

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



OMB No. 1024-0018

1530

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 Charles River Reservation Parkways (Metropolitan Park System of Greater Boston MPS)

other names/site number _____

2. Location

Soldiers Field Road, Nonantum Road, Leo Birmingham Parkway, Arsenal Street, Greenough Boulevard,
street & number N. Beacon Street, Charles River, Norumbega, Recreation, Quinobequin Rds. N/A not for publication

city or town Boston, Newton, Watertown, Weston N/A vicinity

state Massachusetts code MA county Middlesex, Suffolk code 017, 025 zip code _____

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. 30, 2005

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

Date

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

- I, hereby certify that this property is:
- ☒ entered in the National Register
 - ☐ See continuation sheet.
 - ☐ determined eligible for the National Register
 - ☐ See continuation sheet.
 - ☐ determined not eligible for the National Register
 - ☐ removed from the National Register
 - ☐ other (explain): _____

Signature of the Keeper

Edson H. Beall

Date of Action

1-18-06

Charles River Reservation Parkways
Name of Property

Middlesex, Suffolk, 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
_____ 14 _____	_____ 2 _____	structures
_____ 1 _____	_____	objects
_____ 16 _____	_____ 2 _____	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

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, bronze, concrete, granite, plantings,

steel, wood

Narrative Description

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

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DESCRIPTION

The section of the Charles River Reservation Parkways covered by this nomination extends from Eliot Bridge in the Brighton section of Boston at the eastern end, to the intersection of State Route 9 and the Charles River on the Newton/Wellesley line on the western end. It includes a mix of river, border, and connecting parkways.

The portion of the Charles River Reservation to the east of the area addressed in this nomination, which is known as the Lower Basin, was designated a National Register District in 1978 and is not discussed in detail here. The previously listed portion includes the following roadways administered by the former Metropolitan District Commission (MDC) (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]): all of Cambridge Parkway and Memorial Drive in Cambridge, all of Storrow Drive and Embankment Road in Boston, and the eastern section of Soldiers Field Road in Boston from the Boston University Bridge to the Eliot Bridge. Also previously listed in the 1978 National Register District are several DCR bridges across the Charles River, including the Charles River Dam Bridge, Longfellow Bridge, Harvard Bridge, Boston University Bridge, River Street Bridge, Western Avenue Bridge, Weeks Bridge, Larz Anderson Bridge, and Eliot Bridge.

The roads addressed in this nomination are broken down into two river segments, the Upper Basin and the Upper Charles River.

Upper Basin – Eliot Bridge to Watertown Dam

The Upper Basin extends from Eliot Bridge west to the Watertown Dam and incorporates parkland along both banks of the river, as well as the adjacent parkways. DCR parkways along the southern section of the river include the western section of Soldiers Field Road, as well as the Leo Birmingham Parkway and Nonantum Road. Parkways along the northern section include a short section of Arsenal Street, Greenough Boulevard, a short segment of North Beacon Street, and Charles River Road. Each parkway is addressed separately, beginning with the southern section.

The section of **Soldiers Field Road (#1 on the data sheet)** addressed in this nomination extends from Eliot Bridge on the east to North Beacon Street on the west, a distance of approximately two miles. It is located entirely in the Brighton neighborhood of Boston (Suffolk County). The setting of Soldiers Field Road includes DCR parkland along the entire northern/western edge, with frequent views to the adjacent Charles River. The widest section of parkland along this stretch is Christian Herter Park, a heavily used multi-purpose recreation area. Lying to the east of Soldiers Field Road at the eastern end of this segment are the Harvard University athletic fields, including Harvard Stadium (NHL 1987). Towards the western end, the adjacent land lying south/east of the roadway becomes primarily late twentieth century commercial strip of single-story buildings, as well as the Skating Club of Boston, housed in its own facility, a utilitarian hangar-type structure erected in 1938.

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At its eastern end, this segment of Soldiers Field Road begins as a gently curving four-lane divided roadway (two lanes each way) with central median with grass and a regularly spaced planting of honey locust trees (**Planted Median, #2 on the data sheet**)(**Soldiers Field Road, photos #1-2**). There are also irregularly spaced remnant mature oak plantings along the outer edges of the roadway for some of its length. Edges and medians are curbed with vertical granite, and there are sidewalks paved in bituminous concrete. Illumination is provided by cobra-head light fixtures on metal poles, and there are periodic traffic lights to accommodate the complex traffic patterns of this urban area. A pedestrian bridge near Telford Street (**Telford Street Pedestrian Bridge, #3 on the data sheet**)(**Soldiers Field Road, photo #2**), built in the 1960s, provides access from the adjacent North Brighton neighborhood to Herter Park. As Soldiers Field Road approaches Arsenal Street, there is a narrow service road along the southern (eastbound) lane, and the planted median is replaced by Jersey barriers as the road is depressed to pass under Arsenal St. at Western Avenue. Four access ramps provide connections in all directions. The underpass was added ca. 1954 (**Soldiers Field Road Underpass at Western Avenue, #4 on the data sheet**). There is a continuous sidewalk along the park (north) side of the roadway between Eliot Bridge and Arsenal St., which varies in width and character but is considered an important link in the regional pedestrian/bicycle network. On the south side, there is no sidewalk at the eastern end (near the Harvard athletic fields), but there is an intermittent sidewalk fronting the commercial establishments that extend west to North Beacon Street.

The section of Soldiers Field Road west of Arsenal Street retains its curvilinear character and four-lane width. Near Arsenal Street at the eastern end of this segment, the median is defined by Jersey barriers until the roadway reaches grade level; from that point west there is no median (**Soldiers Field Road photo #3**). The parkland, river and pedestrian/bicycle path are still a strong presence along the northern edge of the road, but the commercial land use along the southern edge is less compatible with the parkway character. As Soldiers Field Road approaches North Beacon St., there is a long, narrow oval holding a turfed median with irregularly spaced trees (**Soldiers Field Road/North Beacon St. Oval, #5 on the data sheet**). Created ca. 1958, the oval is considered noncontributing due to its age but should be re-evaluated when it is 50 years of age. Beyond North Beacon St., the roadway along the southern edge of the river becomes **Nonantum Road**.

Nonantum Road (#6 on the data sheet) extends along the southern side of the Charles River from North Beacon Street west to Galen Street for a distance of about 1 1/2 miles. It is located in Boston (Suffolk County), Watertown, and Newton (Middlesex County). Nonantum Road is bordered on the north for its entire length by DCR parkland, which is narrow in some sections and widens near the center to accommodate the Monsignor Daly recreational area, established 1967, which includes ballfields, the Daly Memorial Skating Rink, and a marina/boat launch. Nonantum Road is edged with granite curbing on the southern, river side, and bituminous concrete curbing on the northern side. There is also a sidewalk along the northern edge for most of the length of Nonantum Road, but only intermittently along the southern edge. At its southeastern end, where it intersects the Soldiers Field Road Oval, stands the Richard T. Artesani Memorial Playground and wading pool (erected 1962, reconstructed 2000). The eastern half approximately 3/4-mile-long length of Nonantum Road is bordered along its southern edge by the Massachusetts Turnpike, which is screened by a buffer of scrub vegetation. This gives way to a residential and then a commercial neighborhood as the road moves west towards Watertown Square. Changes in topography, minimal direct

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access onto the parkway from the neighborhood, and woodland buffers separate the surrounding neighborhood from the parkway and create a parklike corridor despite the narrow right of way.

The roadway itself is four narrow lanes wide with no central median and is curvilinear in response to the alignment of the river, the topography, and the adjacent parkland. Curbing is vertical granite on the northern river side, intermittent curb of bituminous concrete on the southern side, and illumination is provided by cobra-head light fixtures on metal poles. From its eastern end at North Beacon St. west as far as Maple St. in Newton, SS-type barriers line the northern, river, side. There are only a few points of access, creating a perception that the road is related to the river more than the surrounding community. The western terminus of Nonantum Road at Galen Street just south of Watertown Square is also the terminus of the contiguous parkway along the Charles River. As Nonantum Road rises toward Watertown Square, it is edged by the large Carhouse Yard of the MBTA (1900) before ending at the National Register-eligible Galen St. Bridge of 1907. The Upper Basin ends a few hundred feet to the west at the Watertown Dam.

