind and granite block ballast walls were added along the banks of the Neponset River. The triangular island with its oak trees was added at the intersection of the parkway and Brush Hill Road in the same year.

Segment Three – Brush Hill Road to Blue Hill Avenue, Milton

In 1901, the Olmsted firm prepared plans for another parkway, Balster Brook Parkway, which would serve as the final connector between Neponset Valley Parkway, at Brush Hill Road, and the Blue Hills. This road was never built, however, and by the next year the MPC started to acquire a stretch of land that encompassed Kennedy Brook between the Blue Hills and the Neponset River just west of Brush Hill Road. This acquisition, now Segment Three of the Neponset Valley Parkway, was completed by 1904. This complete strip was 1.12 miles in length and of varying width. A contract was awarded in the same year for construction of Segment Three, called the "westerly road" on construction plans, along the newly acquired strip of land. According to an MPC Annual Report dated January 1906, however, construction was delayed until 1905 to allow the Blue Hill Street Railway Company to lay tracks on an adjacent strip of land that had been granted to the company by the MPS. By May of 1905 this rail line was completed, and construction of Neponset Valley Parkway between Brush Hill Road and Blue Hill Avenue began.

Segment Three of the Neponset Valley Parkway was built through what had formerly been two large private estates. A 1904 construction plan sheet, which was approved by the MPC Board of Commissioners in July of the same year, showed a two-lane roadway consisting of 13-foot-wide lanes traveling in either

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3 **Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA**

direction. The northeast side of the road was bounded by a 25-foot-wide planting strip labeled "track reservation." The southwest side of the road was bounded by a 6-foot-wide walkway and a 5-foot-wide planting strip. Evenly spaced maple trees were proposed to border both sides of the street. An MPC Annual Report states that maples were planted in 1906. None of those trees are discernable today, but the configuration of this segment of the roadway itself has changed little beyond an occasional resurfacing.

(end)

Neponset Valley Parkway
Name of Property

Suffolk, Norfolk, MA
County, State

10. Geographical Data

Acreage of Property approximately 13 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19	323700	4679000 (River St.)
Zone	Easting	Northing
2. 19	324040	4678800
Zone	Easting	Northing

3. 19	324040	4678320 (Hart
Zone	Easting	Northing Bridge)
4. 19	324840	4677740 (Paul's
Zone	Easting	Northing Bridge)

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, E. Maass, T. Orwig, PAL, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date December 2004

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

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

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

street & number 251 Causeway Street telephone 617-727-5264

city or town Boston state MA zip code 02114

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

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA

Section number 10 Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

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

Neponset Valley Parkway, Segment One: The northwestern terminus of Neponset Valley Parkway, Segment One corresponds to a line of convenience drawn along the southern edge of River Street in Boston (Hyde Park). The eastern terminus of the parkway corresponds to a line of convenience drawn at the northern end of the Former Old Colony Railroad Bridge in Boston (Hyde Park).

Neponset Valley Parkway, Segment Two: The western terminus of the parkway corresponds to a line of convenience drawn at the western end of the Former Old Colony Railroad Bridge where it joins Segment One. The southeastern terminus of the parkway corresponds to a line of convenience drawn along the western edge of Brush Hill Road in Milton.

Neponset Valley Parkway, Segment Three: The northwestern terminus of Neponset Valley Parkway, Segment Three corresponds to a line of convenience drawn along the northwestern edge of Brush Hill Road in Milton. The southeastern terminus of the parkway corresponds to a line of convenience drawn along the western edge of Blue Hill Avenue.

