

Emerald Necklace Parks Jamaica Pond, Olmsted Park and the Riverway

Boston Landmarks Commission Study Report



THE EMERALD NECKLACE PARKS

Jamaica Pond, Olmsted Park
and the Riverway



Boston Landmarks Commission
Environment Department
City of Boston

Report of the Boston Landmarks Commission

on the Potential Designation of the

EMERALD NECKLACE PARKS
Jamaica Pond, Olmsted Park and the Riverway

as a

Landmark under Chapter 772 of the Acts of 1975, as amended

Approved: Judith B. McDonough^(ed) 9-5-89
(Executive Secretary) (Date)

Approved: Alan Schwartz 9-5-89
(Chairman) (Date)

Gratitude is expressed to Shary Page Berg, Landscape Historian, for the tremendous assistance she gave in preparing this report.

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1.0 LOCATION OF PROPERTY

1.1 Address and Assessor's Parcel Number

Wards and assessor's parcel numbers for the three parks are as follows:

Riverway:	Ward 4, parcels 1994, 1994-1, 1965
	Ward 10, parcel 318
Olmsted Park:	Ward 10, parcel 1585
Jamaica Pond:	Ward 19, parcel 2186

The associated parkways are included in the study area but do not have parcel numbers.

1.2 Area in which the Property is Located

The Emerald Necklace is a linear park system stretching from the Back Bay Fens to Franklin Park. This report addresses three parks within that system: Riverway, Olmsted Park, and Jamaica Pond, and their associated parkways.

The section of the Emerald Necklace referred to as the Riverway or Muddy River includes both parkland and the adjacent parkway. The park itself is a narrow linear strip extending from Brookline Avenue and Park Drive at the north to Route 9 at the south. For most of its length, the Riverway straddles the boundary between Boston and Brookline, roughly half of the park lies in each municipality. To the east of the park is the parkway from which it draws its name. The northernmost parcel, located wholly in Boston, is currently a privately owned parking lot.

The Riverway is located in a primarily institutional neighborhood. Numerous colleges bring a large population of students to the area. The Fenway residential neighborhood lies to the north. Longwood Medical Area, which encompasses a number of teaching and research facilities, abuts the Riverway to the east. Mission Park Housing Complex is adjacent to the Riverway at its southern end. The Mission Hill area lies slightly to the south and east. For much of its length, the Riverway is directly bordered on the west in Brookline by the MBTA Riverside line. The Brookline neighborhoods which abut the park are primarily residential, one to three family homes; although a small industrial zone and public housing

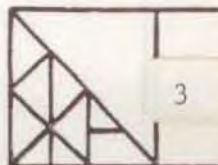
development are located adjacent to the southern end.

Olmsted Park, located to the south of the Riverway, extends along the Boston/Brookline boundary between Route 9 and Perkins Street. It is bordered on the east by the Jamaica way, a continuation of the parkway system. East of the Jamaica way, institutions which front on Centre Street overlook the park. Further south is the residential neighborhood of Jamaica Plain. On the west, in Brookline, the park is bordered by Riverdale Parkway and Pond Street. The Brook House, a large condominium complex, and the Pill Hill and the Point residential neighborhoods also abut Olmsted Park on the west.

Jamaica Pond, which lies to the south of Olmsted Park, is entirely in Boston. The Cabot Estates are to the west, Hellenic College to the southwest, Jamaica Hills neighborhood to the south and Jamaica Plain village lies immediately to the east. Former mansions, now primarily institutions or condominiums, front directly on the Jamaica way which runs along the eastern edge of the park as a continuation of the parkway system. Prince Street, Parkman Drive and portions of Perkins Street are also part of the parkway system associated with Jamaica Pond and are included in the study area.

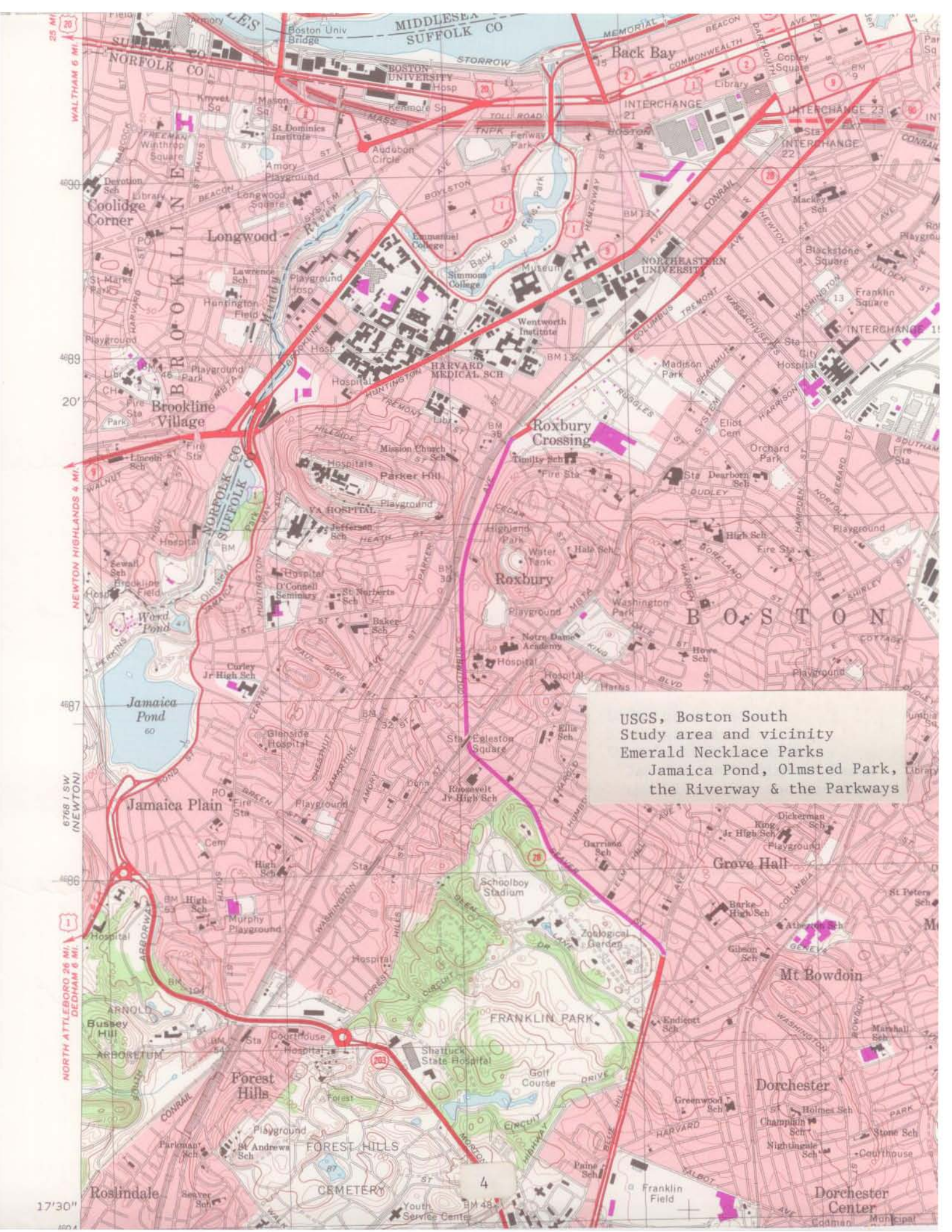
1.3 Maps Showing Location:

Attached.



Area map for
Jamaica Pond, Olmsted Park,
the Riverway, and the
Parkways
Study Area





USGS, Boston South
Study area and vicinity
Emerald Necklace Parks
Jamaica Pond, Olmsted Park,
the Riverway & the Parkways

25 MI
WALTHAM 6 MI
4900
4890
20'
4870
4860
6768 I SW (NEWTON)
1
NORTH ATTLEBORO 26 MI
DEDHAM 6 MI
17'30"

NORFOLK CO
SUFFOLK CO
MIDDLESEX CO
BOSTON
BROOKLINE
ROXBURY
JAMAICA PLAIN
DORCHESTER
Back Bay
Longwood
Brookline Village
Roxbury Crossing
Roxbury
Jamaica Pond
Forest Hills
Franklin Park
Mt Bowdoin
Dorchester Center
Roslindale
Cemetery
Forest Hills
Franklin Field
Dorchester Center
Gadman Municipal

2.0 DESCRIPTION OF PROPERTY

2.1 Type and Use

The Emerald Necklace was designed by landscape architect Frederick Law Olmsted and his associates between 1878 and 1895 to serve the growing recreational needs of the Boston metropolitan area; it continues to serve those needs today. Major features of the design were that the park system was linear and was intended for passive recreation. Today it is used for biking, jogging, walking, picknicking and relaxation. Facilities have also been added to meet more active recreational needs, such as skating and softball.

The Riverway section of the park lends itself to linear activities such as biking, jogging and walking. Patients from the adjacent medical area, many with special needs, enjoy the park. At the intersection of the Riverway and Park Drive is the Back Bay Maintenance Yard of the Boston Parks Department. The northernmost portion of the study area was originally a continuation of the park, connecting the Back Bay Fens to the Riverway. It is paved and was used, most recently, as a customer parking lot by Sears Roebuck.

The northern half of Olmsted Park receives moderate use. Daisy Field is a regularly permitted field of the Parks Department. The Kelly Rink at the corner of the Jamaica Way and Willow Pond Road provides skating during winter months. Pond edges are used for enjoying the scenery and relaxing. Much of the southern half of Olmsted Park, especially the area around Ward's Pond, is wooded and little used. It is a particular haven for wildlife.

Jamaica Pond is one of the most heavily used parks in the Boston Park system. The perimeter path is frequently crowded with people enjoying different types of recreational activities. Boating and fishing are popular; row boats are available for rent and sailing has recently been reintroduced. Summer evening concerts and a variety of educational programs and special events also help to draw numerous people to the Pond throughout the year.

