

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



OMB No. 1024-0018
1528

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 West Roxbury Parkway, Metropolitan Park System of Greater Boston

other names/site number same

2. Location

street & number West Roxbury Parkway, Bellevue Hill, E. Border, W. Border Roads N/A not for publication

city or town Brookline, Boston (West Roxbury) N/A vicinity

state Massachusetts code MA county Norfolk & Suffolk Counties code 02446, 02131

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 Date
Massachusetts Historical Commission, Deputy State Historic Preservation Officer

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper

Patrick Andrews

Date of Action

1/19/2006

West Roxbury Parkway
Name of Property

Norfolk & Suffolk Counties, Massachusetts
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	building
<u>0</u>	<u>0</u>	sites
<u>7</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>7</u>	<u>1</u>	Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE –park, natural feature, conservation area

TRANSPORTATION –road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE –park, natural feature, conservation area

TRANSPORTATION –road related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, steel

Narrative Description

See Section 7 Continuation Sheet

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetWest Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MASection number 7 Page 1

DESCRIPTION

West Roxbury Parkway, beginning in the West Roxbury section of Boston and traveling north to terminate in Brookline, is a connecting parkway in the greater Boston area's regional park system administered by the state's Department of Conservation and Recreation (DCR), an agency formed in 2003 that includes the former Metropolitan District Commission (MDC). It is a heavily traveled parkway that travels through a medium-density suburban residential neighborhood that includes the occasional commercial and/or civic development, usually at major intersections. At its northwestern terminus, West Roxbury Parkway converges with several other roadways, including Hammond Pond Parkway (NR2004), at the Horace James Circle. The southern terminus of West Roxbury Parkway is Washington Street at the northern edge of the Stony Brook Reservation, directly opposite Enneking Parkway. Included within the 3.3 miles of roadway in this nomination is Bellevue Hill Road, a short stretch of border parkway that extends from West Roxbury Parkway near its southern terminus. West Roxbury Parkway is described from the southeast to the northwest, generally the historical order of its development.

West Roxbury Parkway (#1 on the data sheet), built between 1919 and 1929, begins at Washington Street in West Roxbury. The roadway is generally an undivided, two-lane road with one lane traveling in either direction. The roadway curves and slopes in response to the surrounding topography. Elevations for the parkway range from 250 feet at Washington Street to 160 feet above sea level as the roadway descends toward its terminus at Hammond Pond Parkway. As the roadway travels northwest from Washington Street, it passes the Bellevue Hill section of the Stony Brook Reservation. Bellevue Hill, which is densely wooded, rises to an elevation of 738 feet (above sea level) above the west side of the roadway. The east side of the roadway features modest wood-frame post-WWII houses. There are no sidewalks in this area; the outer edge of the parkway is edged with vertical granite blocks. Views in this area are along the corridor itself.

As the parkway passes Bellevue Hill, views along the roadway open up to a sweeping expanse of open green space that is dotted with mature (50 to 75 years old) oak trees and the occasional granite outcrop. Two service roads, **East Border Road (#2 on the data sheet)** and **West Border Road (#3 on the data sheet)**, were built in 1928 nearly paralleling West Roxbury Parkway; they extend along the outer edges of the parkway to provide access for the houses between Nikisch and Anawan Streets in West Roxbury. **(Photo #1)** (NOTE: The MDC Station and Segment Plan that accompanies this nomination identifies these two flanking service roads as "East Border Road" and "West Border Road," as do historic MDC records; however, street signs on site identify both roads as "West Roxbury Parkway" only.) The houses that define the outer edges of these service roads are generally two- to three-story wood-frame and masonry residences that date to the early 20th century and were probably built after East Border Road and West Border Road were added to the parkway. Because they were built within the period of significance as a part of the parkway, these roads are considered contributing features of West Roxbury Parkway for the purposes of this nomination. East and West Border Roads are each approximately .5 mile in length.

Continuing southwesterly from West Border Road is Bellevue Hill Road, a border road that connects West Roxbury Parkway with LaGrange St. and runs along Bellevue Hill, the northwestern edge of the

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetWest Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MASection number 7 Page 2

Stony Brook Reservation. **Bellevue Hill Road (#4 on the data sheet)** (built 1924) rises from West Border Road to an elevation of 738 feet, the uppermost ridge of Bellevue Hill, before descending to its southwestern terminus at LaGrange St., also in West Roxbury. The water tower at the summit of Bellevue Hill is visible from nearby vantage points. The total road length for Bellevue Hill Road is 0.36 mile.