Leo Birmingham Parkway (#7 on the data sheet) extends southwest from the intersection of Soldiers Field Road and Arsenal Street and then turns west to intersect with North Beacon Street near the intersection of Soldiers Field Road and Nonantum Road. The parkway, four lanes wide, runs roughly parallel to the western segment of Soldiers Field Road on a more southerly route. The first 1,000 feet of Birmingham Parkway follows the alignment of Market Street, a municipal roadway, which is bordered by late twentieth century commercial development. Roddy Hall, located along this portion of the roadway at 58 Birmingham Parkway, is a Victorian Eclectic, yellow brick-fronted mixed-use structure with a prominent stepped gable front, erected, as identified prominently on the façade, in 1898. A very short segment at the northern end has a narrow, paved median, which then gives way to a wider turf median with remnant plantings of irregularly spaced deciduous trees; the median also has an SS-type barrier.

In its second segment, which is about 1/2-mile long, Birmingham Parkway turns west at Felix Wjocis Square and has a more parkway-like character. It is bordered on the south by the Massachusetts Turnpike, with a buffer planting of mixed deciduous and evergreen trees that largely obscures the regional highway. At the eastern end of the section, there is a wide, turfed median with intermittent remnants of a pin oak planting. A boulder with bronze plaque honoring former State Senator Leo Birmingham (**Leo Birmingham Monument, #8 on the data sheet**), for whom the road is named, is located at the eastern end of the median and is considered a contributing feature of the parkway. On the north side of Birmingham Parkway, there are some areas of open parkland, including a popular bocce court, and some inholdings that are used for construction staging. In this second section, the roadway itself is four lanes wide, widening along a portion of the westbound lane to provide roadside parking for the bocce court. There are also some remnant maple plantings along the northern (westbound) edge of the road.

On the north side of the Upper Basin, the parkway is less continuous. At the far northern end, at Eliot Bridge, it begins with Greenough Boulevard, which extends from Eliot Bridge west to Arsenal St., and then is discontinuous to North Beacon Street. The northern segment of Greenough Boulevard postdates the nomination's period of significance and is thus excluded from the nomination. However, the southern

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segment is included and is described below. A short segment (1,500 feet) of **Arsenal Street (#9 on the data sheet)** from Soldiers Field Road west to the northwestern terminus of the southern section of Greenough Boulevard, including the bridge (**Arsenal Street Bridge, #10 on the data sheet**) over the Charles River, is owned by the DCR and is considered a connecting link in the parkway system, although the remainder of Arsenal St. southwest into Watertown Square is municipally owned. Arsenal Street in the DCR section is a four-lane roadway with narrow concrete median and straight alignment. The significance of this section is not in the design of the roadway, but in its importance as a connecting link in the parkway system. Arsenal St. Bridge, a reinforced concrete arch structure, was erected in 1925.

A short distance west of the Charles River, the parkway leaves Arsenal Street and turns southwest onto **Greenough Boulevard (#11 on the data sheet)**; this nominated portion, one mile long, is located entirely in Watertown (Middlesex County). This segment is bordered by Charles River parkland on the south and by the former Watertown Arsenal (NR 1999; now a mixed-use development) on the north. The section of the arsenal that abuts Greenough Boulevard is heavily wooded and rises to the north, creating clear separation between the arsenal and the roadway. For much of its length, the arsenal boundary is defined by a six-foot-tall iron fence; elsewhere, cyclone fencing topped with barbed wire encloses the arsenal. On the south or park side, there is a wide pedestrian path, beyond which is the Charles River. This section of parkland is typically several hundred feet wide, with areas of woodland and open lawn. There are two small parking areas that each provide space for about ten cars (**Greenough Boulevard photo #1**). Along the western part of this segment, the river edge is marked by a vertical granite river wall with iron railing, which provides the experience of a promenade and viewing area similar to that found downstream in sections of the Lower Basin. The roadway itself is undivided, and consists of a single lane in each direction with vertical granite curbing. The overall effect is of a narrow, winding road along a wooded corridor lying adjacent to the river. Low traffic volumes on this segment reinforce the tranquil character of the roadway. Greenough Boulevard is also a classic DCR border parkway. Greenough Boulevard ends at North Beacon St.; angled at this intersection, an entrance into Watertown Arsenal is marked by tall iron gates.

The next segment of parkway is **North Beacon Street (#12 on the data sheet)**, which lies primarily in Watertown (Middlesex County) with a brief section extending into the Brighton neighborhood of Boston (Suffolk County). Like Arsenal St., North Beacon Street is a municipal roadway for most of its length, with only a short section owned by the DCR. The DCR section begins on the south side of the river at the oval and mitered intersection of Soldiers Field Road and Nonantum Road, and proceeds northwest across the Charles River for about 2,000 feet until it reaches the intersection with Charles River Road, which extends to the west. The **North Beacon Street Bridge (#13 on the data sheet)** over the Charles River, erected early in the 20th century, is part of the DCR roadway and is included in this nomination. North Beacon Street is bordered by a wooded section of the former Watertown Arsenal on the east, which here includes an imposing granite-block retaining wall, and by DCR parkland on the west, giving the area a parklike character. The roadway itself consists of one wide lane in each direction with an adjacent breakdown/bicycle lane. The road is curbed with sidewalks along both sides.

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Extending west from North Beacon Street is **Charles River Road (#14 on the data sheet)**, which runs along the northern edge of the river west to Watertown Square. It lies entirely within the town of Watertown (Middlesex County). DCR parkland abuts the road along the south side for its entire length. At the eastern end, the parkland is relatively wide and includes the Watertown Yacht Club. West of the yacht club, the parkland is narrower but does include open fields and playgrounds. For most of its mile-long length, Charles River Road is bordered on the north by small-scale mid-twentieth century residential development on compact lots. The Perkins School for the Blind, with its campuslike setting, is located just to the north of the road, with a 100-foot-long retaining wall made of large, mortared, uncut stone, which ranges from four feet to eight feet tall, abutting the roadway (**Stone Retaining Wall, #15 on the data sheet**). In some cases the houses front directly on Charles River Road while in others there is a grassy area adjacent to the roadway. Narrow, unpaved service roads provide access to several houses; these service roads are private ways and not considered DCR roads. Charles River Road terminates beside a small, municipal park at Watertown Square. The park is edged on the river side by a curved stone balustrade overlooking the water and a wooden dock below; closer to the roadway, the park also has war monuments and memorials to several notable figures in Watertown's history. It provides an entrance to the parkway, but is not included within the boundaries of the present nomination.

Charles River Road is narrow river parkway, only one lane in each direction with a bicycle lane in most segments. There is also an intermittent parking lane along the eastbound (south) side to provide access to adjacent park areas. There is no median. Both sides of the roadway are curbed with vertical granite and illuminated by cobra-head fixtures on metal poles. There are intermittent sidewalks on the north side of the road, typically of asphalt and four feet wide. Mature trees, regularly spaced, line the north side of the road.

Upper Charles River - Watertown Dam to Hemlock Gorge

The upper Charles River has diverse land uses along its banks, a pattern that continues from the nineteenth century. DCR holdings vary considerably along this section depending upon the adjacent holdings, and DCR parkways are intermittent rather than continuous. The three DCR roads along the upper Charles River are located along the more scenic and undeveloped portions of the river in Newton and Weston. The three roads are discontinuous; all are included as contributing elements within the present nomination.

Norumbega Road (#16 on the data sheet), located in Weston (Middlesex County), extends from River Road on the north to the access road off Commonwealth Avenue (Route 30) beneath the complex Route 128 exit ramp, a distance of slightly less than one mile. For the purposes of this nomination, the southern terminus is a line of convenience crossing just north of (and excluding) the miters at the base of the access road. Norumbega Road runs along the western edge of the DCR parkland west of the Charles River, separating the park from the adjacent land uses; much of the area through which the road passes is mixed woodlands. As the road travels south, however, it passes to its east a clearing within the DCR parkland, within which is located a mortared fieldstone tower about 50 feet tall (**Norumbega Road photo #3**). Built in 1889, the Norumbega Tower commemorates supposed early Nordic exploration of the

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area. The clearing also includes a picnic area with a stone fireplace and benches. The clearing is not including within the boundary of the nomination but provides setting for Norumbega Road. Running parallel to Norumbega Road less than 1/4 mile to the west lies busy Route 128. As the road reaches its terminus near Route 128, it is bounded on the west by scattered modest cottages set within the woodlands, followed by the large modern complex that comprises the Norumbega Park at Weston retirement home (**Norumbega Road photo #1**). A cobblestone retaining wall fronts a portion of the complex, which also includes several two- and three-story brick and frame buildings, and parking lots.