Another key aspect of these three parks is their role in the city's overall drainage system. During times of heavy precipitation, surface water run-off is channeled through the storm water system directly into the Muddy River to

prevent flooding and back-up of sewers. An underground water system diverts most of the flow of the Muddy River directly into the Charles River rather than through the Back Bay Fens as originally intended. Two parallel pipes running under the Sears parking lot carry a small amount of water into the Fens.

The parkways are heavily used, primarily for commuting traffic as they are a major route into the city from the south. Trucks and buses are not allowed on the parkways, except by special permit.

2.2 General Description

Note: As part of the Olmsted Historic Landscape Preservation Program, historic landscape reports, structures reports and detailed site analyses were prepared documenting the historical development and existing features of the Emerald Necklace. The information which follows is drawn from these reports. The full reports should be consulted if additional information is needed.

The Emerald Necklace appears to be a remnant of the natural New England scenery, however, it is actually a wholly man-made landscape. During its development, rivers were relocated and ponds created, the land carefully sculpted, hundreds of thousands of trees and shrubs were planted, and a circulation system was created to draw visitors into and through the park. Complex engineering and design was involved to construct the park system; the ultimate effect is of a fragment of a natural river valley. It remains a hidden landscape, a special area removed from the noise and distraction of the city.

Riverway - Landscape Features

Of the Emerald Necklace parks, the Riverway is one of the most completely man-made portions. Virtually none of the original landscape remains, all was meticulously designed and constructed. Like the Back Bay Fens, the goals for the Riverway were two-fold; to transform the river, which had been an open sewer, from a public nuisance into a community asset and to create a linear park. Olmsted rerouted the river and artfully shaped and planted its banks to create a secluded pastoral landscape, only a few hundred feet wide. He described the park in the "City of Boston, Seventh Report of the Board of

Commissioners of the Department of Parks" He states:

The natural sequence upon slightly higher ground to the last [the Fens] in following up a fresh watercourse bordered by passages of rushy meadow and varied slopes from the adjoining upland; trees in groups diversified by thickets and open glades.

In a letter to William L. Fischer, dated October 13, 1893, John Charles Olmsted, Olmsted's partner and step-son, writes of the plantings:

...What we would like is five or ten years hence a stranger, looking into the valley, might suppose that it bore a natural growth slightly refined by art, and that openings through this natural growth had been made for drives, rides, and walks. (Olmsted Associates Papers, Library of Congress)

Today the Riverway consists of a narrow linear river valley park, 38.35 acres in size, not including the Sears parcel. Just under eight acres of this is water. The park is bordered on the east by a parkway which was an integral part of the park design. The park itself is typically below the parkway in grade with a path on each side for most of its length and the river in the center. The steep slopes at the edges of the park are wooded and the more level area immediately on either side of the river is typically turf with occasional trees. Great care was taken in the plantings of the Riverway, and many mature trees remain from the original planting. Few shrub plantings remain, however, and in recent years invasive growth has claimed portions of the water's edge. The river widens in several places; two small islands are located just north of Chapel Street Bridge and a large island, accessible by several pedestrian bridges, is located between Netherlands Road and Brookline Avenue. East/west access across the park is provided by a series of bridges.

The Riverway is divided into four segments, each with its own distinct characteristics. The northernmost segment, currently Sears parking lot, was intended as a transitional zone between the Riverway and the Fens, a function it no longer serves. The Longwood section, from Park Drive to Netherlands Road, is the longest segment. It was carefully conceived by the Olmsted firm and extremely well documented in a series of photographs

during construction and as the park matured. It is also the most heavily used and best preserved section of the Riverway today. In addition to two clearly established paths, stone dust on the east side and asphalt on the west side, are the remnants of the original bridle path lying between the eastern path and the parkway. The third section of the park, between Netherlands Road and Brookline Avenue, is more visible from the city as the bank diminishes, providing less separation from the parkway. It is also much shorter. This section has become overgrown in recent years but the outline of the topography and circulation system remains.

The fourth or southern section, between Brookline Avenue and Route 9, has become so seriously overgrown that almost all sense of the park is lost. Recent clearing has revealed the form of the park and opened views. While most of the plantings in this area have disappeared, a few large trees remain. The southernmost tip of the river, where it connects with Olmsted Park, has been channelized and much of the land obliterated by the Route 9 overpass.

The Riverway is also the name of one unit of the parkway which links the Emerald Necklace; it abuts the Muddy River on the Boston side. It's edges were planted with Red Lindens in the 1890s. As with all the parkways, it has subsequently been widened.

Riverway - Structures and Furnishings

Bridges are the primary type of structure associated with the Riverway. Most of these span the Muddy River and are located partially in Boston and partially in Brookline. Those that lie wholly in Brookline are not discussed here.

Administration Building (Back Bay Yard), 440 Park Drive

Olmsted, Olmsted and Eliot, and Shepley, Rutan and Coolidge. 1894-1895. This low structure is reminiscent of late Richardsonian railroad station style. Constructed of brick with ashlar-faced stone lintels over windows and doors, it has a wood shingled roof. The basic structure is 50 feet by 16 feet, with a height of one-story on Park Drive and two in the rear, due to severe drop in grade. It was poorly repointed and in need of repairs. It is currently used as Parks Department maintenance facility.

Shelter and Toolhouse

Shepley, Rutan and Coolidge. Completed by 1893.

A rustic style round shelter of seam-faced granite with shingled wood roof. It is opposite Short Street and visible from the parkway. This is the only remaining shelter of its type in the Emerald Necklace.

Chapel Footbridge

John Charles Olmsted and Shepley, Ruten and Coolidge. 1890.

A single arched pedestrian bridge over river with seam-faced granite with iron hand rail.

Bridle Path Footbridge

John Charles Olmsted and Shepley, Ruten and Coolidge. 1892-1893.

This single arched bridge has seam-faced granite wall and voussoirs, red granite coping and string-course, and Roxbury stone foundations. It is a continuation of the Chapel Footbridge, steps on western side bring pedestrians over the bridle path and up to the parkway.

Longwood Avenue Bridge

Olmsted firm with Shepley, Ruten and Coolidge. Constructed 1897-1899.

This single arched bridge of ashlar-faced stone with brick soffit and concrete foundations is designed in the Renaissance Revival style. It provides access over the park and the MBTA tracks at Longwood Avenue between Brookline and Boston. The original plan was for an ornate bridge with two elaborate stairways. As built, the bridge is simpler with no stair on east side and a much simpler stair on the west side.

Netherlands Road Bridge

John Charles Olmsted and Shepley, Ruten and Coolidge. Completed 1894.

A single arched bridge of seam-faced granite with red granite coping. It was recently repointed with mortar inconsistent with original design.

Brookline Avenue Bridge, also called Brookline Avenue Culvert

John Charles Olmsted with Shepley, Ruten and Coolidge. Completed 1894.

A single arched bridge of random ashlar seam-faced granite, with red granite coping, Roxbury stone foundation and seam-faced voussoirs.

Route 9 Overpass and associated retaining walls

George H. Delano, Chief Engineer, George Harkness, Bridge Engineer. Completed 1936.

This ashlar-faced stone bridge in the classical revival style, carries parkway traffic over Route 9. This large structure is one of the most visually

dominant additions to the park system. Although designed sympathetically, it is of a wholly different scale.

No original furnishings remain in the Riverway. Photos of early benches indicate delicate wooden benches with interior arm rests but none at the ends. Current concrete and wood benches were probably introduced in the early twentieth century. There is no evidence of historic fountains or lighting fixtures in the Riverway. Two structures which have disappeared from the Riverway are the Audubon Road Bridge (originally located near the Back Bay Yard), which was removed in the early 1950's and replaced by the Park Drive vehicular bridge, and a gatehouse which stood where the Sears parking lot is currently located.

Olmsted Park - Landscape Features

The segment of parkland between the Back Bay Fens and Jamaica Pond was originally one unit, known as the Muddy River Improvement. In 1900 the portion between Route 9 on the north and Perkins Street on the south was renamed Olmsted Park. The design challenge of Olmsted Park was similar to that of the Riverway, first and foremost, a public nuisance had to be abated. Olmsted did this by transforming a mosquito laden marsh into an attractive fresh water pond, known today as Leverett Pond. Secondly, the upper reaches of the Muddy River provided a transition between the totally man-made landscape of the Riverway and the pre-existing glacial features of Jamaica Pond. In the "City of Boston Seventh Report of the Board of Commissioners of the Department of Parks," Olmsted described the area as "a chain of picturesque fresh-water ponds, alternating with attractive natural groves and meads...."

Olmsted Park, which includes 58.81 acres, 13 of which are water, is considerably larger than the Riverway and appears more expansive because of its greater width. The bridle path continues just west of the Jamaica way as an extension of the three part circulation system and numerous pedestrian paths provide access to the more remote areas of the park. There are two distinct portions of Olmsted Park. The northern segment (north of Willow Pond Road) is dominated by Leverett Pond and is virtually all man-made like the Riverway. The Pond was carefully sculpted and the banks massed with alternating shrubs and areas of open turf. Today, the basic outline remains although the understory plantings have largely disappeared and there is

more woodland than there was when the park was designed. What was originally a meadow, just north of Willow Pond Road, is now Daisy Field with its two ball diamonds. The cove at the eastern edge of Leverett Pond has been filled in and a recent storm has eroded one area at the southwest corner of the pond.

The portion of Olmsted Park south of Willow Pond Road is largely woodland, with the upper Muddy River, only a small stream at this point, running along the western portion of the park. Several small ponds are all that remain of an elaborate system of ponds which were designed for the Boston Natural History Society as exhibits. This was a short-lived arrangement and the stream is now largely overgrown. While some reshaping of the land was done in the southern portion of Olmsted Park, the most dramatic features of the area - Nickerson Hill, Ward's Pond, and many mature trees - already existed. These natural landscape features were merely enhanced through very subtle manipulation of the land, supplemental planting and the addition of paths.