As West Roxbury Parkway travels north of Anawan Street toward Centre Street, it crosses over the tracks of the former New York, New Haven and Hartford railroad (now the MBTA) by way of a two-lane cast-concrete bridge (**Former New York, New Haven and Hartford railroad bridge [#5 on the data sheet]**) that was built as part of the parkway in 1920. This bridge is considered a contributing element of the parkway nomination. Immediately north of the railroad bridge, the roadway rounds the first of four rotaries defining major intersections along its route. This rotary, located at the intersection of Centre St., is familiarly known as the **Monsignor Charles A. Finn Memorial Rotary (#6 on the data sheet) (photo #2)**; it was built in 1938 as the result of a 100% grant from the Public Works Administration and is also considered a contributing element of the parkway nomination. The rotary, which is about 50 feet in diameter, is turf covered and includes a circular concrete sidewalk. A wooden sign (**the Fire Lieutenant George J. Gottwald Memorial Monument, #7 on the data sheet**) is located in the circle. It was erected in memory of Boston Fire Lieutenant George J. Gottwald of Roslindale, who died in the line of duty on Feb. 5, 1898. Because it is modern, the memorial sign is not considered a contributing feature of this nomination.

As the parkway travels north of the Monsignor Charles A. Finn Rotary, it is immediately bordered by a large Catholic church to the northeast (Holy Name Parish) and, across the road to the northwest, its parish house. District #5 Police Station also faces the rotary, on its southwestern side. North of the church, the setting opens up to a deep sweeping lawn fronting substantial residences set above both sides of the roadway. These houses date largely to the early decades of the 20th century and are typically a mix of wood and masonry. At the northeast corner of the intersection of Weld Street and West Roxbury Parkway, the setting changes, marked by the entrance to Weld Woods, a conservation area with a number of pedestrian trails and a pond. A small pocket park defines the entrance to a trailhead for Weld Woods; this small park features a modern flagpole surmounted by two bronze plaques honoring the mayor of Boston and West Roxbury resident Thomas M. Menino. The pocket park and flagpole are located outside of the boundary for the parkway and are considered setting. For approximately .2 mile north of Weld Street, no houses are located directly adjacent to the parkway. Access roads similar to East Border Road and West Border Road border parklike areas that define the outer edges of the parkway again (**photo #3**). In contrast to East and West Border Roads, these roads (including Park Vale, Park Lawn, and Park Mount Roads) were not built as part of the parkway and are thus not included within the nomination boundaries, but are considered as setting.

After Weld St., West Roxbury Parkway quickly approaches the second of four rotaries. This traffic circle, the Frank R. Kelly Rotary, is similar in size and design to the other three rotaries. Built as part of VFW Parkway in 1934, it has been listed in the National Register as a contributing feature of that parkway (NR2005) rather than as a part of West Roxbury Parkway. Immediately after passing VFW

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 3West Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MA

Parkway, the roadway is bounded by early to mid-20th century housing, mostly from the post-WWII era. These houses are set approximately 20 to 30 feet from the edge of the parkway. Beginning at the Kelly Rotary, paved sidewalks, planting strips and parallel parking define the outer edges of the parkway in addition to the vertical granite curbs that are found along the entire roadway. Residential streets from the adjoining neighborhoods intersect the parkway regularly. Pocket parks are located at several of these intersections. Where houses front the parkway directly, curb cuts have been provided for associated driveways. This is the setting of the parkway from the Frank R. Kelly Rotary at VFW Parkway until the Francis X. Ryan Circle, the third rotary along the parkway, at Grove St. (described below). Just beyond the Kelly Rotary, at Payson Road, the West Roxbury Parkway crosses over the town line from Boston into Brookline.

As the parkway approaches Grove Street, it rounds the **Francis X. Ryan Circle (#8 on the data sheet)**, also known as Putterham Circle, which was built in 1937 and redesigned in 1941. The rotary is landscaped with informally placed ornamental shrubs and trees, including several crabapples; the parklike design is segmented by an X-shaped paved pathway. **(photo #4)** The setting outside the rotary is mid- to late 20th century and includes Temple Emeth Synagogue, the Putterham Shopping Center, and some modern condominiums. Traveling northwest from this intersection, the setting again gives way to sweeping lawns that rise above either side of the parkway, and large 20th-century residences. **(photo #5)** This setting defines the outer edges of the parkway for .5 mile until it meets Newton Street near the Brookline Golf Club at Putterham.