Norumbega Road is a narrow two-lane bituminous concrete-paved roadway that curves extensively in response to the varied topography of the area through which it passes (**Norumbega Road photo #4**). Norumbega Road is located close by the Upper Charles River, an area popular for water-based recreational use such as canoeing for more than 100 years, and filtered views of the river are visible south of the Norumbega Tower. SS-type guardrails edge steeper sections of the roadway, and there are cobra-head lights and intermittent curbing throughout the parkway's length, including, at the southern end, angled curbing of granite block. There are no paved sidewalks, although informal paths are worn through the park periodically (**Norumbega Road photo #2**).

Recreation Road (#17 on the data sheet), also located in Weston (Middlesex County), is a roughly 1/2-mile-long segment of roadway that extends from the Charles River on the east southwest to Park Road in Weston. Recreation Road is bordered on the north for its entire length by an embankment, forested with mature white pines, which is part of the adjacent MBTA commuter rail line. On its south, Recreation Road abuts a partially wooded buffer adjacent to the Leo J. Martin Golf Course, which is owned and operated by the DCR. Recreation Road is a classic DCR border road, defining the boundary between parkland and other uses. Like other DCR roads in the Upper Charles, it has been altered by the construction of Route 128, which passes under Recreation Road at its eastern end; a 1961 bridge carries Recreation Road over the highway. Because the bridge itself is outside the period of significance and because the character of the end segment of Recreation Road is highly altered, it is excluded from the present nomination; instead, the roadway's northeastern terminus for the purpose of this nomination is the western end of the bridge itself. Recreation Road is a narrow, two-lane road with SS-type guardrail along its southern edge. The overhanging trees, lack of curbing, general narrowness of the road, and the presence of the golf course all contribute to its parklike character.

Quinobequin Road (#18 on the data sheet) lies entirely in Newton (Middlesex County). It extends roughly a mile and a half along the eastern side of the Charles River, from Route 16 on the north to Route 9 on the south. For about one quarter mile at its northern end, the character and alignment of Quinobequin Road has been altered by the construction of Route 128, a regional highway that passes over the DCR road and dominates its immediate surroundings; this portion has been excluded from this nomination and for the purposes of the present nomination, the northwestern boundary of Quinobequin Road lies at the eastern end of the Route 128 overpass (**Quinobequin Road photo #1**). For the rest of its length, Quinobequin Road

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functions as a DCR border road and river parkway, with a narrow strip of informal parkland along the western edge of the roadway and early to mid-20th century residential development along the eastern edge. Houses vary from modest one- to two-story wood-frame structures at the northern end to larger, more gracious homes in a variety of styles at the southern end. The overall character of the setting is that of a tranquil semi-rural area (**Quinobequin Road photos #2-3**).

Quinobequin Road is a narrow, two-lane bituminous concrete-paved roadway, winding in response to the river edge, topography, and land ownership patterns. Its rural character is reinforced by the general lack of sidewalks and curbing, generally wooded character of the area, and use of wooden guardrails in areas where there is a steep drop-off. Access into the adjacent parkland is by informal tracks that have been established over time.

Archaeological Description

The Charles River Reservation Parkways are located in an area where several ancient Native American sites have been identified including seventeen sites found in the general area (within one mile) and at least six sites, that may have originally extended into the right-of-way. In Newton, the Lemon Brook Site (19-MD-537) and Site 19-MD-82 may have originally extended into the right-of-way for Nonantum Road. In Watertown, the Perkins School Site (19-MD-177), the Union Market Station Site (19-MD-372), the Powder Magazine Site, Arsenal Grounds (19-MD-373), and the Watertown Arsenal West Site (19-MD-758) may have originally been located within or extended into the right-of-way for the North Beacon Street Parkway. Also in Watertown, the Watertown Arsenal East Site (19-MD-176) and the Watertown Arsenal Park Site (19-MD-332) may have originally been located within or extended into the Greenough Boulevard right-of-way. The latter site was determined eligible (NRDOE 1979) to the National Register of Historic Places. The eleven parkways included in this nomination are located along the northern and southern shore of the Charles River between the intersection of Greenough Boulevard and Mount Auburn Street in Watertown and the Elliot Bridge in Cambridge. Environmental characteristics indicate a high potential for the presence of ancient Native American resources in many areas of the parkway. The right-of-way intersects several well-drained, level to moderately sloping terraces, knolls, and other landforms within 1,000 feet of wetlands. The entire parkway lies within the Charles River drainage.

In spite of the high potential for the presence of ancient Native American resources in the vicinity of the Charles River Reservation Parkways, and the possibility that several sites listed above (19-MD-82, 176, 177, 332, 372, 373, 537, and 758) originally extended into the right-of-way, the potential for locating significant Native resources within the parkway boundaries established for this nomination is low. The Charles River Reservation Parkways includes 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 area within the boundaries described above has been impacted by numerous roadway construction and maintenance activities since the parkways were constructed from 1895 to 1936. Grading and paving represent the major impacts within the parkway right-of-way. Construction of the parkway components listed above and subsequent maintenance

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episodes would have had an adverse effect on any ancient Native American resources that may have been located in the parkway right-of-way. Fragmented portions of archaeological sites including deeply buried artifact concentrations and truncated features may survive within the right-of-way; however, it is doubtful NR eligible sites survive. Known sites that existed within or extended into the parkway right-of-way have been essentially destroyed.

The potential for locating significant historical archaeological sites within the parkway right-of-way is also low. Historic period settlement has been identified in the Boston, Cambridge, Newton, Watertown and Weston locale since the 17th century indicating the potential for locating historic archaeological sites from that period and later. North Beacon Street also lies immediately outside the southern boundary of the Watertown Arsenal Historic District (NRDIS 1999). The proximity of the parkway to the district indicates a potential for the presence of residential, storage and weapons manufacturing related resources associated with the arsenal's 1816-1940s period of occupation. 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 parkway area. Truncated features and/or deeply buried fragments of sites may survive but the overall integrity of these sites has been compromised.

(end)

Charles River Reservation Parkways MPS
Name of Property

Middlesex, Suffolk, MA
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Conservation

Engineering

Entertainment/Recreation

Landscape Architecture

Transportation

Period of Significance

1895-1956

Significant Dates

Parkways constructed: 1895-1936

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

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:

DCR Archives

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetCharles River Reservation Parkway
Metropolitan Park System of Greater Boston MPS
Boston/Newton/Watertown/Weston
(Middlesex, Suffolk), MASection number 8 Page 1**SIGNIFICANCE**

The Charles River Reservation, located in Boston, Newton, Watertown, and Weston, is significant as one of three large river reservations proposed in the Metropolitan Park Commission (MPC) plan of 1893. The initial plan was prepared by Charles Eliot and Sylvester Baxter, with subsequent design work by the firms of Olmsted, Olmsted and Eliot, Olmsted Brothers, and Arthur Shurcliff, among others. The Charles River Reservation was the most urban of the MPC's reservations and the most sophisticated in its planning, design and engineering, particularly in the lower section of the river known as the Charles River Basin.

The parkways that line the banks of the Charles River were established between the 1890s and 1964 and are among the best known and most heavily used roads of the metropolitan park system. Parkway are continuous along both sides of the Charles River Basin from the Charles River Dam to Watertown Square, and intermittent in the Upper Charles. Most of them combine elements of the river parkway and border road types of MDC roads, as well as serving as connecting parkways. The Charles River road system is unusual in that segments of existing municipal roads have been integrated into the parkway system in several sections of the basin to create a continuous parkway route.

The period of significance for the Charles River Reservation road system is from 1895, when the reservation was established, through 1956. The portion of the Charles River Reservation between the Charles River Dam and Eliot Bridge (i.e. the Lower Basin) was listed in the National Register of Historic Places in 1978 and is not discussed in detail here.

The Charles River Reservation Parkway possess integrity of location, design, setting, materials, workmanship, feeling, and association, and are excellent examples of the River Parkway and Border Parkway subtypes in the Metropolitan Park System of Greater Boston, Parkway. The parkways meet National Register Criteria A and C in the significance areas of architecture, conservation, community planning and development, engineering, entertainment/recreation, landscape architecture, and transportation at the state level and fulfill the Parkway Registration Requirements for the associated River Parkway and Border Parkway property subtype, under Section F of this Multiple Property Documentation Format nomination.