UTM References (continued)

5. 19 325420 4677100 (*Blue Hill Ave.*)

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

**National Register of Historic Places
Continuation Sheet**

**Neponset Valley Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Milton (Suffolk/Norfolk), MA**

Section number photo Page 1

PHOTOGRAPHS

Photographer: Emily Maass, PAL
Date: July, 2002
Negatives at: PAL, Pawtucket, RI

1. River Street, segment one, looking southeast
2. John Hart Bridge, segment one, looking southeast
3. Approaching former Old Colony Railroad bridge, segment one, looking southwest
4. Segment two, Wolcott Square, looking north
5. Segment two, Neponset Valley Parkway, tree allee, looking southeast
6. Segment three, Paul's Bridge, Brush Hill Road island, looking northwest

**Neposet Valley Parkway
Boston and Milton, Massachusetts
District Data Sheet**

#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#1			Neponset Valley Parkway, Segment One	Boston	Connecting Parkway segment located between River Street near Mother Brook and the Former Old Colony Railroad Bridge at Wolcott Square	Acquired by the MDC in 1924, reconstructed 1929	C	Structure
#2			John Hart Bridge Approaches (wing walls)	Boston	Located at all four corners of the John Hart Bridge over the Former New York, New Haven and Hartford Railroad Bridge in Boston (Hyde Park)	ca. 1930, acquired by MDC in 1956	C	Structure
#3			John Hart Bridge	Boston	Carries Neponset Valley Parkway, Segment One over the Former New York, New Haven and Hartford Railroad Bridge	ca. 1930, acquired by MDC in 1956, rebuilt 1970s	NC	Structure
#4			Former Old Colony Railroad Bridge (now MBTA)	Boston	Carries the Former Old Colony Railroad over Neponset Valley Parkway, Segment Two at Wolcott Square	early 20th century	C	Structure
#5			Neponset Valley Parkway, Segment Two	Boston and Milton	Connecting Parkway segment located between the Former Old Colony Railroad (includes bridge) at Wolcott Square in Boston and Brush Hill Road in Milton	built in the late 19th century, acquired and rebuilt by MDC in 1898	C	Structure

**Neposet Valley Parkway
Boston and Milton, Massachusetts
District Data Sheet**

#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#6			Neponset Valley Parkway Median and Tree Allee, Segment Two	Boston and Milton	Borders the outer edges of Neponset Valley Parkway, Segment Two from Wolcott Square in Boston to Truman Parkway in Milton	early 20th century	2C	Structure (median), Site (allee)
#7	NR 1972		Paul's Bridge - Hubbard's Bridge	Boston and Milton	Carries Neponset Valley Parkway, Segment Two over the Neponset River at the Boston/Milton border	1932-1933	NR	Structure
#8			Brush Hill Road Island and Oak Trees	Milton	Located at the intersection of Neponset Valley Parkway, Segment Two and Brush Hill Road	early 20th century	C	Structure
#9			Neponset Valley Parkway, Segment Three	Milton	Connecting Parkway segment located between Brush Hill Road and Blue Hills Avenue	1904-1906	C	Structure

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Neponset Valley Parkway, Metropolitan Park System of Greater
NAME: Boston

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 12/21/04 DATE OF PENDING LIST: 1/07/05
DATE OF 16TH DAY: 1/22/05 DATE OF 45TH DAY: 2/03/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001573

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: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

✓ ACCEPT _____ RETURN _____ REJECT _____ 1/24/05 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept A&C