After meeting Newton Street, the roadway is divided for the first and only time, becoming four lanes wide, with two lanes traveling in either direction. A median not only divides the northbound and southbound lanes, but also provides a grade separation: the northbound lanes travel along the southwestern edge of the Brookline Golf Club at Putterham, while the southbound lanes travel at a grade about 14 feet higher, along the alignment of what was formerly a portion of Newton Street. The southbound side of the roadway is characterized by post-WWII housing set close to the road. The divided configuration of the roadway continues as it approaches its northwestern terminus at the edge of the Horace James Circle in Brookline. The Horace James Circle, the last of the four rotaries along the parkway, was built in conjunction with Hammond Pond Parkway, which meets West Roxbury Parkway from the northwest. It was listed in the National Register in 2004 as a contributing element of the Hammond Pond Parkway nomination.

Archaeological Description

While no ancient Native American sites are located within or adjacent to the West Roxbury Parkway, sites may be present. Six sites are located in the general area (within one mile). Environmental characteristics indicate a moderate potential for the presence of ancient Native American sites in many areas of the parkway. The right-of-way intersects several well-drained, level to moderately sloping terraces and other landforms. Wetland resources, however, are not currently located within 1000 feet of most areas of the parkway. A small pond is located in the Weld Woods area near the parkway and the Stony Brook Reservation is located south of the right-of-way. Swamps and smaller ponds may have been

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****West Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MA**Section number 7 Page 4

filled historically and streams or small rivers may have been converted to underground culverts making their presence difficult to ascertain. Most known sites within the general area are located to the south near Stony Brook or east and west of the parkway right of way north of its intersection with the VFW Parkway.

In spite of the moderate potential for locating ancient Native American resources in the vicinity of the West Roxbury Parkway, the potential for locating significant Native resources within the parkway boundaries is low. The connecting parkway and border roads included in this nomination encompass the paved travel lanes, rotaries, bridges, traffic signals, planting strips and sidewalks where they exist or a corridor that extends 10 feet from the current edge of the parkway where the above components are absent. The parkway corridor has been impacted by numerous construction and maintenance activities since the roadway was constructed in the 1919 to 1929 period and later 1930's updates and resurfacing. Excavation and grading then construction of the parkway components listed above would have major impacts to any cultural resources in the area. These construction and maintenance episodes would have had an adverse effect on any ancient Native American resources that were located within the parkway. Fragmented portions of archaeological sites including deeply buried artifact concentrations and truncated features may survive within the right-of-way; however, it is doubtful NR eligible sites survive. Known sites that existed within or extended into the parkway right-of-way have been essentially destroyed.

The potential for locating significant historical archaeological sites within the parkway right-of-way is also low. Historic period settlement has been identified in the West Roxbury locale since the 17th century indicating the potential for locating historic archaeological sites from that period and later. In general, however, detailed historical research is lacking for the for the parkway route making it difficult to predict the locations of specific sites.

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

(end)

West Roxbury 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

See Section 8 Continuation Sheet

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 # _____

Norfolk & Suffolk Counties, Massachusetts

County and State

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Engineering

Landscape Architecture

Transportation

Period of Significance

1894-1956

Significant Dates

Parkway Constructed: 1919-1937

Significant Person

(Complete if Criterion B is marked above)

None

Cultural Affiliation

N/A

Architect/Builder

Charles Eliot, Olmsted Brothers

Primary location of additional data:

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

Name of repository:

MA Dept. Conservation/Recreation, Boston, MA

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetWest Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MASection number 8 Page 1

SIGNIFICANCE

West Roxbury Parkway, a heavily traveled boulevard in Boston and Brookline, is significant as an intact example of a connecting parkway designed for the Metropolitan Parks Commission (MPC). (Note: In 1920, the MPC became the 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].) Primarily a two-lane, undivided highway that travels southeast to northwest through a variable setting of 20th-century residential, commercial and civic development, West Roxbury Parkway has a unique history within the Metropolitan Park System of Greater Boston, Parkways. The roadway was built from 1919 to 1929 as a joint collaboration of the MPC and the Boston Parks Commission to provide a connection between the state-owned Stony Brook, Fowl Meadows, and Blue Hills Reservation located to the south and west of Boston, and municipal parks such as the Arnold Arboretum, Franklin Park, and Jamaica Pond in Boston. By mutual agreement, the two agencies arranged for the parkway to be constructed and cared for by the City of Boston. By the same agreement, however, the parkway would be built to MPC standards, thus resulting in a parkway representative of other connecting parkways within the Metropolitan Park System. The parkway travels between Washington Street at the northern edge of the Stony Brook Reservation in Boston's West Roxbury section, and Hammond Park Parkway and Newton Street in Brookline, a distance of three miles. The parkway connects with other urban arteries at key intersections, including VFW Parkway (NR 2005), Centre St., and Grove Street, by way of several large rotaries that were added to the parkway in the 1930s.