Upper Basin – Eliot Bridge to Watertown Dam

The first report of the Metropolitan Park Commission in 1893 recommended acquisition of all of the Charles River Basin, as well as the freshwater river from Watertown to Dedham. A special appropriation was passed in 1894, and the first takings were made in the spring of 1895. In the 1890s, the section of the Charles River below the Watertown Dam was tidal and highly polluted and was perceived as a public nuisance. The initial MPC report envisioned the basin as a public park with a constant water level, but this goal was not achieved until the completion of the Charles River Dam in 1910. Nevertheless, even before the dam was built, the MPC began to create parks and roadways along the riverbanks.

(continued)

**United States Department of the Interior
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Boston/Newton/Watertown/Weston
(Middlesex, Suffolk), MA**Section number 8 Page 2

One of the earliest roads in the Charles River Reservation was the Speedway in the Brighton section of Boston, completed in 1899. It was a 50-foot-wide tree-lined loop roadway that provided an opportunity for carriages to move quickly without interference from other kinds of traffic. It was exactly one mile in length and was accompanied by a wide pedestrian path and adjacent parkland. The Speedway underwent several variations in length and alignment before being converted to a river parkway that is now the portion of Soldiers Field Road that extends from Eliot Bridge to Arsenal Street. Another early road segment was Charles River Road west of North Beacon Street in Watertown, which was begun in 1901 and completed in 1910. This was followed in 1906 by the portion of Greenough Boulevard extending behind the Watertown Arsenal.

By 1910 the Charles River Dam was completed and the basin assumed a constant water level, allowing the reservation to take its present form and configuration. This provided the impetus for construction of additional roads along the shores of the Charles. One of these was Nonantum Road, begun in the 1910s and completed in 1931, which extended along the southern edge of the river from North Beacon Street to Galen Street near Watertown Square.

While the MPC and its successor after 1919, the Metropolitan District Commission (MDC), acquired as much land as it could along the river banks, in some cases land was not available. Such was the case with the Brighton Abbatoir (slaughterhouse) located just west of Market Street along the southern edge of the river. Since a river parkway was not feasible initially in that section, the MDC routed the parkway a short distance to the south of the river. This segment, completed in 1936, was known as Leo Birmingham Parkway. Ironically it was only a few years later, in the 1940s, that the abbatoir closed and the MDC was able to acquire land along the river, allowing the extension of Soldiers Field Road from Arsenal Street to North Beacon Street.

The final section of MDC roadway to be completed along the Upper Basin was the section of Greenough Boulevard adjacent to Eliot Bridge. This segment had been proposed in early plans for the Metropolitan Parks Commission and filling had been done behind Cambridge Cemetery in the early twentieth century, but the road was not completed until 1966. As it postdates the period of significance, this portion of Greenough Boulevard is not included in the present nomination.

Upper Charles – Watertown Dam to Hemlock Gorge

The portion of the river above Watertown Square, referred to in this nomination as the Upper Charles, was more rural and less polluted in the late nineteenth century than the Charles River Basin with a mix of industrial, residential and rural areas abutting the river. From the beginning, the Metropolitan Park Commission had planned continuous parkways along the heavily populated areas of the Basin, but the strategy in the Upper Charles was for intermittent roadways and paths only as land use patterns and topography permitted. The MPC Annual Report of 1898 described the approach: "In general, the takings have been made in such a form and in such relation to the topography that it will be possible, upon one bank or the other, to construct a driveway and a riverside footpath when they shall be needed."

(continued)

**United States Department of the Interior
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The primary land takings upstream from Watertown took place in the late 1890s, with plans prepared in 1898. These key land acquisitions were followed by a twenty-year period of river improvement and park construction under the auspices of the MPC. During the early 20th century, the Upper Charles was used heavily for canoeing, boating, swimming, walking, and fishing.

The roads in the Upper Charles, which include Norumbega Road (Weston), Quinobequin Road (Newton) and Recreation Road (Weston), were largely established in the early twentieth century and are discontinuous, occurring only at selected points along the riverfront.

The first road built in the Upper Charles was Quinobequin Road in Newton on the east side of the river between State Route 16 on the north and State Route 9 on the south. It was constructed in 1900 along a particularly scenic section of the Charles River just downstream from Hemlock Gorge. It reflects Charles Eliot's concept of a border road along a river reservation, providing a scenic drive and demarcating clear separation of public and private land.

The second road constructed in the Upper Charles River Reservation was Recreation Road in Weston, which runs along the northern edge of the Leo J. Martin Memorial Golf Course, separating it from the adjacent railroad embankment to the north. Recreation Road dates to ca. 1930 when the golf course was constructed. Its eastern end was modified by the construction of State Route 128.

Norumbega Road, the last of the three Upper Charles roads to be constructed, is located entirely in the town of Weston. It was developed in the 1930s in support of the popular Norumbega and Riverside recreation areas north of State Route 30 between Newton and Weston. Its southern terminus was later modified by the construction of State Route 128 and I-90 (the Massachusetts Turnpike), which today obstruct a major segment of river frontage.

(end)

CharlesRiverReservationParkways
Name of Property

Middlesex,Suffolk,MA
County, State

10. Geographical Data

Acreage of Property ca. 65 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. Zone Easting Northing

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

organization Massachusetts Historical Commission date November 2005

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

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

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

Property Owner

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

name Commonwealth of Massachusetts, Division of Conservation Resources

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.

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10. UTM References

All references are located in Zone 19.

Several contiguous parkway segments share beginning and/or end points, as reflected by the numbering of the UTM's below.

Soldiers Field Road

- | | | |
|-----------|---------|--|
| 1. 324560 | 4693100 | (east end, near Eliot Bridge, Boston) |
| 2. 323200 | 4691980 | (Arsenal Bridge@ intersection of Western Ave., Boston) |
| 3. 322000 | 4691680 | (west end of Soldiers Field Rd.) |

Leo Birmingham Parkway

- | | | |
|-----------|---------|---|
| 2. 323200 | 4691980 | (Arsenal Bridge intersection) |
| 3. 322000 | 4691680 | (west end, Soldiers Field Rd. intersection, Boston) |
| 4. 323060 | 4691620 | (Market St. intersection, Boston) |

Arsenal Street

- | | | |
|-----------|---------|---|
| 2. 323000 | 4691980 | (Arsenal Bridge intersection, Boston) |
| 5. 322800 | 4692020 | (Greenough Blvd. intersection, Watertown) |

Greenough Boulevard

- | | | |
|-----------|---------|--|
| 5. 322800 | 4692020 | (Arsenal St. intersection, Watertown) |
| 6. 321900 | 4691760 | (North Beacon St. intersection, Watertown) |

North Beacon Street

- | | | |
|-----------|---------|---|
| 3. 322000 | 4691680 | (Soldiers Field Rd. intersection, Boston) |
| 7. 321440 | 4692100 | (Charles River Rd. intersection, Watertown) |

Charles River Road

- | | | |
|-----------|---------|---|
| 7. 321440 | 4692100 | (intersection with N. Beacon St. Watertown) |
| 8. 320100 | 4692360 | (intersection with Arsenal, N. Beacon Sts.,
near Watertown Square) |

Nonantum Road

- | | | |
|-----------|---------|--|
| 3. 322000 | 4691680 | (intersection with Soldiers Field Rd., Boston) |
| 9. 319960 | 4692300 | (intersection with Galen St., Watertown) |

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Charles River Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston/Newton/Watertown/Weston
(Middlesex/Suffolk), MA

Section number 10 Page 2

UTM References (continued)

Quinobequin Road

- | | | | |
|-----|--------|---------|---|
| 10. | 314620 | 4688100 | (northern end, eastern end of Route 16 interchange) |
| 11. | 316460 | 4687200 | (southern end, intersection with MA Rte 9, Newton) |

Norumbega Road

- | | | | |
|-----|--------|---------|---|
| 12. | 313520 | 4691300 | (intersection with South St., Weston) |
| 13. | 312640 | 4690340 | (southern end, Charles River parking lot, Weston) |

Recreation Road

- | | | | |
|-----|--------|---------|---------------------------------------|
| 14. | 313700 | 4689620 | (eastern end, near I-95 intersection) |
| 15. | 313100 | 4689280 | (western end, Park St., Weston) |

(continued)

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BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundaries for the Charles River Reservation Parkways are drawn to encompass property historically and currently associated with the roadways. This includes the parkway corridor and adjacent planting strips and sidewalks, where they exist. Where sidewalks and planting strips do not exist, the nomination includes all the land that extends back ten feet from the current edge of the parkway. The specific termini for each parkway are as follows:

Soldiers Field Road: The northeastern terminus for Soldiers Field Road corresponds to a line of convenience drawn across the parkway from west to east from the southeastern corner of the Eliot Bridge in Boston. The western terminus for the roadway corresponds to a line of convenience drawn along the northeastern edge of North Beacon Street in Boston.