The Kelly Skating Rink is located just south of Willow Pond Road near the intersection with the Jamaicaaway. South of this is a wet meadow and further to the south is Nickerson Hill, the highest point in Olmsted Park. Ward's Pond, a shallow glacially created pond is at the southern end of Olmsted Park. The perimeter path around it is frequently featured in historic photographs but is largely inaccessible today because of seepage on the southern side of the pond. Remnants of the boulder waterfall draining Jamaica Pond into Ward's Pond are still visible although it is mostly dry as the water control mechanism is no longer functional. Although Olmsted Park appears to be largely a natural area, the remains of various stairways and structures attest to the subtlety and complexity of the design and engineering.

The portion of the Jamaicaaway which abuts Olmsted Park has been altered relatively little except that a formal row of trees has been added on the west side. Thus this area retains a good sense of the character of the original parkway design.

Olmsted Park - Structures and Furnishings

Footbridge over Cove at Leverett Pond

Olmsted firm with Shepley, Rutan and Coolidge. 1892-1894.

A single arched bridge of granite with random dressed ashlar with capstones. It is currently in poor condition; the granite is spalling, mortar needs

repointing and several capstones need replacing.

Cumberland Avenue Footbridge

John Charles Olmsted with Shepley, Ruten and Coolidge. 1892-1893

Constructed of seam-faced Roxbury stone in modified random ashlar, with red granite coping. This bridge serves as a pedestrian walkway over the southern inlet of Leverett Pond. It was restored in 1981.

Willow Pond Footbridge

Olmsted firm with Shepley, Ruten and Coolidge. 1892-1893.

A seam-faced Roxbury stone walls with red granite coping. It is similar to above, and was rebuilt, cleaned and repointed in 1983.

Ward's Pond Footbridge

1892, John Charles Olmsted with Shepley, Ruten and Coolidge.

Similar in design and materials to Willow Pond Footbridge. It was also rebuilt, cleaned and repointed in 1983.

Footbridge at Inlet to Willow Pond from Spring Pond

John Charles Olmsted. 1893 - 1894.

This Roxbury puddingstone and granite bridge is one of several small park bridges designed by John Charles Olmsted for Olmsted Park. Most of the others have since been removed. A small waterfall, also designed by John Charles Olmsted, is adjacent to the bridge.

Footbridge at Inlet to Ward's Pond

Similar to above, the second extant example.

Willow Pond Outlet Structure, Outfall Structure and Waterfall

John Charles Olmsted with Shepley, Ruten and Coolidge. 1892-1893.

This is essentially a culvert which allows water to flow from Willow Pond Road to Leverett Pond via two separate channels, and allowing pedestrian and vehicular traffic along Willow Pond Road. A three-arched wall is visible from the south.

Stone Steps, corner of Perkins Street and the Jamaica way.

Probably John Charles Olmsted. 1894.

Steps of Cape Ann granite leading from street grade to the banks of Ward's Pond.

Stone Steps at Nickerson Hill

Designer unknown. 1894.

Steps of Cape Ann granite which carry pedestrians to the top of Nickerson Hill. Currently in poor condition.

Retaining Walls along the Jamaica way, near Leverett Pond Cove

Olmsted firm. 1894.

Masonry walls of Roxbury puddingstone boulders and finely dressed granite bollards.

Retaining Wall and Iron Fence, Perkins and Chestnut Streets

Possibly the Olmsted Firm. 1894-1895.

This wall, 1368 feet long, ranges from four feet to fourteen feet in height. It is constructed of Roxbury puddingstone and has an iron pipe-rail fence.

Kelly Rink

1965.

Built in 1965, the Kelly Rink is constructed of metal panels on a poured concrete foundation. It houses a Metropolitan District Commission Skating Rink. It is not a contributing feature to the Emerald Necklace.

Other original details are scattered throughout the park, including granite curbstones, cobbled gutters, manholes, catchbasins and boulders deliberately set at key locations such as stream outlets, bridge foundations and along the banks of ponds and streams.

A total of 34 electric lights were installed in Olmsted Park in the 1890's; remnants of seven still exist. Modern sports lighting has been installed at Daisy Field. Early photos and post cards indicate benches of wrought iron metal strap work and wood slats. Few benches exist today in the Boston portion of Olmsted Park.

Jamaica Pond - Landscape Features

Jamaica Pond is a 109.35 acre park, the focus of which is the 66.7 acre glacially created kettle hole pond which forms a natural reservoir. It is the highest and largest in a series of ponds which form the headwaters of the Muddy River. Olmsted's role at Jamaica Pond was somewhat different than at the other

Boston parks. The area was already known for its natural beauty and little was required to make it into a park. Detailed studies were done of the existing topography and vegetation and great care was taken to preserve as much as possible. The dramatic rolling topography already existed, only limited filling was done at the southwest corner to provide room for the Jamaica way. A perimeter path and other pedestrian paths were added to enhance public use of the space and large masses of shrubs were planted. Care was taken to preserve existing trees, including specimen trees from the estates which previously occupied the site. Thus the genius at Jamaica Pond was not just the creation of a wholly new landscape, but also the careful shaping and modification of an already beautiful spot. The historic landscape report summarizes the role of the Olmsted firm in transforming the pond into a park,

...Jamaica park was not so much built as it was subtly explored by paths and roads carefully laid out to avoid existing plantings and to maximize exposure to landscape features.

Olmsted's own vision for the park was described in a much quoted report from the "City of Boston, Seventh Report of the Board of Commissioners of the Department of Parks":

Jamaica Pond, a natural sheet of water, with quiet, graceful shores, rear banks of varied elevation and contour, for the most part shaded by a fine natural forest-growth to be brought out overhangingly, darkening the water's edge and favoring great beauty in reflections and flickering half-lights. At conspicuous points numerous well grown pines, happily massed, and picturesquely disposed.

The land surrounding the park is typically a narrow strip between the Pond and the parkways, although it widens into a substantial area in the northeastern corner near Pinebank. The other major segment of land, the Parkman Memorial area at the southwest corner (formerly the estate of Francis Parkman), is separated from the rest of the park by Parkman Drive. Jamaica Pond is surrounded by parkways on all sides: Perkins Street to the north and west, the Jamaica way to the east, Prince Street and Parkman Drive to the southwest.

Pond edges on the eastern side are sloping granite block walls. These were originally designed to rise only 1 1/2 feet above the water and to be half concealed by shrubbery; this was never fully realized, due to the difficulty in controlling the water level of the pond, a problem which persists today. Areas of boulder riprap shape the northern edges of the pond. The riprapping was installed in the 1920's to control erosion caused by wave action. A few small coves, at the northern end of the park near Chestnut and Perkins, and at the southern end near Kelley Circle, reflect the original sandy edges. A small inlet on the northeast side below Pinebank was filled in early in the twentieth century but the outline remains.

Remnants of early plantings can be found dotted along the shoreline, as well as newer plantings of weeping willow. Large areas of invasive river birch and other volunteer species dominate the shoreline, particularly in riprapped areas. An asphalt paved perimeter path, typically about 12 feet wide, surrounds the pond. When topography adjacent to the path is steep, as along Prince Street and below Pinebank, the area outside the path is forested. In flatter areas, the landscape is parkland, rolling turf dotted with specimen trees. Many of the trees at Jamaica Pond are original to the design of the park, although they are beginning to be over mature and are dying out. The sycamores on either side of Pinebank and the beech immediately to the north of Pinebank are particularly noteworthy.

In addition to the perimeter path, which opens up to an apron in front of the boathouse, the remnants of the original bridle path lie immediately to the west of the Jamaica way. It has been designated as a bike/jog path in the Emerald Necklace master plan to relieve congestion on the perimeter path.

Jamaica Pond - Structures and Furnishings

Pinebank

John Hubbard Sturgis and Charles Brigham, Architects. 1868-70.

The most prominent architectural feature at Jamaica Pond is the former Perkins estate, Pinebank, which overlooks the pond from a promontory on the northeast corner. Designed in the Ruskinian Gothic style, the two and a half story structure features polychromatic walls composed of ornamental brick and terra cotta, imported from England. Olmsted incorporated it into his design as a refectory, although it never served as such. It was used as administrative offices for the Parks Department and was also home of the Children's Museum from 1913 to 1936. Pinebank was badly burned on

several occasions and has been boarded up and unused in recent years. No original interior finishes remain. A feasibility study is currently underway to explore potential uses and assess the cost of restoration.

Boathouse and Shelter (Bandstand)

William D. Austin, Architect. 1910-1912.

The boathouse and bandstand are small scale buildings designed in the Tudor Revival style with tile roofing and half-timbered gables. The upper level of the bandstand building is open on all four sides and has traditionally been used for band concerts. The slightly larger boathouse is used for concessions and boat rental, with rest rooms currently on the upper floor. Both buildings are in fair condition but require repointing, window replacement and minor repairs. A brick and openwork wall links the two structures. A headstone with a bronze plaque inscribed "Thomas J. Griffin Walk" was installed in 1967 between two benches adjacent to the boathouse.

Parkman Memorial

Daniel Chester French, sculptor; Henry Bacon, architect. 1897-1907.

This twenty foot granite shaft is a memorial to Francis Parkman (1823-1893), historian and horticulturist whose summer home previously occupied the site. An Indian, in exedra, emerges from the Granite shaft. It symbolizes the the council of fifty sachems which governed the Iroquois. Parkman believed the Indian was a significant force in American history. The memorial stands on a thirty foot foundation, on the site of Parkman's home. A bronze relief of Parkman, originally under the Indian, is now gone.

Hancock Steps, 1737 or 1772.

A flight of exterior steps at the edge of the south lawn leading from Pinebank to Jamaica Pond. They were moved from the John Hancock house on Beacon Street, when the current Pinebank was built. The reddish brown sandstone staircase rises 21 steps to a landing, followed by four more steps. The lowest two risers are inscribed "from the terrace of the John Hancock Mansion".