West Roxbury 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 West Roxbury Parkway is from 1894, the beginning of acquisition for the parkway, through 1956.

The first takings for West Roxbury Parkway were made in 1894. The project, which was funded by the Metropolitan Parks Loan, Chapter 407, Acts of 1893, was to be shared by both the Boston Parks Commission and the MPC to provide a critical link between the south and central MPC-owned reservations and parklands and city-owned parklands in Boston. The connection was proposed to extend from Washington Street at the northern edge of the Stony Brook Reservation in West Roxbury to the Arnold Arboretum in Boston. In accordance with this agreement, in 1894, the MPC acquired lands between Washington Street and Weld Street. In the same year, the Boston Parks Commission acquired lands between Weld Street in West Roxbury and the Arnold Arboretum. It was agreed that all lands would be transferred to the Boston Parks Commission. The transfer of lands, which would remain effective for 999 years, was made on December 20, 1894. Under the terms of this transfer, the Boston Parks Commission would be responsible for the construction of the parkway as well as care and maintenance; however, the MPC would have a say in the design of the parkway. This is evident in the existing condition of West Roxbury Parkway, which clearly reflects design principles established by the MPC.

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetWest Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MASection number 8 Page 2

According to the MPC Annual Report of 1895:

...portions of the parkways have been designed not only to provide for direct and comfortable passage between reservations and the broader parklike portions of the parkways themselves, but also have been located and designed with a view to making pleasure travel between the cities and towns of the district more comfortable.

West Roxbury Parkway was built in four sections over a ten-year period from 1919 to 1929. Despite the reported intentions of its creators, the parkway was never built to connect with the Arnold Arboretum directly. In 1919, the section of the parkway between Washington Street and Belgrade Avenue was built. The following year, 1920, the section between Belgrade Avenue and Centre Street, which directly connects with the Arnold Arboretum, was built. That same year, a bridge was built in conjunction with this segment of the parkway to carry it over the New York, New Haven and Hartford Railroad. In 1924, construction continued, and the third section of the parkway was built between Centre Street and Weld Street. This portion of the roadway included a bridle path. Finally, in 1929, the final section of the roadway was built to Newton Street in Brookline.

In addition, in 1924, construction began for the roadway now known as Bellevue Hill Road (but called at the time West Border Road), which was built between LaGrange Street and West Roxbury Parkway as a border road that follows the northwestern ridge of Bellevue Hill. Work was completed for Bellevue Hill Road on December 4, 1924, at a cost of \$34,653.57.

Most of West Roxbury Parkway was built as a two-lane, undivided connector roadway. An addition was made to this design in 1928, when a study was conducted to build two service roads between Nikisch and Anawan avenues in West Roxbury, West Border and East Border roads. These roadways, built in the same year, provide access to the houses along the broad outer edges of parkland that adjoin both sides of the roadway in this area.

The 1930s marked a decade of significant change in the parkway's traffic operations. Rotaries were built at major intersections--Centre Street, VFW Parkway and Grove Street--to aid in the flow of traffic from one roadway to another. The first, the Frank R. Kelly Rotary, was built as part of the construction of VFW Parkway in 1933. (For this reason, it has been nominated as part of VFW Parkway rather than as part of West Roxbury Parkway.) The second rotary, the Monsignor Charles A. Finn Rotary, was built and landscaped at Centre Street in 1938 as a result of a 100% grant of federal funds from the Public Works Administration. A monument that stands at its center, the Fire Lieutenant George J. Gottwald Monument, is modern. The third rotary, the Francis X. Ryan Circle, at Grove Street, was built in 1937 and rebuilt in 1941. One other rotary, the Horace James Circle, also constructed in the 1930s, is located at the northeastern terminus of the parkway where it connects with Newton Street and Hammond Pond Parkway in Brookline. Because it was not built as part of West Roxbury Parkway, this rotary has been nominated along with Hammond Pond Parkway (NR2004).

Changes to the parkway since the 1930s have been limited to minor updates and resurfacings. The roadway appears much today as it did during its period of significance.