Nonantum Road: The northeastern terminus for Nonantum Road corresponds to a line of convenience drawn along the southwestern edge of North Beacon Street in Watertown. The northwestern terminus of Nonantum Road corresponds to a line of convenience drawn across the parkway along the eastern edge of Galen Street in Newton.

Leo Birmingham Parkway: Leo Birmingham Parkway is a crescent-shaped road that begins and ends at the Soldiers Field Road in Boston. The northeastern terminus for Leo Birmingham Parkway corresponds to a line of convenience drawn along the southern edge of Soldiers Field Road just north of Western Avenue. The northwestern boundary of the parkway corresponds to a line of convenience drawn along the southern edge of Soldiers Field Road at the Oval.

Arsenal Street: The eastern terminus of Arsenal Street corresponds to a line of convenience drawn along the western edge of Soldiers Field Road in Watertown. The western terminus for the parkway for the purpose of this nomination is a line of convenience drawn across the parkway at the western corner of Greenough Boulevard where it intersects with Arsenal Street in Watertown.

Greenough Boulevard: The northeastern terminus of Greenough Boulevard corresponds to a line of convenience drawn along the southern edge of Arsenal Street in Watertown. The southwestern terminus of the parkway corresponds to a line of convenience drawn along the northeastern edge of North Beacon Street in Watertown. The section of Greenough Boulevard extending northeast from Arsenal St. postdates the period of significance for the present nomination and is therefore excluded.

North Beacon Street: The southeastern boundary of North Beacon Street corresponds to a line of convenience drawn across the parkway from the southern edge of Nonantum Road to the southern edge of Soldiers Field Road in Boston. The western terminus for the parkway corresponds to a line of convenience drawn across the parkway from north to south from the western corner of Charles River Road where it intersects North Beacon Street in Watertown.

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
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Metropolitan Park System of Greater Boston MPS
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Charles River Road: Charles River Road is a crescent-shaped road that begins and ends at North Beacon Street in Watertown. The northeastern terminus of Charles River Road corresponds to a line of convenience drawn along the edge of North Beacon Street where it intersects the parkway just to the east of Bay Street. The northwestern terminus of the parkway corresponds to a line of convenience drawn along the southern edge of North Beacon St. just to the northeast of Watertown Square.

Norumbega Road: The western terminus of Norumbega Road corresponds to a line of convenience drawn along the eastern edge of River Road in Weston. The eastern terminus of the parkway corresponds to a line of convenience drawn across the parkway from north to south immediately west of the State Route 128 exit ramp that feeds onto the parkway in Weston.

Recreation Road: The northern terminus for Recreation Road corresponds to a line of convenience drawn across the parkway from west to east immediately south of the State Route 128 Overpass over the parkway in Weston. The southern terminus of the parkway corresponds to a line of convenience drawn across the parkway from the western corner of Park Road where it meets the parkway in Weston.

Quinobequin Road: The northwestern terminus for Quinobequin Road in Newton corresponds to a line of convenience drawn across the parkway at the eastern end of the State Route 128 overpass; the ramps associated with the highway and with the State Route 16 interchange have been excluded. The southeastern terminus of the parkway corresponds to a line of convenience drawn across the parkway from north to south immediately west of the State Route 9 Bridge in Newton.

(end)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Charles River Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Boston/Newton/Watertown/Weston
(Middlesex/Suffolk), MA

Section number photo Page 1

PHOTOGRAPHS

Charles River Reservation Parkways
Photographer: Emily Maass
Date: July, 2002
Location of negatives: PAL, Pawtucket, RI

Charles River Road

1. View looking SW along parkway from near its eastern terminus.
2. View looking SE from near its western terminus at N. Beacon Street.

Greenough Boulevard

1. View looking SW toward the North Beacon Street Bridge over the Charles River from the NW side of Greenough Boulevard in Watertown.

Norumbega Road

1. View looking N along parkway near its southern terminus. Shows modern apartments on non-reservation side of the road.
2. Looking E through wooden setting near mid-point of parkway. Filtered views open up to the Charles River to the north, east, and south of the parkway in this area.
3. View of Viking Monument in the setting of the parkway near its northwestern terminus.
4. View looking SE along parkway from its northwestern terminus.

Quinobequin Road

1. View facing S of I-95/MA Route 128 bridge over Quinobequin Road at its southeastern terminus.
2. View of parkway looking NW from same bridge, showing residences along non-reservation side of the road.
3. Looking E along parkway near its mid-point, showing tree canopy over road and residences along the non-reservation side of the road.

Soldiers Field Road

1. Looking E along Soldiers Field Road along the median near Harvard Stadium.
2. Looking W along parkway towards Telford Street pedestrian bridge.
3. View looking E near Arsenal Street.

(end)

Charles River Parkways							
Boston, Newton, Watertown, Weston, Massachusetts							
District Data Sheet							
#	Name	Town	Location	Date	Status	Type	Comments
#1	Soldiers Field Road	Boston	Charles River Reservation: Connecting and River Parkway located in Boston between Eliot Bridge and North Beacon Street	1899, extended in 1940	C	Structure	
#2	Soldiers Field Road Planted Median	Boston	Located along Soldiers Field Road from the Eliot Bridge to North Beacon Street	early 20th century	C	Site	
#3	Telford Street Pedestrian Bridge	Boston	Crosses Soldiers Field Road at Telford Street	1960s	NC	Structure	
#4	Soldiers Field Road Underpass at Western Avenue	Boston	Carries Soldiers Field Road under Western Avenue	ca. 1954	C	Structure	
#5	Soldiers Field Road/North Beacon St. Oval	Boston	Intersection of Soldiers Field Road and North Beacon St.	ca. 1958	NC*	Structure	*NC due to age but should be re-evaluated at 50 years
#6	Nonantum Road	Boston, Newton and Watertown	Charles River Reservation: Connecting Parkway located between North Beacon Street in Boston and Galen Street in Watertown	1910-1931	C	Structure	
#7	Leo Birmingham Parkway	Boston	Charles River Reservation: Connecting Parkway that begins and ends at Soldiers Field Road	1936	C	Structure	
#8	Leo Birmingham Parkway Commemorative Marker	Boston	Located at the southeastern corner of Leo Birmingham Parkway and Western Avenue	early 20th century	C	Object	
#9	Arsenal Street	Watertown	Charles River Reservation: Connecting Parkway located between Soldiers Field Road and Greenough Boulevard	early 20th century	C	Structure	

#10	Arsenal Street Bridge	Watertown	Carries Arsenal Street over the Charles River near Soldiers Field Road	early 20th century	C	Structure	
#11	Greenough Boulevard	Watertown	Charles River Reservation: River Parkway located between Arsenal Street and North Beacon Street	1906	C	Structure	
#12	North Beacon Street	Boston and Watertown	Charles River Reservation: Connecting Parkway located between Soldiers Field Road/ Nonatum Road, Boston and Charles River Road, Watertown	early 20th century	C	Structure	
#13	North Beacon Street Bridge	Boston and Watertown	Carries North Beacon Street over the Charles River near Greenough Boulevard	early 20th century	C	Structure	
#14	Charles River Road	Watertown	Charles River Reservation: Connecting and River Parkway that begins and ends at North Beacon Street	1901-1910	C	Structure	
#15	Charles River Road Stone Retaining Wall	Watertown	Located on the west side of the road near the Perkins School for the Blind	early 20th century	C	Structure	
#16	Norumbega Road	Weston	Charles River Reservation: River Parkway located between River Road and Route 128 exit ramp	Circa 1930	C	Structure	
#17	Recreation Road	Weston	Charles River Reservation: Border Parkway located between Park Road and Route 128 Overpass	Circa 1930	C	Structure	
#18	Quinobeguinn Road	Newton	Charles River Reservation: River and Border Parkway located between State Route 9 and State Route 16.	1900	C	Structure	

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Charles River Reservation Parkways
NAME:

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Middlesex

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: 05001530

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1-18-06 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

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



Charles River Reservation Parkways

Quinobequin Road

Newton, MA

#1



Charles River Reservation Parkways

Quinobequin Road

Newton, MA

2



Charles River Reservation Parkways

Quinobeguin Road

Newton, MA

#3



Charles River Reservation Parkways

Charles River Road

Watertown, MA

#1



Charles River Reservation Parkways

Charles River Road

Watertown, MA

2



Charles River Reservation Parkways

Soldiers Field Road

Boston, MA

#1



Charles River Reservation Parkways

Soldiers Field Road

Boston, MA

2



Charles River Reservation Parkways
Soldiers Field Road
Boston, MA

#3



Charles River Reservation Parkways

Norumbega Road

Weston, MA

#1



Charles River Reservation Parkways

Norumbega Road

Weston, MA

2



Charles River Reservation Parkways

Norumbega Road

Weston, MA

~~4~~ 3



Charles River Reservation Parkways
Norumbega Road
Weston, MA

~~5~~ 4



Charles River Reservation Parkways
Greenough Boulevard
Watertown, MA

#1

<NO. 16 >011 © BN
0037-37 N N N-6 NN AC-03 GR08 Z101/100

Zone 19
SOLDIER FIELD RD
1. 324560 4693100
2. 323200 4691980
3. 322000 4691680
BIRMINGHAM PARKWAY
2. 323200 4691980
4. 323060 4691620
3. 322000 4691680
ARSENAL ST
2. 323000 4691980
5. 322800 4692020
6. 321900 4691760
GREENOUGH BVD
5. 322800 4692020
6. 321900 4691760
NORTH BEACON ST
3. 322000 4691680
321440 4692100
CHARLES RIVER RD
7. 321440 4692100
8. 320100 4692360
NONANTUM RD
3. 322000 4691680
9. 319960 4692300
QUINOBEDUIN RD
10. 316420 4688100
11. 316460 4687200
(SEE FLAMINGHAM
MAP FOR OTHER
LOCATIONS)



CHARLES RIVER RESERVATION PARKWAYS 42071-C1-TM-025

Boston South

MASSACHUSETTS [map 1]
METRO PARK SYSTEM GREATER BOSTON
1:25 000-scale metric
topographic map
BOSTON / NEWTON / WATERTOWN / WESTON

7.5 X 15 MINUTE QUADRANGLE SHOWING

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

GEOLOGICAL SURVEY
1987

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works
Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies
Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1987
Superior Newton and Boston South 1:25,000-scale maps dated 1979
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, established over 1927 North American Datum
To place on the published North American Datum 1983, move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map
CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM of 1929
CONTAIN ELEVATIONS TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

Meters	Feet
1	3.2808
2	6.5617
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

Year	Declination
1980	1° 00'
1985	1° 05'
1990	1° 10'
1995	1° 15'
2000	1° 20'

UTM grid convergence
1000 and 180 meters
declination (MM)
Diagram is approximate

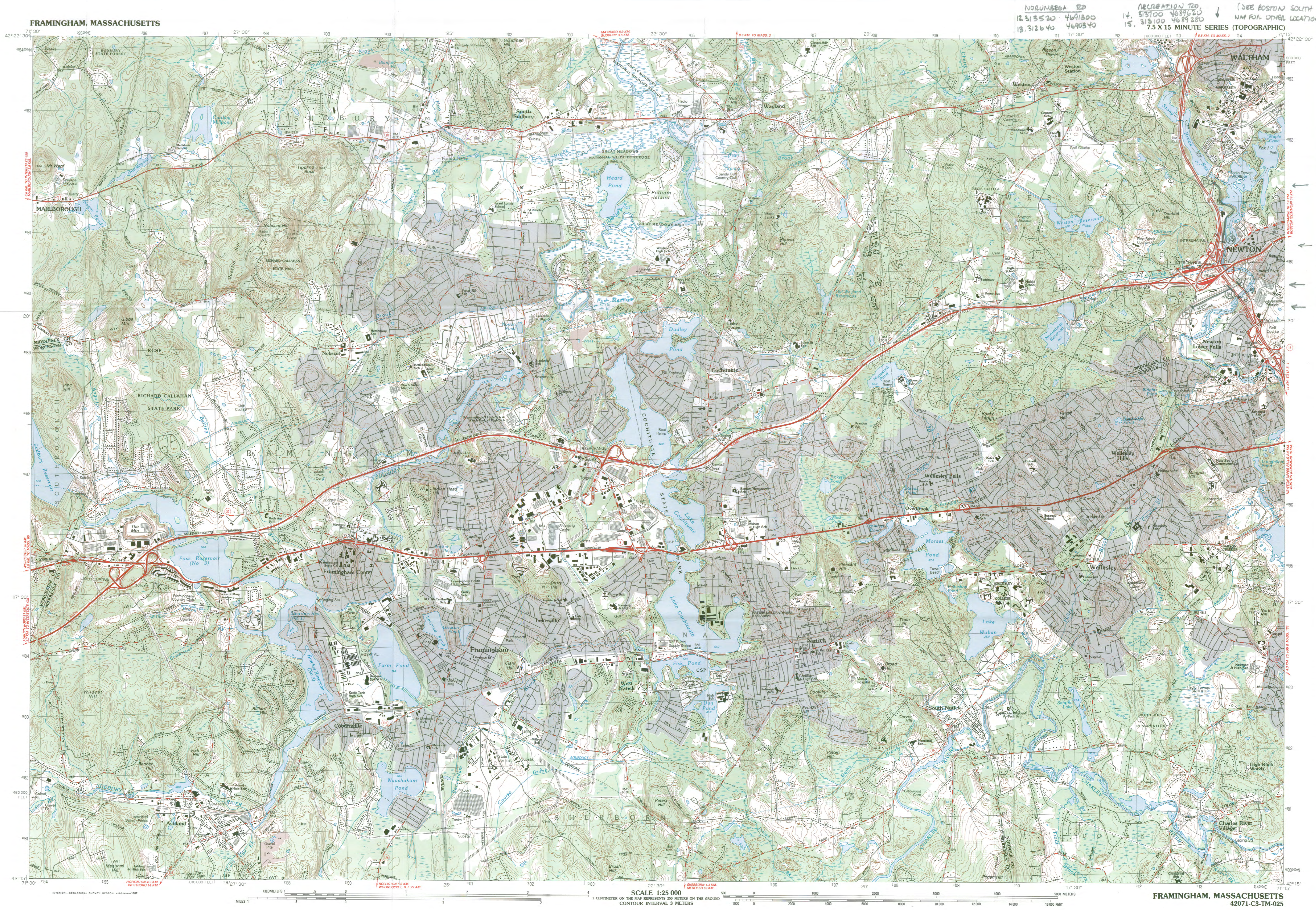
1	2	3
1 Maynard	2 Boston North	3 Lynn
4 Framingham	5 Haverhill	6 Medford
7 Norwood	8 Weymouth	

ISBN 0-607-00135-6
9 780607 001356

Topographic Map Symbols

Symbol	Description
Primary highway, hard surface	
Secondary highway, hard surface	
Light-duty road, hard or improved surface	
Unimproved road, trail	
Road marker: Interstate, U.S., State	
Railroad: standard gauge, narrow gauge	
Bridge: drawbridge	
Footbridge, overpass, underpass	
Ball-up area: only selected landmarks shown	
House, barn, church, school, large structure	
Boundary	
National, with monument	
County, parish	
City, town, 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, isolated tower	
Dam; dam with lock	
Cemetery: grave	
Cemetery: plot area, U.S. location monument	
Wellhead: water well, spring	
Mine shaft: prospect, adit or cave	
Control: horizontal station; vertical station; spot elevation	
Contour: index, intermediate, supplementary, depression	
Disturbed surface: strip mine, lava, sand	
Sounding: depth curve	
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
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092



NORTHING 2D
12 31 35 20 4691300
13 312640 4690340
17 30'

RECREATION 2D
14 515700 4687620
15 313100 4689280
17 30' 15 MINUTE SERIES (TOPOGRAPHIC)
16 515700 4687620
17 30' 15 MINUTE SERIES (TOPOGRAPHIC)

(SEE BOSTON SOUTH
MAP FOR OTHER LOCATION)