Three additional sets of steps lead up to the Pinebank area: at Chestnut and Perkins, from the site of the former inlet to the Pinebank entrance drive, on the eastern side of the former inlet. Those at the corner of Chestnut and Perkins were shown on the Olmsted plan of 1892 and were built in 1894. The other two sets were not shown on the original plan but were added, presumably during construction of the park.

There are also a number of walls which were added during the late 19th century but were not part of the original Olmsted plan.

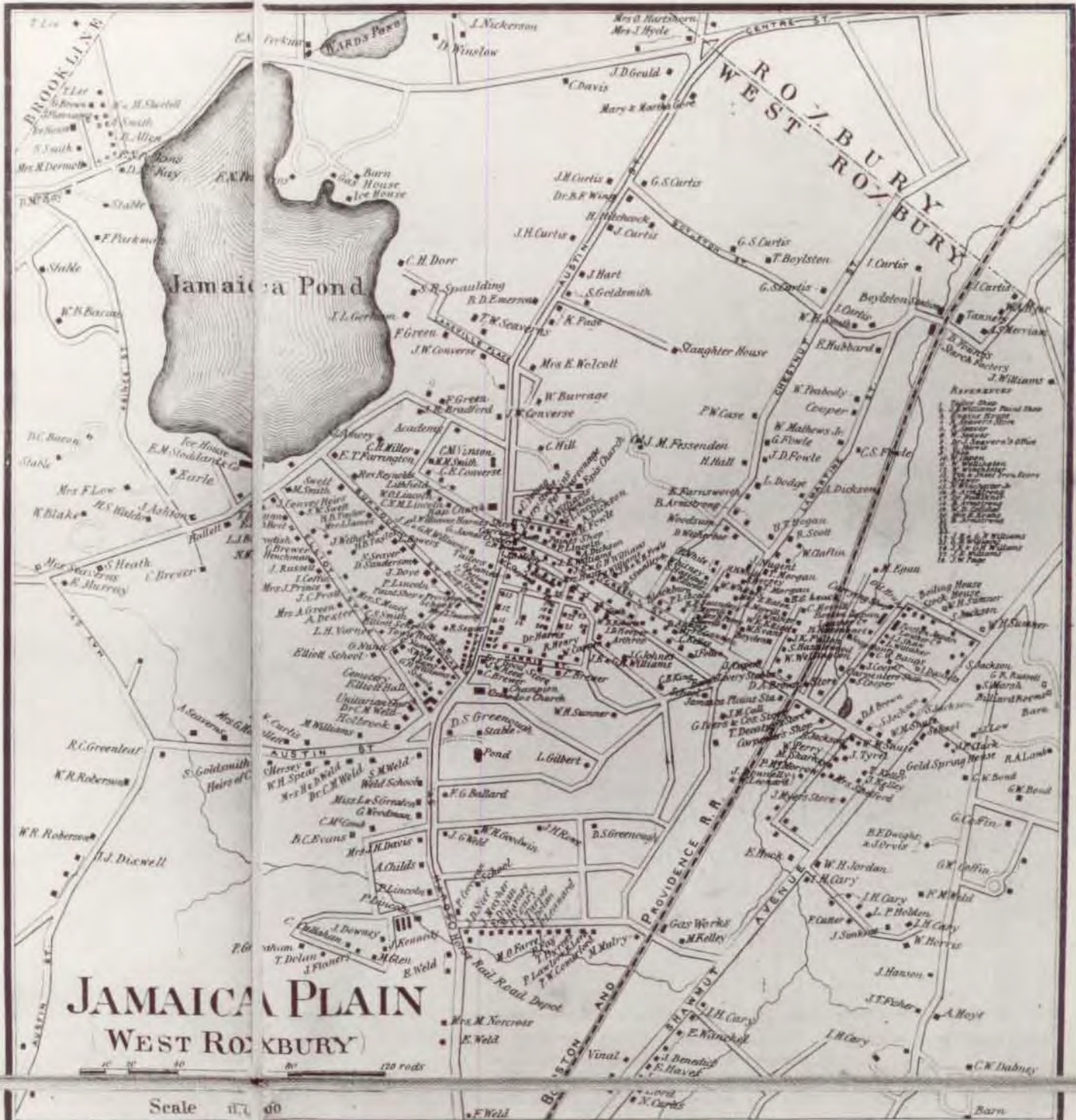
Lighting was planned at Jamaica Pond as early as 1897. Current lighting fixtures are nineteenth century style lights on Boston Post poles extending along the perimeter path between Lochstead and Eliot Streets. They were installed c.1970. There is also some security lighting on buildings and on the road leading to Pinebank. A remnant of an original light pole exists near the Pinebank entrance road.

A three-spout, cast-iron bubbler fountain near the boathouse appears to have been designed by sculptor Anne Whitney between 1894-1895, and probably was originally located in the center of the terrace at Pinebank. In addition there are two concrete fountains from c. 1920: one at Perkins Street and Jamaicaway entrance and one at the end of the circular drive to Pinebank.

Early photos indicate continuous rows of benches at major entrance points. Most extant benches are of concrete supports and wooden slats, a style introduced in the early twentieth century.

2.3 Photographs Attached.

Photo Opposite: Detail, Walling Map of Norfolk County
1859
BLC Files



Scale 11.0 60

Explanation of Colours

Syngite	2
Porphyry	3
Gneiss	6
Hornblende Slate	7
Lime Stone	13

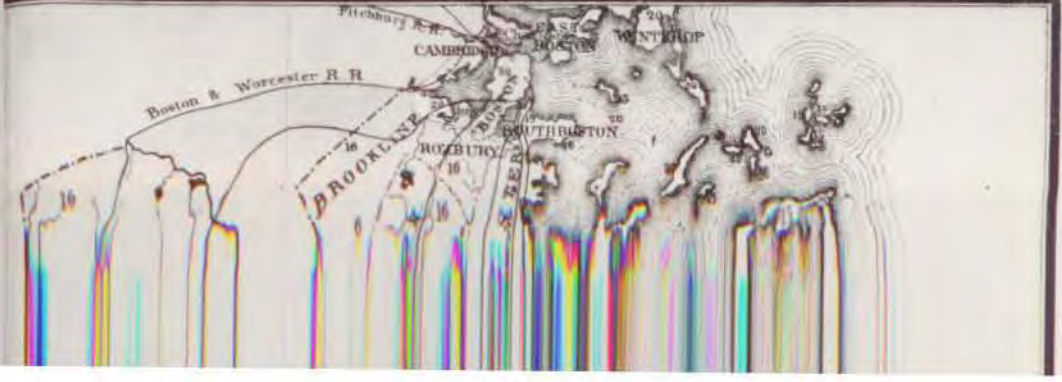


Photo Opposite: Jamaica Pond
Historic view
National Park Service Olmsted Historic Site



Photo Opposite: Jamaica Pond
Historic view
National Park Service Olmsted Historic Site



Photo Opposite: Ice Houses on Jamaica Pond,
1894
BLC Files



Photo Opposite: Pinebank II, Jamaica Pond
BLC Files



Photo Opposite: Pinebank III, Jamaica Pond
1894
BLC Files

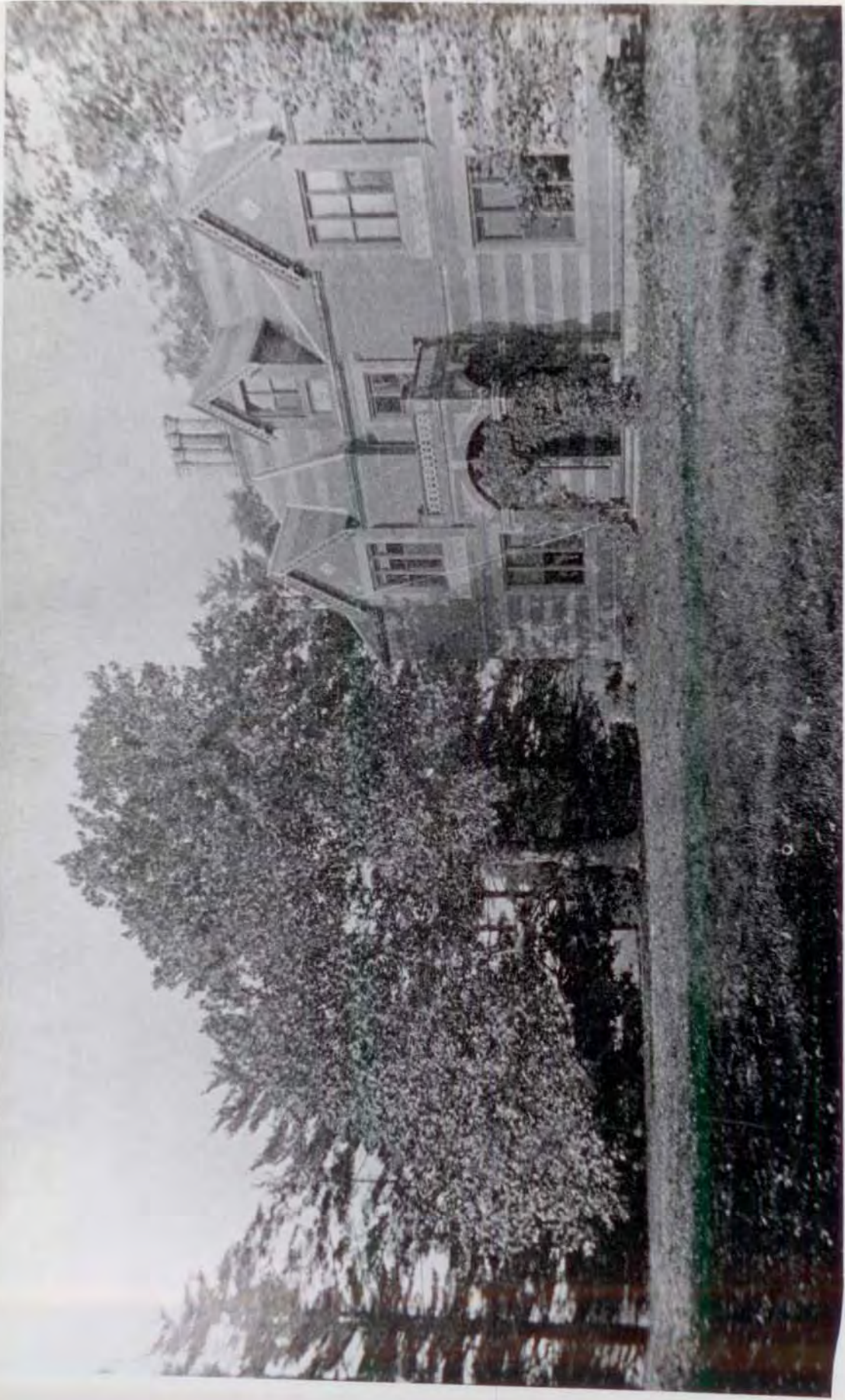


Photo Opposite: Ward's Pond, Olmsted Park
Historic view
National Park Service Olmsted Historic Site