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 1/24/2005

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

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



Neponset Valley Parkway, Sequent One
Boston, MA

#1

<No. 26 >070 @ BN
0036 37 N N N-6 NN AC-03 GR08 Z101/100



Neponset Valley Parkway, Neponset One
Boston, MA
#2

<No. 27 >072 © BN
0036 37 N N N-6 NN AC-03 GR08 Z101/100



Neponset Valley Parkway, Segment One
Boston, MA
#3

<NO. 30 >076 @ BN
0036 37 N N N-4 NN AC-03 GR08 Z101/100



Neponset Valley Parkway, Segment Two
Boston, MA
#4

<NO. 31 >000 @ BN
0036 37 N N N-8 NN AC-03 GR08 Z101/100



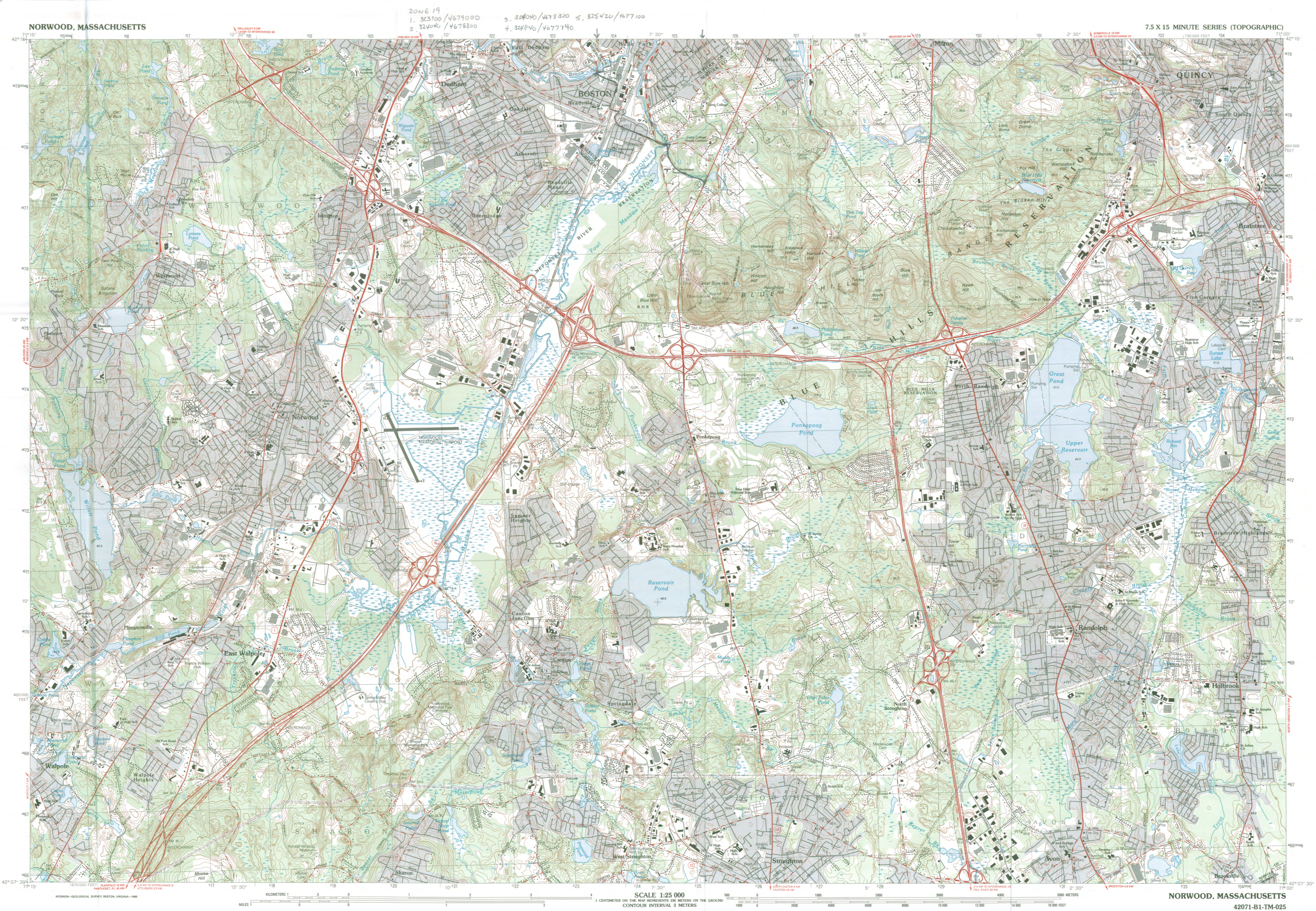
Neponset Valley Parkway, Segment Two
Boston, MA
#5

END. 33 X084 © BN
0036 37 N N N N NN AC-05 GR08 Z101/100



Neponset Valley Parkway, Segment Two
Boston, MA
#6

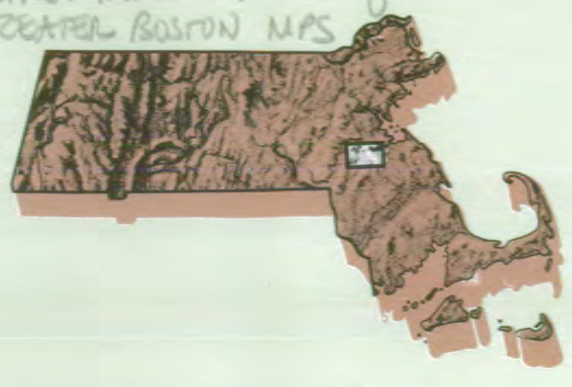
<ND. 34>089 @ BN
0036 37 N N N-4 NN AC-05 GR08 Z101/100