(end)

West Roxbury Parkway
Name of Property

Norfolk & Suffolk Counties, Massachusetts
County, State

10. Geographical Data

Acreage of Property 12

UTM References

1. 19 Zone	321685 Easting	4686285 (Western Terminus- Northing James Circle)	3. 19 Zone	323100 Easting	4684760 (Kelly Northing (Rotary/N))
2. 19 Zone	322640 Easting	4685467 (Ryan Circle) Northing	4. 19 Zone	323100 Easting	4684660 (Kelly Northing Rotary/S)

Verbal Boundary Description and Boundary Justification

See Section 10 Continuation Sheet

11. Form Prepared By

name/title V. Adams, S. Berg, E. Maass, T. Orwig, 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 Massachusetts; Dept. of Conservation & Recreation

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 ServiceNational Register of Historic Places
Continuation SheetWest Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MASection number 10 Page 1

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for West Roxbury 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 boundary does include several streets (East Border Road, West Border Road, and Bellevue Hill Road) built as service and access roads in conjunction with the construction of West Roxbury Parkway. The specific termini for West Roxbury Parkway are as follows:

West Roxbury Parkway: The northwestern terminus of West Roxbury Parkway corresponds to a line of convenience drawn across the parkway at the southeastern outer edge of the Horace James Memorial Circle in the town of Brookline. The southern terminus for the parkway corresponds to a line of convenience drawn along the northwestern edge of Washington Street in Boston (West Roxbury).

The boundary described above is generally standard for West Roxbury Parkway except where it deviates in two separate areas: at its intersection with VFW Parkway and where it expands to include the West Roxbury Parkway Median and Border Road System just north of its southern terminus at Washington Street in West Roxbury. Specifics are as follows:

At VFW Parkway: West Roxbury Parkway is not a continuous resource. It is interrupted near its midpoint by VFW Parkway, an MDC parkway that is discussed in a separate nomination (NR2005). West Roxbury Parkway and VFW Parkway intersect one another at the Frank R. Kelly Memorial Rotary. This rotary is included within the boundary of VFW Parkway, not West Roxbury Parkway. In the area of the Frank R. Kelly Memorial Rotary, the boundary of West Roxbury Parkway terminates at the northwestern outer edge of the rotary and resumes again at its southern outer edge.

Between Beech Street and Washington Street: The boundary for West Roxbury Parkway approximately between Beech Street and Washington Street expands to include the West Roxbury Parkway Median and Border Road System that borders the roadway to the east and west. Specifically, the eastern boundary of the parkway expands east along the southeastern edge of Anawan Avenue to include East Border Road; the expanded eastern boundary of the parkway continues until East Border Road changes to Liszt St., a municipal street, then turns west again to rejoin the edge of West Roxbury Parkway. To the west, and again beginning at Anawan Avenue, the boundary extends westward to include West Border Road and continues south until West Border Road merges with Bellevue Hill Road; the boundary forks to follow Bellevue Hill Road its entire length until its terminus at LaGrange St. Otherwise, the southern end of the nominated district continues southward along the corridor of West Roxbury Parkway to its terminus at the northern edge of Washington St.

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

West Roxbury Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Brookline (Suffolk/Norfolk), MA

Section number 10 Page 2

UTM Coordinates (continued)

5. 19 322880	4683660 (Centre St. intersection)
6. 19 323440	4682340 (intersection at Washington Street)
7. 19 323000	4682400 (intersection at Bellevue Hill Road)

(end)

Photographs

**Photographer: E.Maass, PAL
July 2002**

1. Divided parkway, West Border Road in foreground, looking north
2. Msgr. Finn rotary (West Roxbury), looking north
3. Parkway approaching VFW Parkway rotary, looking north
4. Francis X. Ryan Circle, Brookline, looking south
5. Parkway looking north, Brookline

(end)

(End)

West Roxbury Parkway							
Boston and Brookline, Massachusetts							
District Data Sheet							
#	MHC #	Name	Town	Location	Date	Status	Type
#1		West Roxbury Parkway	Boston and Brookline	Connecting Parkway located between Horace James Circle at the intersection of Hammond Pond Parkway and Newton Street in Newton and Washington Street in West Roxbury. The parkway is interrupted by VFW Parkway, which is not included in this nomination.	1919-1929	C	Structure
#2		West Border Road	Boston	Service road paralleling West Roxbury Parkways	1928	C	Structure
#3		East Border Road	Boston	Service road paralleling West Roxbury Parkways	1928	C	Structure
#4		Bellevue Hill Road	Boston	Border parkway connecting West Roxbury Parkway and LaGrange St.	1924	C	Structure
#5		Former New York, New Haven and Hartford Railroad Bridge	Boston	Overpasses the parkway immediately southeast of the Centre Street Rotary	1920	C	Structure
#6		Monsignor Charles A. Finn Memorial Rotary	Boston	Located at the intersection of Centre Street and West Roxbury Parkway	1935	C	Structure
#7		Fire Lieutenant George J. Gottwald Memorial Monument	Boston	Located in the Monsignor Charles A. Finn Rotary	modern	NC	Structure
#8		Francis X. Ryan Circle (also known as Putterham Circle)	Brookline	Rotary located at the intersection of West Roxbury and Grove Street	1937	C	Structure