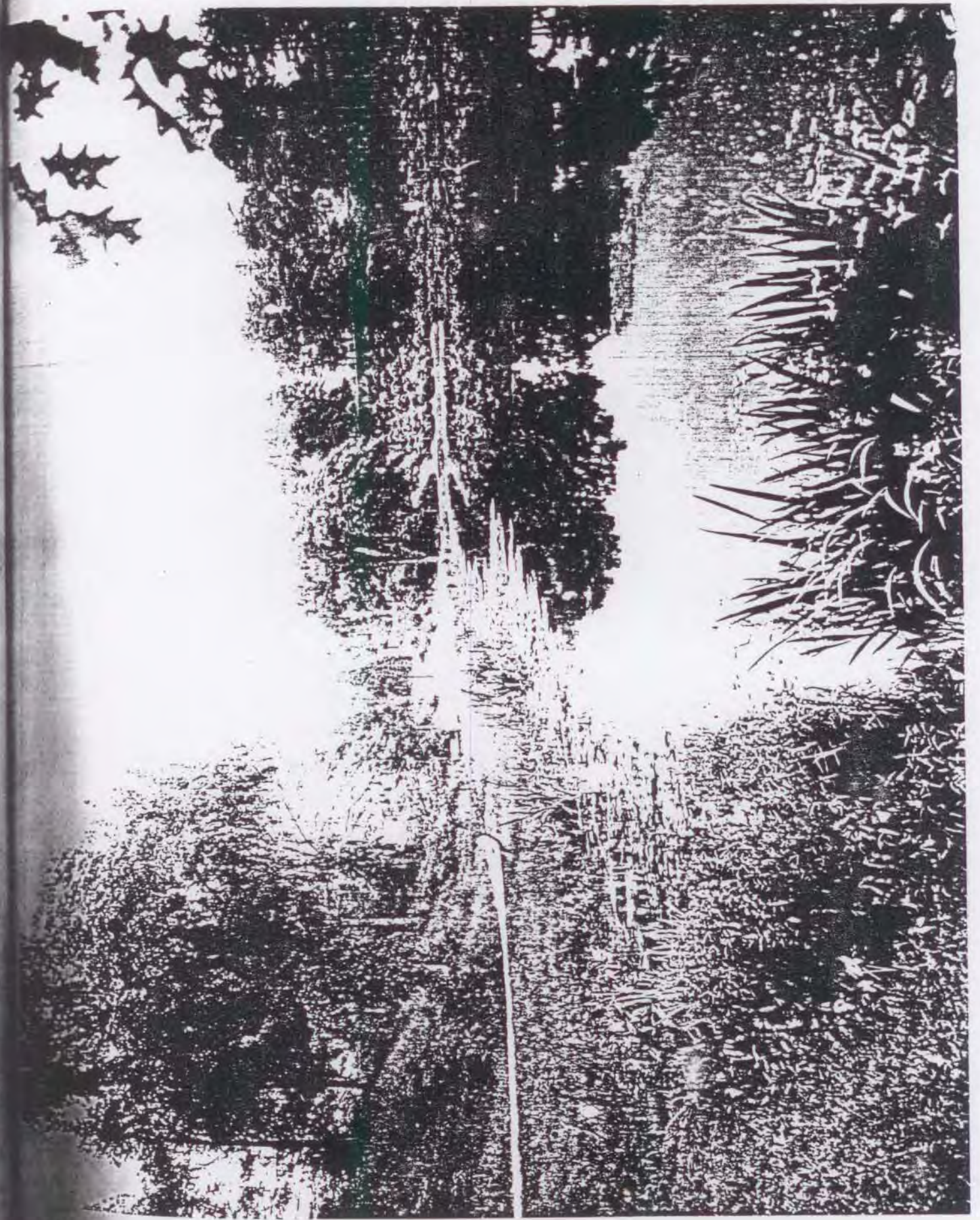


Photo Opposite: Ward's Pond, Olmsted Park
Historic view
BLC Files



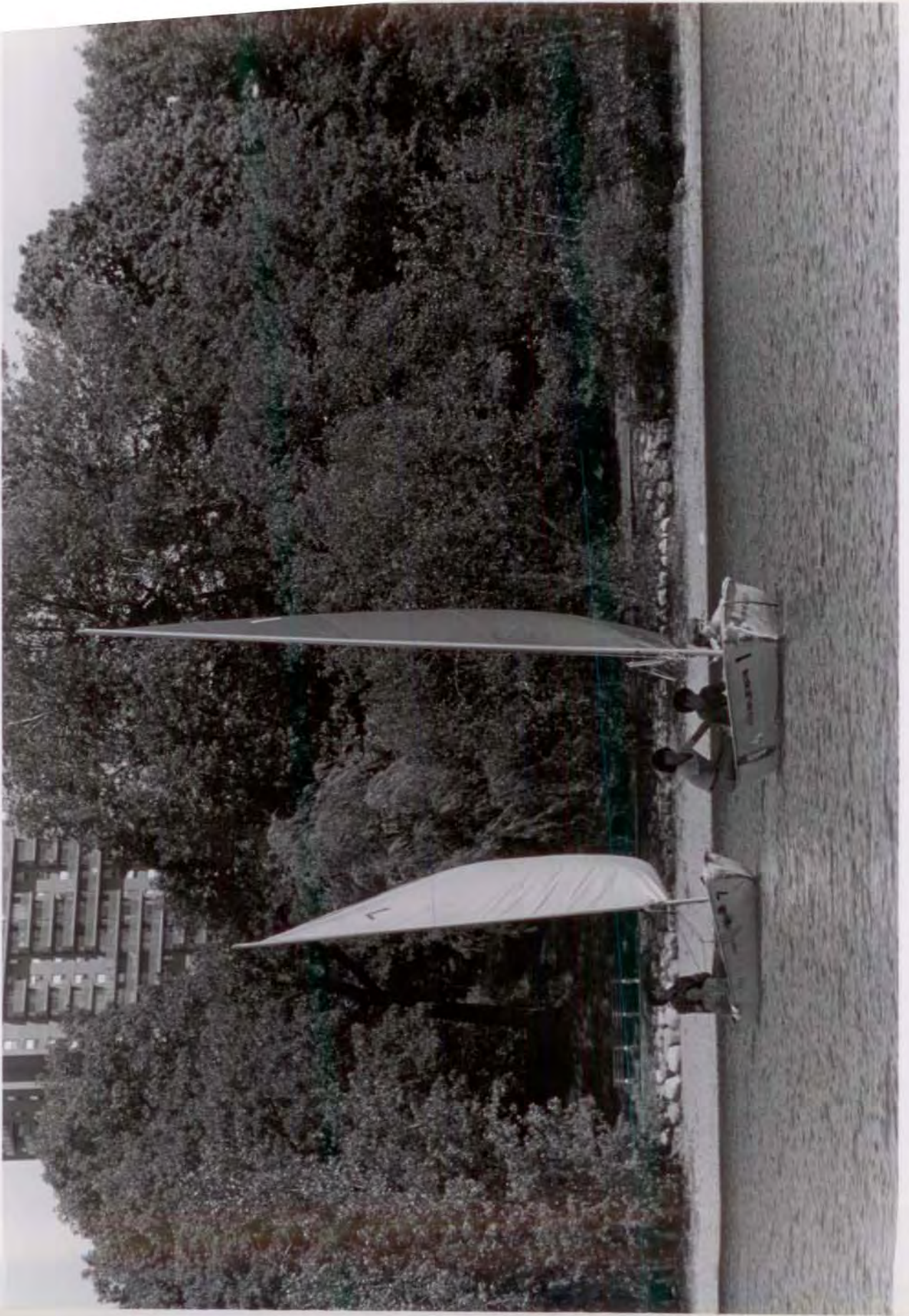
Photo Opposite: Muddy River
Historic view
National Park Service Olmsted Historic Site