CHARLES RIVER 42071-C3-TM-025
RESERVATION PARKWAYS
Framingham
MASSACHUSETTS Map 2
METRO. PARK SYSTEM OF GREATER BOSTON MAPS
1:25 000-scale metric
topographic map
BOSTON & NEWTON/WATERTOWN
WESTON
MIDDLESEX/SUFFOLK/MA
7.5 X 15 MINUTE QUADRANGLE
SHOWING

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

 GEOLOGICAL SURVEY
1987

Produced by the United States Geological Survey
in cooperation with Massachusetts Department
of Public Works
Control by USGS, NOS/NOAA, and Commonwealth
of Massachusetts agencies using aerial photographs
taken 1978 and 1981. Field checked 1979 and 1982. Map edited 1987.
Supersedes Framingham 1979 and Natick 1970
1:25,000-scale maps
Projection and 1000-meter grid, zone 19
Universal Transverse Mercator
10,000-foot grid ticks: Massachusetts coordinate system,
mainland zone
1927 North American Datum
To place on the predicted North American Datum 1983,
move the projection lines 6 meters south and
41 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of
the National or State reservations shown on this map

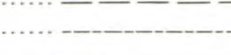
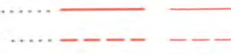
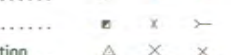
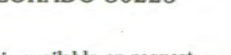
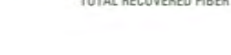
CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS	
Meters	Feet			1 2 3	4 5
1	3.2808			1 Hudson	2 Maynard
2	6.5617			3 Boston North	4 Marlborough
3	9.8425			5 Boston South	6 Millis
4	13.1234			7 Needham	8 Norwood
5	16.4043				
6	19.6852				
7	22.9661				
8	26.2470				
9	29.5279				
10	32.8088				
To convert meters to feet multiply by 3.2808		UTM grid convergence (GSD and 180° magnetic declination (MD) at center of map Diagram is approximate			
To convert feet to meters multiply by 0.3048					