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: West Roxbury Parkway, Metropolitan Park System of Greater Boston

MULTIPLE NAME: Metropolitan Park System of Greater Boston MPS

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 12/07/05 DATE OF PENDING LIST: 12/27/05
DATE OF 16TH DAY: 1/11/06 DATE OF 45TH DAY: 1/20/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05001528

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: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1/19/06 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept AEC

REVIEWER Patrick Andrews DISCIPLINE Historian

TELEPHONE _____ DATE 1/19/2006

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.



West Roxbury Parkway Boston, MA

#1

Divided Parkway, West Border Road in foreground, looking north

<No. 22 >058 © BN
0036 37 N N N-3 NN AC-03 GR08 Z101/100



West Roxbury Parkway
BOSTON, MA
#2

<NO. 21 >054 © BN
0036 37 N N N-6 NN AC-03 GR08 Z101/100



West Roxbury Parkway
Boston, MA

#3

<N0.19 >050 @ BN
0036 37 N N N-6 NN AC-03 GR08 Z101/100



West Roxbury Parkway
Brookline, MA

*4

<No. 17 >042 @ BN
0036 37 N N N-4 NN AC-03 GR08 Z101/100



West Roxbury Parkway
Brookline, MA

#5

<NO. 16> 038 @ BN
0036 37 N N N-6 NN AC-03 GK08 Z101/100



WEST ROXBURY RD. 42071-C1-TM-025
BOSTON / BROOKLINE

Boston South

MASSACHUSETTS
SUFFOLK / NORFOLK 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

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. May 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
10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone
1957 North American Datum
To place on the predicted North American Datum 1983, move the projection lines 5 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
CONTINUED ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
DEPTH CURVES AND SOUNDINGS IN METERS
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS
THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

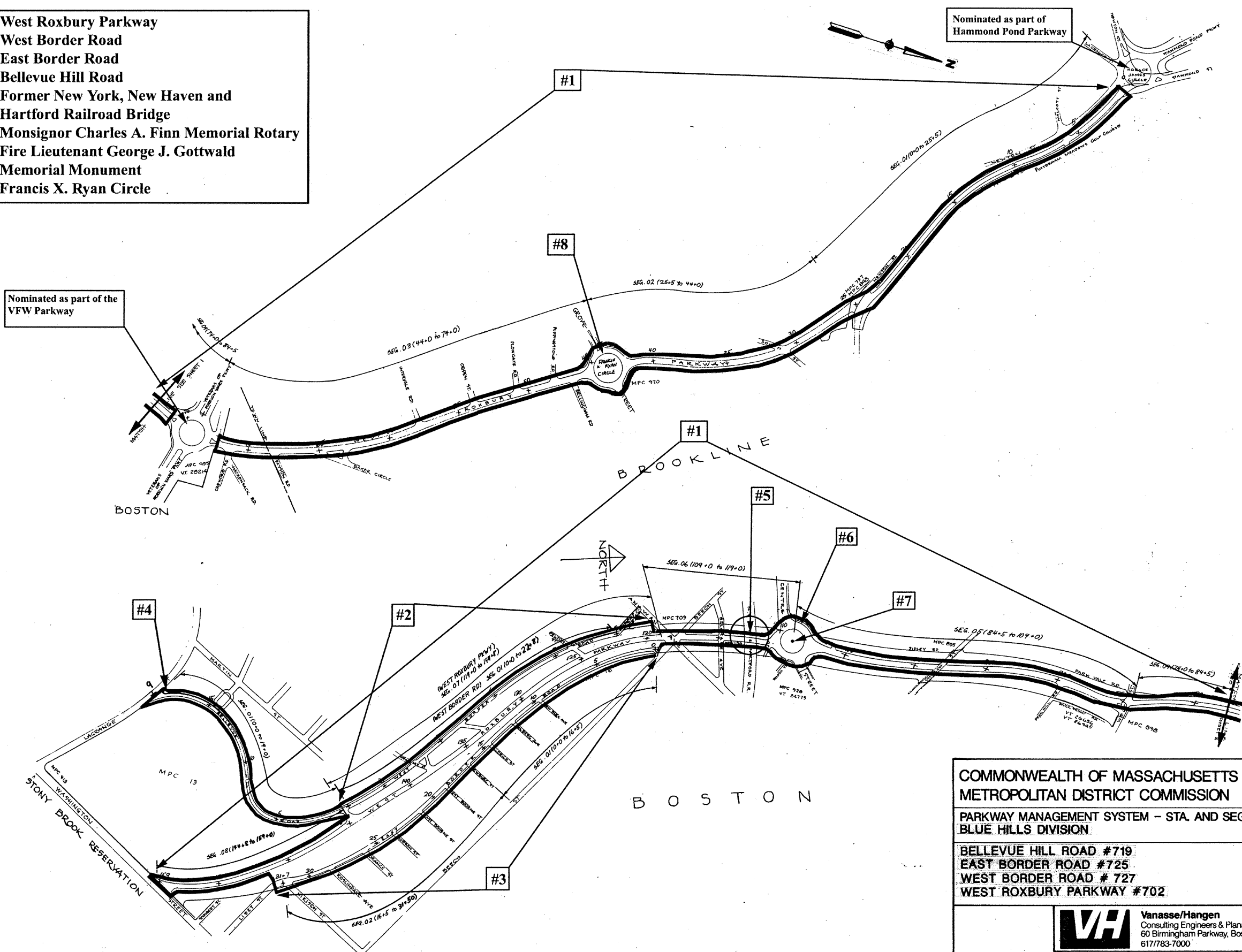
CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS			
Meters	Feet			1	2	3	
1	3.2808			4	5	6	
2	6.5617			7	8	9	
3	9.8425			10	11	12	
4	13.1234			13	14	15	
5	16.4042			16	17	18	
6	19.6850			19	20	21	
7	22.9659			22	23	24	
8	26.2467			25	26	27	
9	29.5275			28	29	30	
10	32.8084			31	32	33	
11	36.0892			34	35	36	
To convert meters to feet multiply by 3.2808		UTM grid convergence (GN) and 10' magnetic declination (MN) at center of map. Diagram is approximate		1 Maynard 2 Boston North 3 Lynn 4 Framingham 5 Hull 6 Medford 7 Norwood 8 Weymouth			
To convert feet to meters multiply by 0.3048							