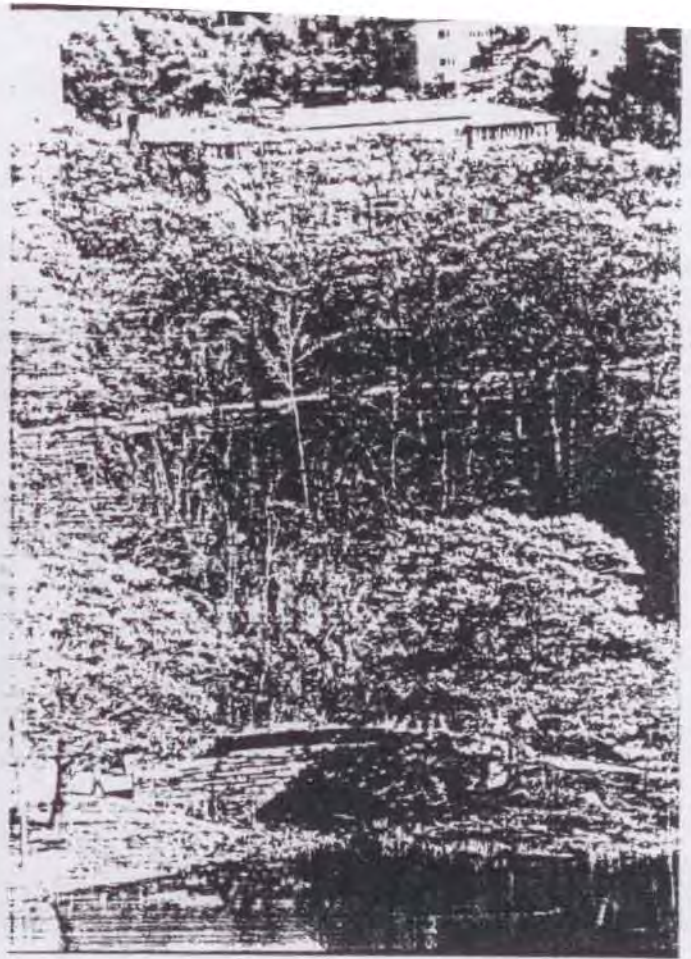
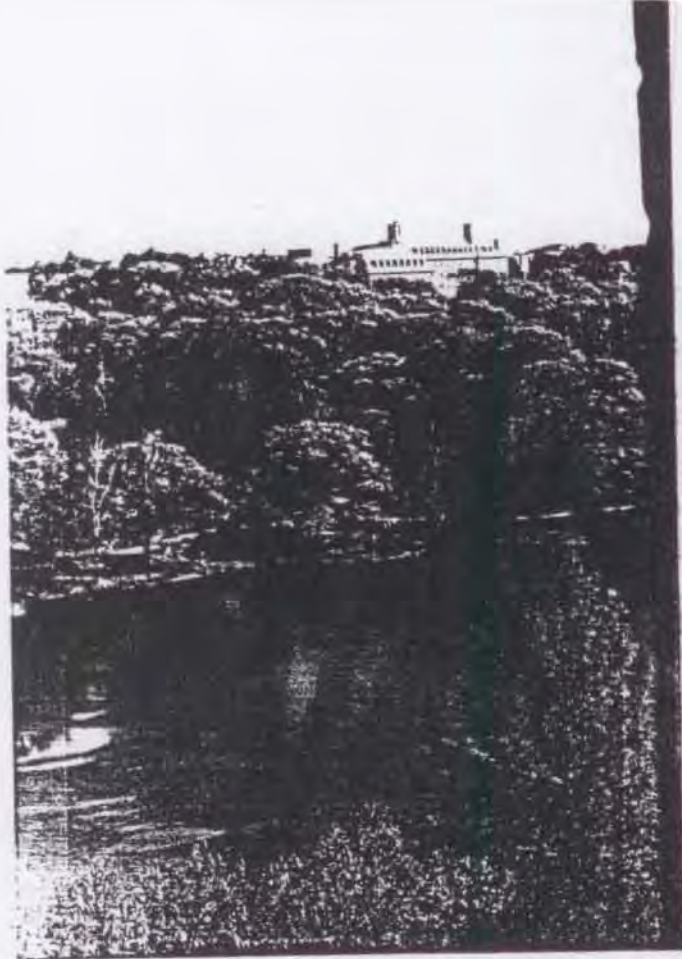


Photo Opposite: View of Boat House and Band Stand, Jamaica Pond
1970
BLC Files

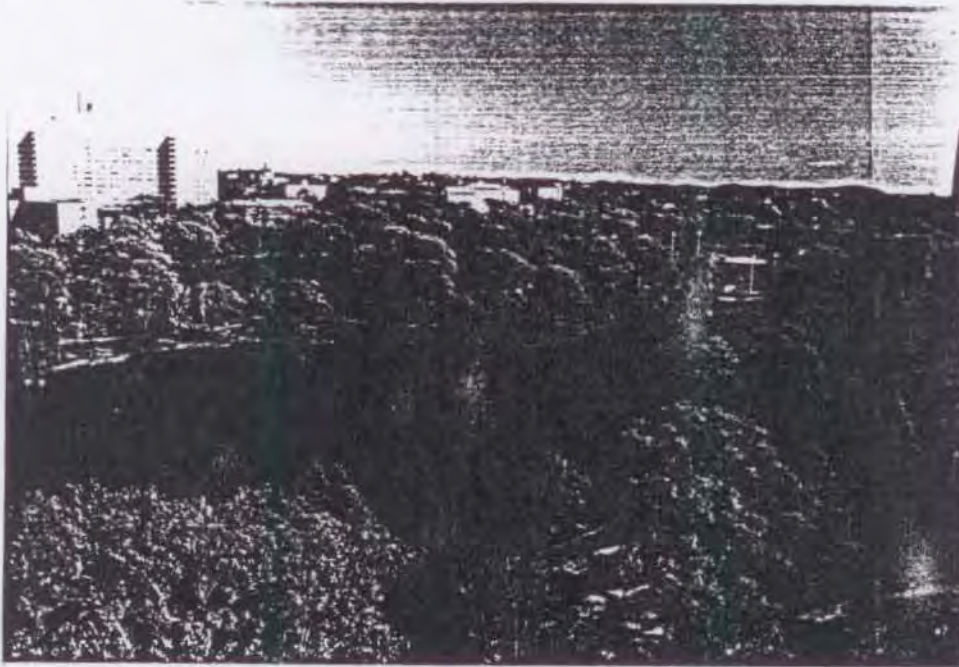


Photo Opposite: View Jamaica Pond, Jamaica Towers in background
BLC Files





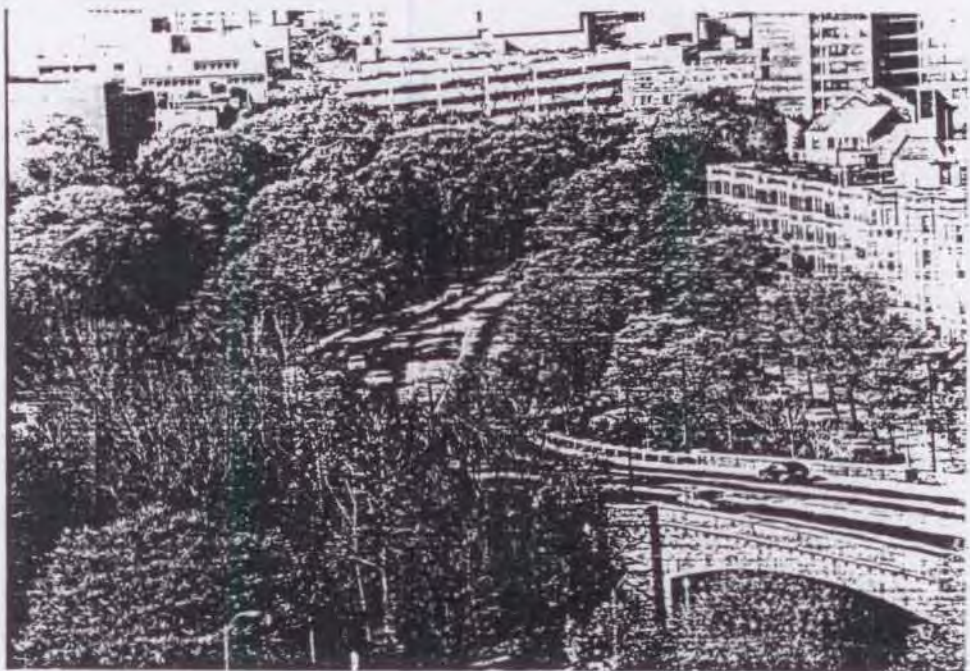
OLMSTED PARK
Courtesy of the Department of Environmental Management/ B.Drew



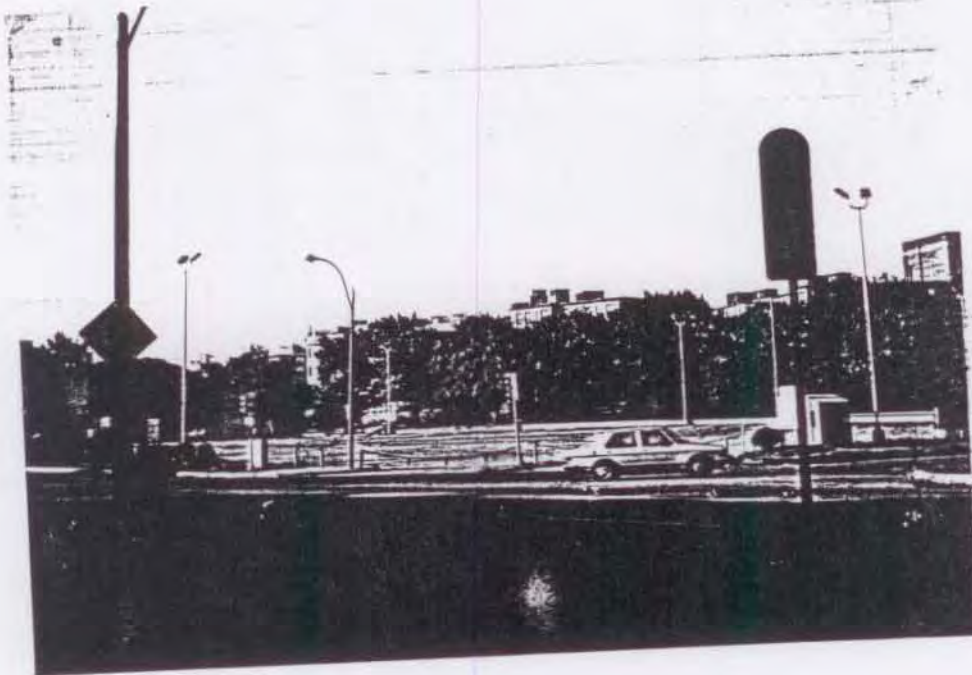
OLMSTED PARK Top: Leverett Pond and Daisy Field
Bottom: Leverett Pond
Courtesy of the Department of Environmental Management/ B.Drew



OLMSTED PARK
Courtesy of the Department of Environmental Management/ B.Drew



THE RIVERWAY & ROUTE 9 OVERPASS
Courtesy of the Department of Environmental Management/ B.Drew



Sears Customer Parking Lot, Parcel 1994-1. (8/1989)

3.0 SIGNIFICANCE OF PROPERTY

3.1 Historical Significance

The Emerald Necklace is a nationally outstanding work of landscape architecture as well as one of the major accomplishments of America's premier landscape architect. It is a work of aesthetic, social and technical genius, important in the nineteenth century development of the city and also universally recognized for its innovations in planning, design and engineering. Although significant changes have been made and details have disappeared over time, the overall design is largely intact.