ISBN 0-607-23455-5
9 780607 234558

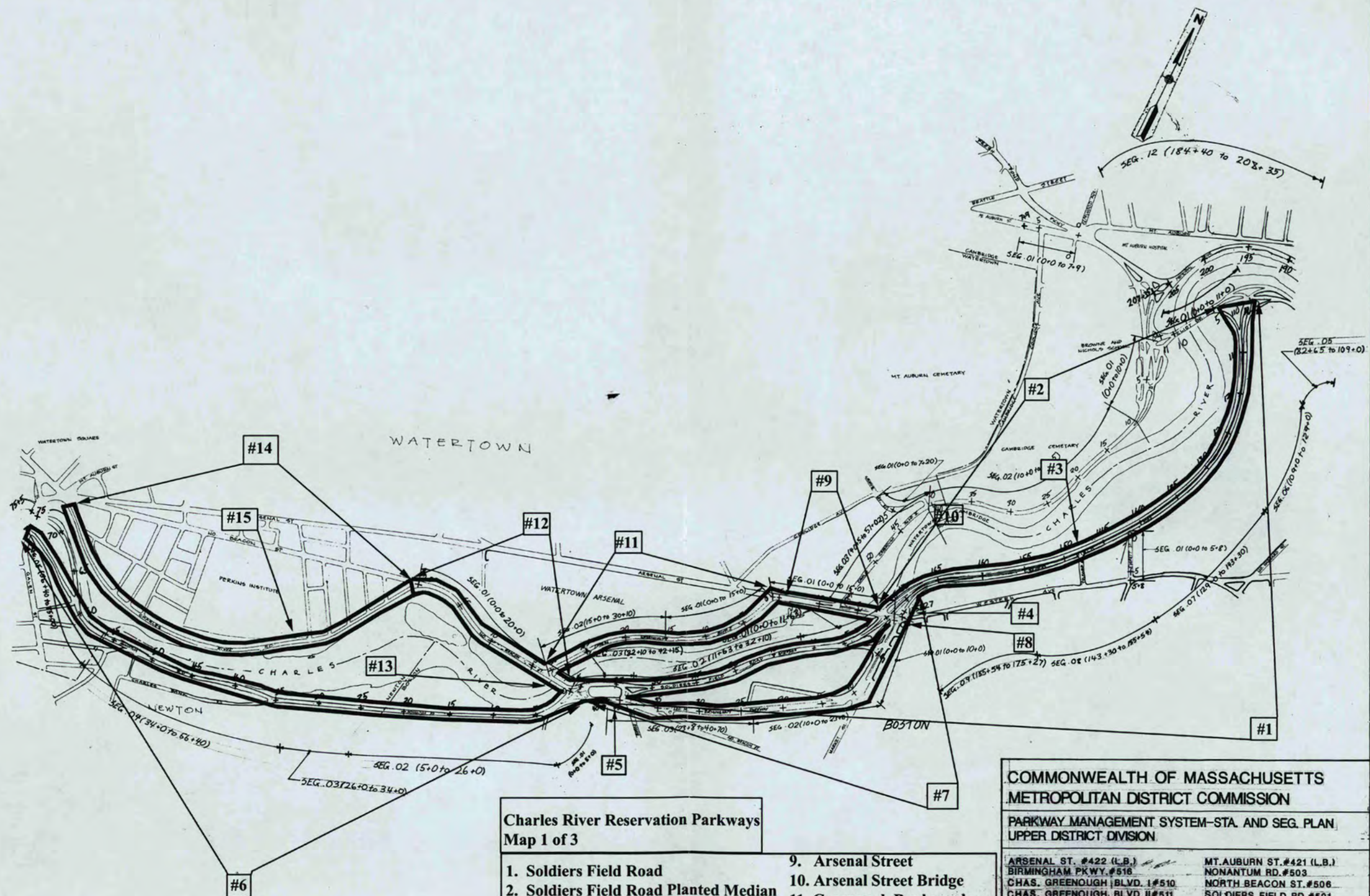
Topographic Map Symbols

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

FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225

A pamphlet describing topographic maps is available on request

 TOTAL RECOVERED FIBER

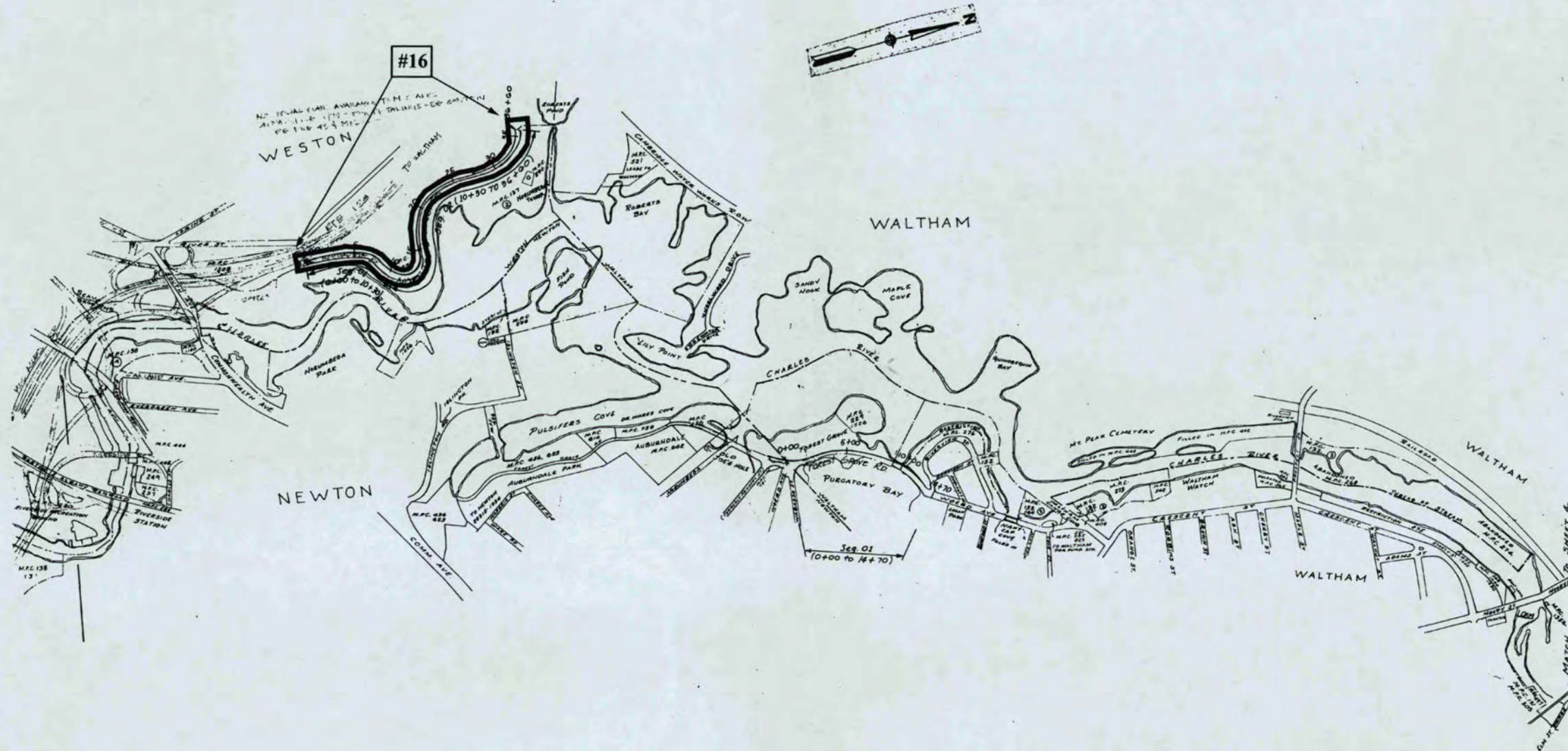


Charles River Reservation Parkways
Map 1 of 3

- | | |
|---|-----------------------------|
| 1. Soldiers Field Road | 9. Arsenal Street |
| 2. Soldiers Field Road Planted Median | 10. Arsenal Street Bridge |
| 3. Telford Street Pedestrian Bridge | 11. Greenough Boulevard |
| 4. Soldiers Field Road Underpass | 12. N. Beacon Street |
| 5. Soldiers Field Road/
North Beacon Street Oval | 13. N. Beacon Street Bridge |
| 6. Nonantum Road | 14. Charles River Road |
| 7. Leo Birmingham Parkway | 15. Stone Retaining Wall |
| 8. Leo Birmingham Monument | 16. Norumbega Road |
| | 17. Recreation Road |
| | 18. Quinobequin Road |

COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSION		
PARKWAY MANAGEMENT SYSTEM—STA. AND SEG. PLAN UPPER DISTRICT DIVISION		
ARSENAL ST. #422 (L.B.) BIRMINGHAM PKWY. #516 CHAS. GREENOUGH BLVD. I #510 CHAS. GREENOUGH BLVD. II #511 ELIOT BRIDGE #517 EVERET ST. #508 GROVE ST. EXT. #512 MEMORIAL DRIVE #408 (L.B.) SEG. 12	MT. AUBURN ST. #421 (L.B.) NONANTUM RD. #503 NORTH BEACON ST. #506 SOLDIERS FIELD RD. #501 SEG. 05-09 SOLDIERS FIELD RD. EXT. #502	
VH Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/783-7000		
DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. UD-8
DRAWN BY NBF	SCALE NOT TO SCALE	
CHECKED BY VAG	SHEET OF 1	JOB NO. 1120

11/14/08



STATION AND SEGMENT PLAN:
CHARLES RIVER RESERVATION

Page 2 of 3

**Charles River Reservation Parkways
Map 2 of 3**

- | | |
|---|-----------------------------|
| 1. Soldiers Field Road | 9. Arsenal Street |
| 2. Soldiers Field Road Planted Median | 10. Arsenal Street Bridge |
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| 8. Leo Birmingham Monument | 16. Norumbega Road |
| | 17. Recreation Road |
| | 18. Quinobequin Road |

**COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION**

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN

UPPER DISTRICT DIVISION

FOREST GROVE RD. - #509
NORUMBEGA RD. - #521

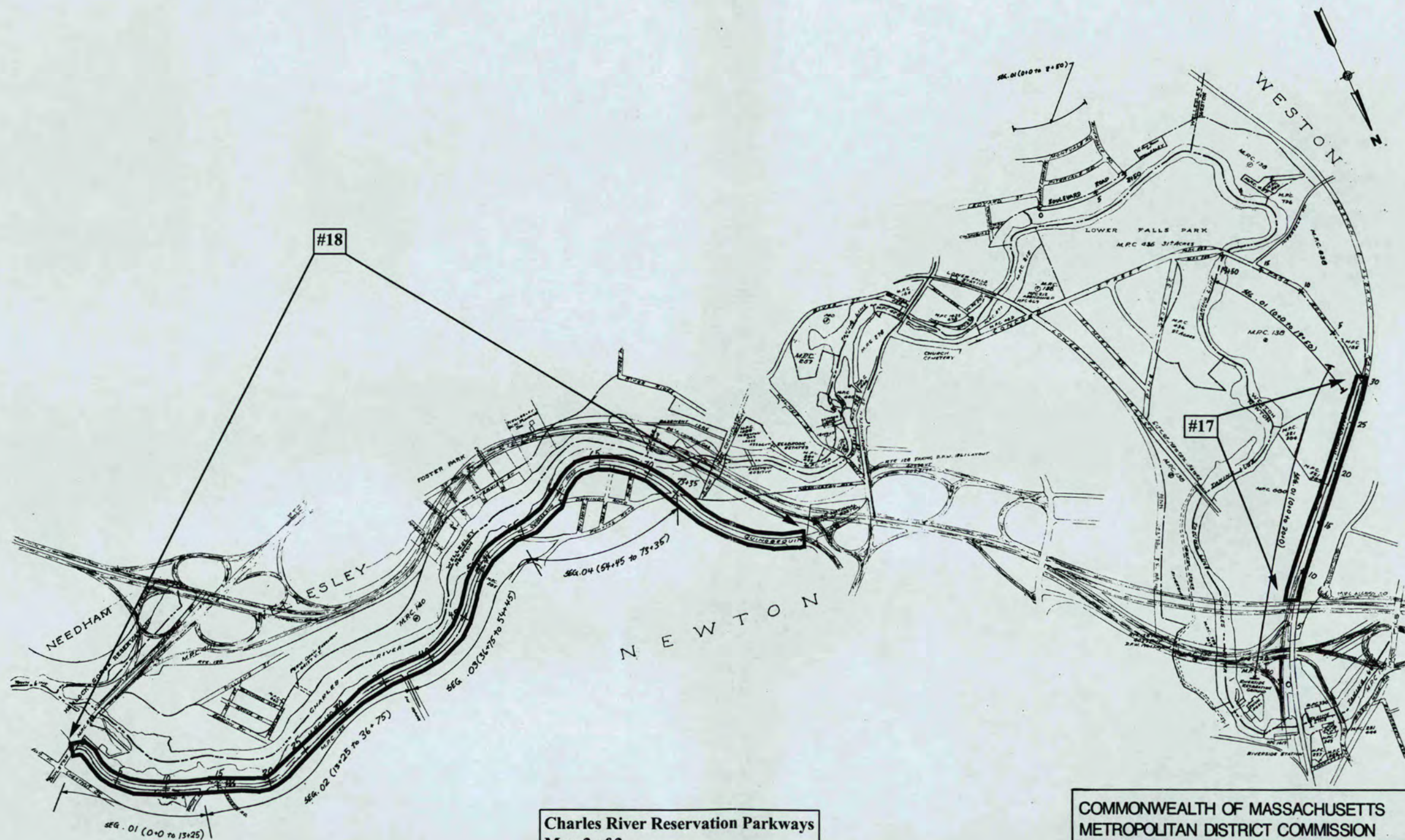


Vanasse/Hangen
Consulting Engineers & Planners
60 Birmingham Parkway, Boston, MA 02135
617/783-7000

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CHECKED BY VAG	SHEET OF 34 88	JOB NO. 1120

51793X

11/14/05



STATION AND SEGMENT PLAN:
CHARLES RIVER RESERVATION

Charles River Reservation Parkways
Map 3 of 3

- | | |
|---|-----------------------------|
| 1. Soldiers Field Road | 9. Arsenal Street |
| 2. Soldiers Filed Road Planted Median | 10. Arsenal Street Bridge |
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COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN

UPPER DISTRICT

BOULEVARD RD. - #524 (U.D.)

PARK RD. - #522 (U.D.)

QUINOBEQUIN ROAD - #527

RESERVATION RD. - #523



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

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51807X

11/14/05



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



November 30, 2005

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

Dear Dr. Roberts:

Enclosed please find the following nomination:

Charles River Reservation Parkways, Boston, Newton, Watertown, Weston
(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 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 communities of Boston and Newton 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