Topographic Map Symbols

Primary highway, hard surface	.....
Secondary highway, hard surface	.....
Light-duty road, hard or improved surface	.....
Unimproved road, rail	.....
Route marker: Interstate, U. S., State	.....
Railroad: standard gage, narrow gage	.....
Bridge: drawbridge	.....
Footbridge: covered, underpass	.....
Built-up area: only selected landmark buildings shown	.....
Houses; barn; church; school; large structure	.....
Boundary:	.....
National, with monument	.....
State	.....
County, parish	.....
Civil township, precinct, district	.....
Incorporated city, village, town	.....
National or State reservation; small park	.....
Land grant with monument; found section corner	.....
U. S. public lands survey: range, township, section	.....
Range, township, section line: location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam: dam with lock	.....
Cemetery: grave	.....
Campground; picnic area; U. S. location monument	.....
Windmill; water well; spring	.....
Mine shaft; prospect; adit or mine	.....
Control: horizontal station; vertical station; spot elevation	.....
Contours: index; intermediate; supplementary; depression	.....
Disturbed surface: strip mine, lava, sand	.....
Soundings: depth note	.....
Perennial lake and stream; intermittent lake and stream	.....
Rapids, large and small; falls, large and small	.....
Submerged marsh; marsh, swamp	.....
Land subject to controlled inundation; woodland	.....
Scrub; mangrove	.....
Orchard; vineyard	.....