Olmsted considered the Boston Park system to be one of his most important commissions. He wrote to his partners in 1893, "Nothing else compares in importance to us with the Boston work.... I would have you decline any business that would stand in the way of doing the best for Boston all the time." Nearly a century later, Charles Beveridge, editor of the Frederick Law Olmsted Papers concurs:

Despite the wide geographical range of the firm and the number of projects carried out by Olmsted and his sons - a total of more than three thousand - the public parks of metropolitan Boston constituted the single largest and most important professional undertaking of the firm. This was true for Olmsted himself as well as his successors.

Boston underwent significant changes in the mid-nineteenth century which paved the way for the creation of its park system. In the 1840's and 50's, waves of immigrants came to seek new opportunities. The geographical base of the city grew from a small land locked peninsula to a major metropolitan center as a number of outlying cities and towns were annexed. The vastly increased population and acreage put pressure on the city's already strained infrastructure and increased concern for public health as outbreaks of cholera and malaria spread throughout the city.

The nineteenth century park movement, which began in New York City with the creation of Central Park, was a response to such urban growth. Parks were considered the lungs of the city, a major purpose was to provide fresh air and a healthful environment to the growing number of city dwellers, many of whom were crowded into tenements. Parks also came to be associated with

the democratic ideal that people from all parts of society could mingle in the type of beautiful and soothing landscape that had previously been accessible only to the wealthy.

Boston established its first park commission in 1875. The commissioners proposed an extensive network of parks, encompassing much of what is today known as the Emerald Necklace. A competition was held for the design of the park system in 1878, but the results were disappointing so the commissioners turned to Frederick Law Olmsted for advice.

Riverway and Olmsted Park

The Muddy River forms the boundary between Boston and Brookline (which was originally called Muddy River Hamlet). During the eighteenth and early nineteenth century, the lower section of the Muddy River (known today as the Riverway) was a natural salt marsh creek surrounded by farmland. By the 1880's, development downstream had restricted water flow, causing stagnation and pollution. The banks were used as a dumping ground and the foul smelling river was rapidly becoming a nuisance. A large salt marsh near Brookline Village (today's Leverett Pond) was also turning brackish and becoming a breeding ground for malarial mosquitos. Thus, alleviation of health hazards was a major consideration in the design of this portion of the park system. Originally considered a single unit entitled "Muddy River Improvement", they have been differentiated into two parks only in the twentieth century. The southern portion of Olmsted Park consisted of several small ponds and glacially created topography, much of which was preserved in the Olmsted plan and still exists today.

Jamaica Pond

Jamaica Pond is a naturally occurring kettle hole pond which was formed by a retreating glacier twelve to fifteen thousand years ago. Unlike the other two parks in the study area, it existed in a form very close to its current one prior to the Olmsted design and was an important feature in the history of the Jamaica Plain community. It is the largest and cleanest body of water occurring naturally in the city of Boston. By the end of the eighteenth century it was surrounded by large farms, which were gradually converted to summer retreats for wealthy Boston families, including the Parkman and Perkins estates. In the early nineteenth century, Jamaica Pond was an important source of drinking water, supplying up to 1,500 households by 1825. By mid-century this use was phased out as the Cochituate Aqueduct was put

into operation. In the late nineteenth century it was used for commercial ice harvesting. Even before it was purchased by the City, a small informal park existed at the east side of the pond. Boating and fishing were popular in summer months and ice skating in the winter.

Archaeological Resources

The Emerald Necklace contains significant archaeological resources as Olmsted preserved several areas in their natural state. Both prehistoric and historic period archaeological sites may be present in the Riverway, Olmsted Park and Jamaica Park. These sites have the potential to inform of important aspects of past life in Boston. They should be identified, surveyed and protected from unnecessary disturbance.

3.2 Landscape Architectural Significance

In 1878, Frederick Law Olmsted (1822-1903), one of the designers of New York's Central Park and a leading spokesman for the park movement, was commissioned by the City of Boston to prepare a design for the Boston's park system. His proposal was a bold one that addressed not only recreational and circulation needs but also proposed major engineering changes, including relocation of the Muddy River. Implementation of the project was begun the following year and continued with direct involvement of the Olmsted firm until 1897. In addition to Frederick Law Olmsted, Sr., John Charles Olmsted (1852-1920) was a key player in the design, picking up more of the responsibility as his father neared retirement. Planting details were worked out in collaboration with William L. Fischer, the Parks Department's Assistant Landscape Gardener. Architectural firms, including Shepley, Ruten and Coolidge, were hired to prepare final plans for bridges and structures based on preliminary designs of the Olmsted firm. After 1897, implementation of the plans were under the direction of John Pettigrew, Superintendent of the Boston Park Departments. The Olmsted firm was called in again in 1910 to evaluate the park system. John Charles Olmsted's notes from this period are a good reference on the condition of the park system in the early twentieth century.

Frederick Law Olmsted is considered the father of American landscape architecture. Olmsted and his partner, Calvert Vaux, were the first to use the term "landscape architect" in 1863 to describe their work in Central Park. They distinguished their role from that of the "landscape gardeners" of the time whose work was primarily ornamental horticulture. Olmsted and Vaux

expanded their profession to include solving social and engineering problems, and reshaping the landscape by exposing great ledges, damming streams, making lakes, tunnels, bridges, terraces and canals.

Olmsted was raised in Hartford, Connecticut. He did not have a formal education but read many of the English landscape theorists of the eighteenth and nineteenth centuries and travelled extensively. As a young man, Olmsted pursued many careers, from sailor to journalist to farmer. Although he is primarily known today for his work in landscape architecture, his commentary on social conditions in the pre-Civil War south is still widely read and respected. His interest in the well-being of society as a whole and his love for the land came together in his work in Central Park, his first design, created in collaboration with Calvert Vaux, a young English architect. Olmsted was involved with Central Park from 1857 to 1878 and went on to design major parks across the country including Prospect Park in Brooklyn, Mount Royal in Montreal, Belle Isle in Detroit and the South Park in Chicago. He and his firm designed park systems for Buffalo, Rochester, Louisville and Boston. He was active in efforts to preserve the natural scenery of great landscapes such as Niagara Falls and Yosemite Valley. He designed many public grounds including those of the US Capitol and the landscape features of the World's Columbian Exposition. Olmsted also planned numerous campuses, including Stanford University, Lawrenceville School and Washington University in Saint Louis. His residential designs and subdivisions are even more numerous, and include many in the Boston area.

Boston was a park system rather than an individual park, a concept that Olmsted stressed but didn't always get a chance to implement. It provided a diverse yet unified range of elements that he felt should be included within a park system, including extensive passages of scenery, a complete circulation system and varied landscape features, all contained within the city and readily accessible to hundreds of thousands of people. Boston is significant as it is one of the most fully realized and completely implemented examples of Olmsted's ideas on park design and the creation and use of waterside parks. Unlike much of his work in New York, the design was implemented largely in accordance with his plans, with relatively little political interference.

The Riverway and Fens were also brilliant engineering solutions to flooding and pollution problems. After nearly a century of hard edged engineering, the use of natural storage basins which double as parks is a concept once again

used today as the most cost effective and beneficial approach. The Boston Park system was also one of the earliest and most comprehensive examples of regional park planning and still serves as an outstanding example of such. It was the model for the Boston Metropolitan Park system and later for the state park movement as well as regional systems throughout the country and the world. The Boston Park system is also a particularly good case study of how the Olmsted firm worked as it is well documented not only during construction but also as the park system matured.

Riverway

The outline for the park system prepared by the park commissioners in 1876 connected the Fens and Jamaica Pond by way of Parker Hill (now Mission Hill). In 1880, Olmsted first prepared a preliminary "suggestion" for including the Muddy River Improvement. It was refined the following year into a more detailed plan. Final plans for the Riverway were developed by 1892 and the park was largely complete by 1895. The genius of the Riverway lay in the boldness of Olmsted's vision, his recognition of how to turn the brackish creek into a fresh water stream and also create a linear park, rather than covering the river over as the nearby Stony Brook had been as it became polluted. Cynthia Zaitzevsky summarizes the significance of the Riverway in the executive summary to the Riverway Historic Landscape report,

In spite of its modest size, the Riverway is one of the most important parks in Boston. It also occupies a significant place in the total Olmsted oeuvre for at least two reasons. First, although riverside landscapes were a continuing theme in the firm's work from the Olmsted and Vaux partnership through later generations of the firm, the Riverway is a relatively early and particularly successful solution to the problems of such a site. Secondly, the Riverway is a striking case study of the firm's design process, with all stages of design being well documented.