NEPONSET VALLEY PARKWAY

Norwood
BOSTON / MILTON, MA
MASSACHUSETTS
(SUFFOLK / NORFOLK) MA

1:25 000-scale metric
topographic map
NETED, PAC SYSTEM 73
CORRELATION MAPS



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, 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		
Meter	Feet		1	2	3
1	3.2808		4	5	
2	6.5617		6	7	8
3	9.8425				
4	13.1234				
5	16.4042				
6	19.6850				
7	22.9659				
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
(NM) and 1983 magnetic
declination (NM)
at center of map
Diagram is approximate

1 Framingham
2 Boston South
3 Fall
4 Medfield
5 Weymouth
6 Franklin
7 Braintree
8 Whitman

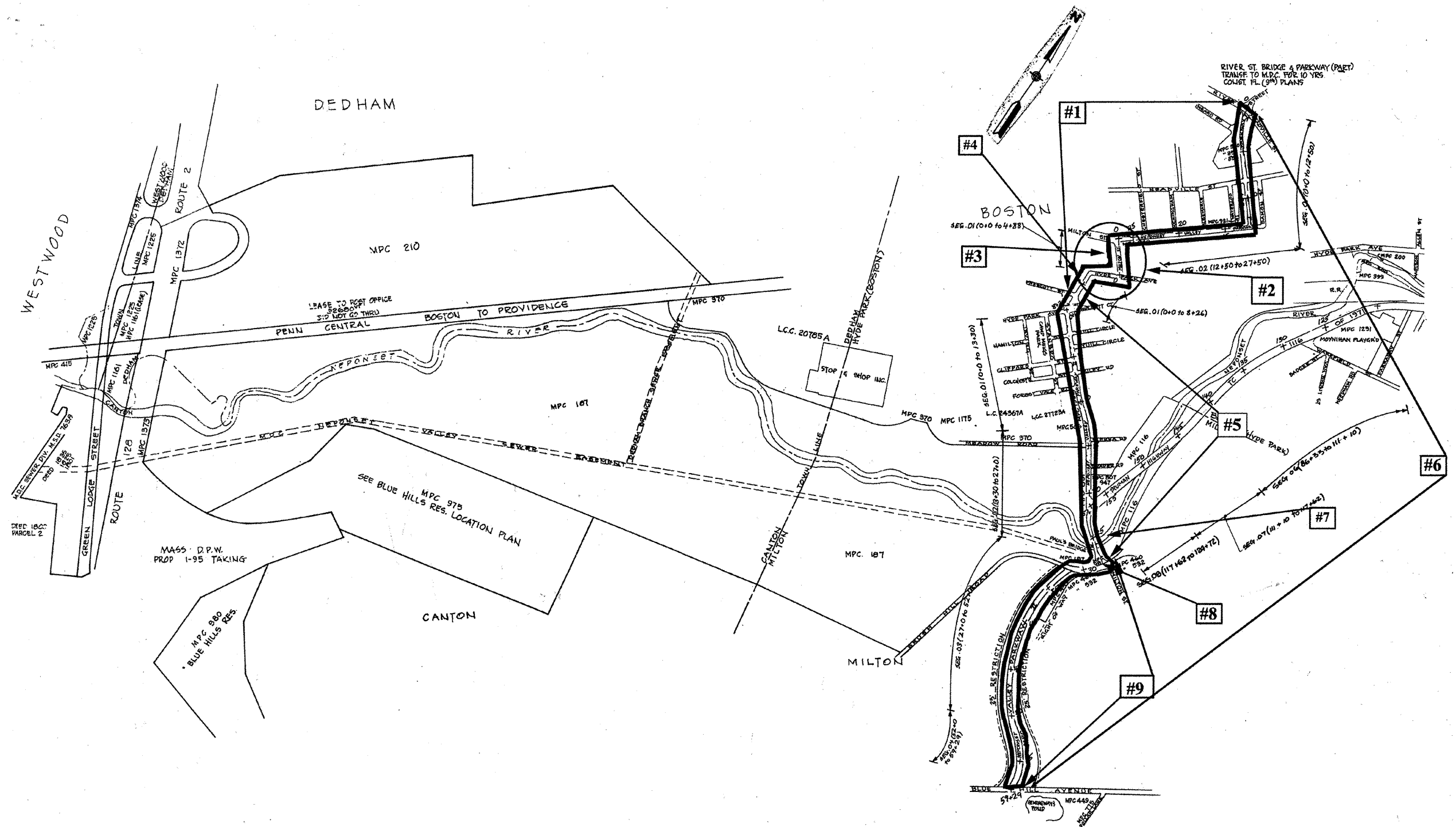
ISBN 0-607-23444-X
9 780607 234442

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	.....
Fourbridge: overpass; underpass	.....
Build-up area: only selected landmark buildings shown	.....
House; barn; church; school; large structure	.....
Boundary:	
National, with monument	.....
State	.....
County, parish	.....
Civil township, precinct, district	.....
Incorporated city, village, town	.....
National or State reservation; small park	.....
Land grant with monument; band section corner	.....
U. S. public lands survey: range, township; section	.....
Range, township; section line: location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam; dam with lock	.....
Cemetery; grave	.....
Campground; picnic area; U. S. location monument	.....
Windmill; 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	.....
Perennial lake and stream; intermittent lake and stream	.....
Rapids; large and small; falls; large and small	.....
Submerged marsh; marsh, swamp	.....
Land subject to controlled inundation; woodland	.....
Shrub; mangrove	.....
Orchard; vineyard	.....

A pamphlet describing topographic maps is available on request

NORWOOD, MASSACHUSETTS
42071-B1-TM-025