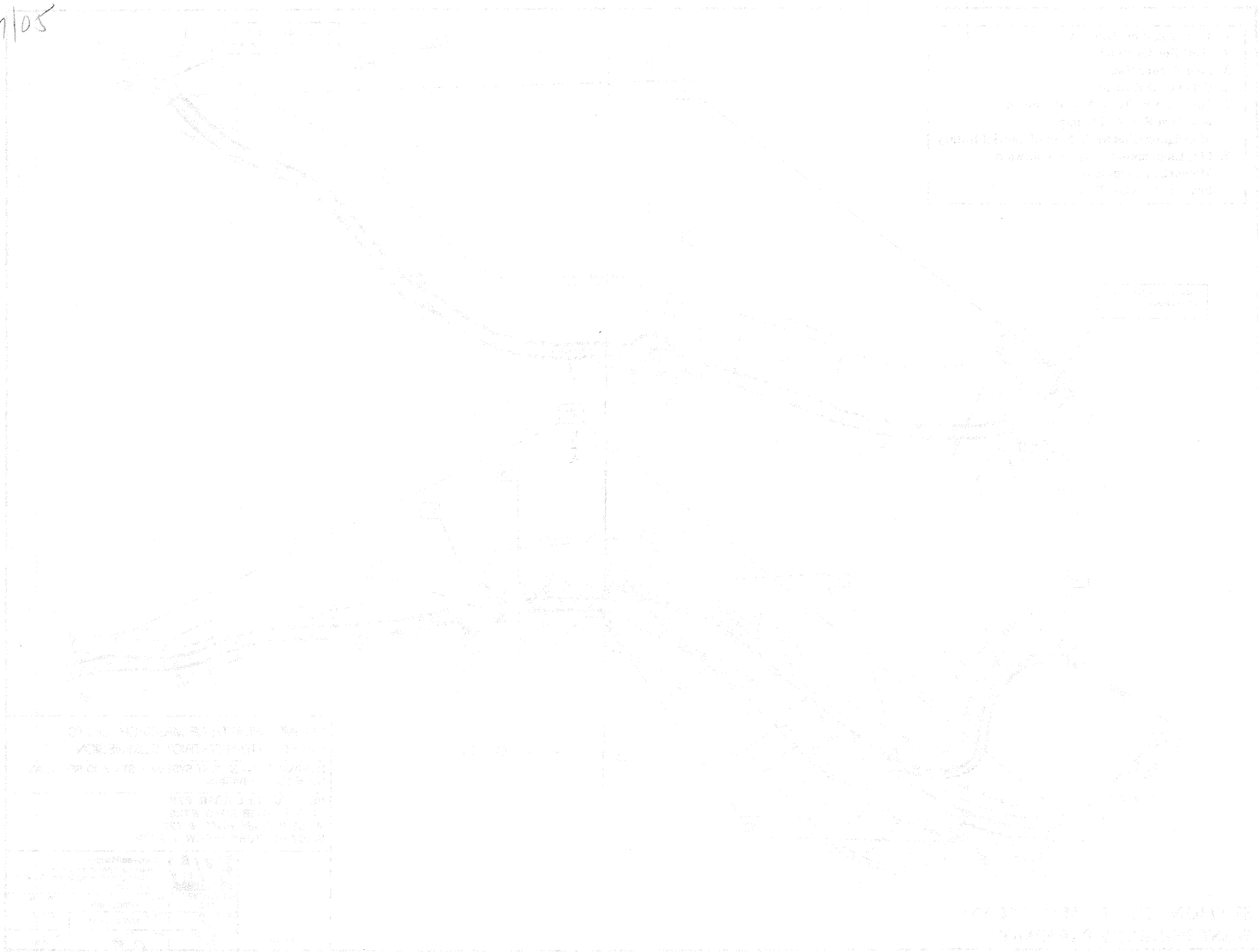
1. West Roxbury Parkway
2. West Border Road
3. East Border Road
4. Bellevue Hill Road
5. Former New York, New Haven and Hartford Railroad Bridge
6. Monsignor Charles A. Finn Memorial Rotary
7. Fire Lieutenant George J. Gottwald Memorial Monument
8. Francis X. Ryan Circle



**STATION AND SEGMENT PLAN:
WEST ROXBURY PARKWAY**

COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSION		
PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN BLUE HILLS DIVISION		
BELLEVUE HILL ROAD #719 EAST BORDER ROAD #725 WEST BORDER ROAD #727 WEST ROXBURY PARKWAY #702		
 Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/783-7000		
DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. BH-7
DRAWN BY NBF	SCALE NOT TO SCALE	
CHECKED BY VAG	SHEET OF 31810X	JOB NO. 1120

11/7/05





The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth

November 15, 2005

Massachusetts Historical Commission

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:

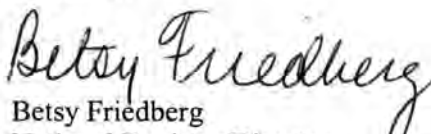
Enclosed please find the following nomination:

West Roxbury Parkway, Boston/Brookline (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 communities of Brookline and 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,


Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: William F. Galvin, Secretary of the Commonwealth
DCR/DUPR: 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
Boston: Mayor Thomas Menino; Susan Pranger, Boston Landmarks Commission; Roysin
Bennett Younkin, BLC, Boston CLG Coordinator
Brookline: Deborah Goldberg, Brookline Board of Selectmen; Greer Hardwicke, David
England, Brookline Historical Commission; Robert Duffy, Planning and Economic
Development