1985



1. Neponset Valley Parkway, Segment One
2. John Hart Bridge Approaches (Wing Walls)
3. John Hart Bridge
4. Former Old Colony Railroad Bridge
5. Neponset Valley Parkway, Segment Two
6. Neponset Valley Parkway Median and Tree Allee, Segment Two
7. Paul's Bridge - Hubbard's Bridge
8. Brush Hill Road Island and Oak Trees
9. Neponset Valley Parkway, Segment Three

STATION AND SEGMENT PLAN:
NEPONSET VALLEY PARKWAY

COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION
PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
BLUE HILLS DIVISION
HYDE PARK AVE. - #726
MILTON STREET - #711
NEPONSET VALLEY PKWY I - #705
NEPONSET VALLEY PKWY II - #706
TRUMAN HIGHWAY - #712 SEG. 06 TO 08



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

DESIGNED BY VAG	DATE APRIL, 1988	DRAWING NO. BH-11
DRAWN BY NBF	SCALE NOT TO SCALE	JOB NO. 1120
CHECKED BY VAG	SHEET OF 55 58	

51814X

rev. map
4/10/04

10/1/19



DEC 21

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth

December 17, 2004

Massachusetts Historical Commission

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:

Neponset Valley Parkway, Boston/Milton (Suffolk/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 in Milton were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment. 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
Commissioners Katherine Abbott, DCR
Sean Fisher, Karl Haglund, Samantha Overton, Joseph Orfant, Julia O'Brien, Rick Corsi, DCR
Virginia Adams, Public Archaeology Laboratory, consultant
Secretary Ellen Roy Herzfelder, Betsy Shure Gross, EOE
Patrice Kish, DEM
Boston: Mayor Thomas M. Menino; Susan Pranger, Boston Landmarks Commission;
Roysin Billett, Boston Landmarks Commission, CLG
Milton: James D. Mullen, Jr., Board of Selectmen; Paul D. Kanter, Planning Director;
Nicholas Carter, Milton Historical Commission