Unlike the larger parks, the Riverway has been relatively little disturbed and modified, at least in its middle segments. The primary intrusions are the loss of the northern segment when Sears parking lot was created and the destruction of the southern end when the Route 9 overpass was built. Widening of the parkways in the 1950's also contributed to a change in their character and to the narrowing of the park. While many trees remain from the original design, the shrub layer has been largely lost and invasive vegetation alters the perception of the Riverway in spots. However, the

Longwood section is remarkably true to the original design and gives a good sense of what the park must have been like. This was also the best documented portion of the park historically, presumably because it most clearly articulated the special character intended for the Riverway. The southern two segments of the Riverway (below Netherlands Road) appear unkempt and overgrown. However, the underlying structure of the topography and circulation system still exist and the character of the early design could be restored.

Olmsted Park

Olmsted's 1880 "Suggestion for the Improvement of the Muddy River and for Completing a Continuous Promenade from the Common to Jamaica Pond" was the first formal design proposal for the area known today as Olmsted Park. A slightly revised version of the plan was prepared in 1881 but little happened in the next few years due largely to shortage of funds to purchase the land. The 1892 "Plan of the Parkway Between Muddy River Gate House and Jamaica Park" showed a refinement of the earlier plan which included substantially more land along the Leverett Pond section of the park, allowing for a large meadow southeast of the pond and providing space for the natural history pools between Willow and Ward's ponds. The natural history pools were filled in 1899 because the Natural History Society was never able to raise the money to implement the project. Around the same time, extensive plantings of rhododendron and mountain laurel were added around Ward's Pond by Superintendent Pettigrew of the Boston Parks Department. Few of these remain. In the 1930's the Route 9 overpass was constructed, obliterating the northern tip of Olmsted Park. More recent changes have included the leveling of the large meadow to provide space for Daisy Field and the construction of the Kelly Skating Rink.

Despite these specific changes which effect relatively small areas of Olmsted Park and the general sense of neglect which currently characterizes the park, Olmsted Park still has the potential to be an outstanding example of Olmsted's park design. It is a microcosm of landscape features, some natural and some man-made. In a surprisingly small area are ponds, wetlands, hills, active recreation facilities and numerous trails which lead through some of the most varied scenery in Boston.

Jamaica Pond

Jamaica Pond was purchased by the City of Boston in 1892 and built essentially

according to the 1892 Olmsted plan, although certain features were never constructed, largely due to budget constraints. A 1900 plan shows the design as it evolved: the bath house, a refectory at the southern end of the park, the bridge over the inlet and two shelters were all omitted, a preliminary version of the Parkman Memorial was added. The boathouse/shelter complex was constructed between 1910 and 1912 in a somewhat different form than originally envisioned. The perimeter path, immediately adjacent to the shoreline for over half the circuit on the 1892 plan, is shown on the 1900 plan as separated from the water by a thin planting strip (the condition which exists today). This was partially due to difficulty in regulating the height of the pond. Riprap was installed along the northern banks of the pond in the 1920's.

Changes within the park itself since the early 1900's have been relatively limited and due primarily to the impacts of intense use and deferred maintenance. Many areas, especially the steep slopes below Pinebank, are heavily eroded and compacted; many of the original trees are reaching old age. The diversity of the original plantings has given way to a much more limited palette of plant materials. Replacement trees which have been added have been primarily short lived ornamental species, inconsistent with the original design. Details such as benches and fountains have been altered over time and recreational facilities, including a ball field near Pinebank and an exercise course, have been added. However, Jamaica Pond continues to reflect the spirit and intent of the original design and to serve the function of providing rest and relaxation to the citizens of Boston.

Parkways

The parkways have been altered to a greater extent but retain a distinctive character despite their much changed usage. Olmsted himself recognized the possible need for change and described how the curbing and other details might be modified as parkway traffic increased. Cynthia Zaitsevsky, in Frederick Law Olmsted and the Boston Park System, describes the parkways:

With characteristic sensitivity, Olmsted adapted the design of the parkway to the varying natural and architectural surroundings along the route. Formal and relatively flat as it passes the Fens, intimate and sylvan as it skirts the Muddy River and Jamaica Pond, and majestically ample in width as it approaches the Arboretum....(p. 94)

Major changes have occurred, including the addition of a formal row of trees along the west edge of the parkway system for most of its length, and in 1924, the resurfacing and realignment of the parkways to accommodate automobiles. Widening of the parkways in the 1950's also contributed to a change in their character. The Route 9 overpass is the single, greatest intrusion.

3.3 Architectural Significance

Riverway

The Riverway retains a number of bridges, nearly all of them built in the 1890's and designed by the Olmsted firm (primarily John Charles Olmsted) with Shepley, Ruten and Coolidge as consulting architects. They are a consistent ensemble of park structures, all of seam-faced granite, mostly in rustic style although some are more elaborate. Typically they are in good condition, although some have been poorly repointed. These bridges are characteristic of the Olmsted firm's approach to incorporating structures into their landscape designs which use indigenous materials and blend into the landscape. This is a reflection on Olmsted's philosophy that structures should always be subordinate to the landscape and not call attention to themselves. This approach and the style of the bridges are also characteristic of the work of H.H. Richardson, to whom the firm of Shepley, Ruten and Coolidge was a successor. The Riverway bridges are significant in that they were designed and built in a consistent manner and exist as an unusually complete collection of structures from the original design. Only the Route 9 overpass and related headwalls, built in the 1930's, are of a later period. The rustic shelter along the Riverway is also important as the only extant example of this type of structure within the Boston park system.

Olmsted Park

Bridges are also the predominant type of structure in Olmsted Park. Four ashlar foot bridges are similar to the those in the Riverway, the remainder are boulder pedestrian bridges designed in a rustic style. The boulder bridges, many of which are in ruins, are of native Roxbury puddingstone in a style frequently used by the Olmsted firm. Waterfalls were carefully constructed for both scenic and aural effect and boulders were carefully placed at key points throughout the park, often blending so well they could easily be missed or mistaken for the natural scenery. Unfortunately many of these

features were removed soon after construction and those that remain tend to be in poor repair. Many of these elements exist, however, and could be reconstructed. In the best condition are the waterfalls at the inlet to Willow Pond from Spring Pond and to the north of Ward's Pond near Riverdale Parkway. Granite steps and remnants of drainage systems are scattered about Olmsted Park. They are significant as a clue to the complexity and sophistication of the original design.

Jamaica Pond

Pinebank, the Hancock Steps and the Parkman Memorial are cited by Cynthia Zaitzevsky in the Modified Historic Structures Report as being "of outstanding significance and unlike anything in the other parks." Pinebank is considered a building of unusual importance in American architectural history. It is noted for its innovation in the use of terra cotta and ornamental brick, derived from architectural practice of the time in England. It is the sole reminder of the estates that once bordered the Pond, and is the only extant building that the elder Olmsted included in his Preliminary Plan. The Hancock steps are important because of their age and their association with John Hancock. The Parkman Memorial is a significant work of sculpture, accomplished by one of the best known sculptors of the early nineteenth century, Daniel Chester French working in collaboration with architect Henry Bacon. The Boathouse and the Bandstand slightly post-date the Olmsted design but are of a distinctive style and are early enough to be considered historical.

3.4 Relationship to Landmark Criteria

The three Emerald Necklace Parks - the Riverway, Olmsted Park and Jamaica Pond - meet all four criteria for Landmark designation as defined in Section 4 of Chapter 772 of the Acts of 1975, as amended. The parks meet the following criteria.

--Inclusion in the National Register of Historic Places as provided in the National Historic Preservation Act of 1966;

--structures, sites, objects, man-made or natural, at which events have occurred that have made an outstanding contribution to, and are identified prominently with, or which best represent some important aspect of the cultural, political, economic, military or social history of the city, the commonwealth, the New England region or the nation;

--structures, sites, objects, man-made or natural, associated significantly with the lives of outstanding historic personages;

--structures, sites, objects, man-made or natural, representative of elements of architectural or landscape design or craftsmanship which embody distinctive characteristics of a type inherently valuable for study of a period, style or method of construction or development, or a notable work of an architect, landscape architect, designer or builder whose work influenced the development of the city, the commonwealth, the New England Region or the Nation.

The parkways meet the criteria for the protection area as defined in Chapter 772 of the Acts of 1975, as amended. Section 4, paragraph 3 states:

the Commission may designate any area in the city as a protection area as herein provided upon a finding by the commission that the area to be designated is visually related to the landmark, landmark district or architectural conservation district but is not necessarily of sufficient historical, cultural, or aesthetic significance to warrant designation as such. In determining the boundaries of a protection area, the commission shall consider the following elements:

--(b) patterns of roads, paths and alleys which determine the size and

shape of land parcels which control vehicular and non-vehicular movement to and from the landmark, landmark district or architectural conservation district.

4.0 ECONOMIC STATUS

4.1 Current Assessed Value and Property Tax

The current assessed values for the parcels is as follows:

Riverway	Parcel 1994, Ward 4	\$19,320,000
	Parcel 1994-1, Ward 4	\$ 1,824,500
	Parcel 1965, Ward 4	\$ 3,032,500
	Parcel 318, Ward 10	\$11,923,000
Olmsted Park	Parcel 1585, Ward 10	\$66,320,500
Jamaica Pond	Parcel 2186, Ward 19	\$12,266,000

The property is tax exempt as it is owned by the City of Boston.

4.2 Current Ownership and Status

Since the park system was constructed, ownership of the parks has been divided between the City of Boston and the Town of Brookline with each municipality owning the land which falls within its own boundaries.

In 1955 the northernmost segment of the Riverway (located immediately to the west of Brookline Avenue) was sold to Sears, Roebuck and Co. for \$152,500. This parcel was paved over and is currently used as a parking lot. As part of the redevelopment of the adjacent Sears building, developers have stated their intent to return this parcel to the city. There appears to be sufficient documentary evidence to restore the original park design, although to do so will be a costly and technically complex undertaking.

In October 1956, the City of Boston's Parks and Recreation Department transferred to the Metropolitan District Commission the "care, control and maintenance" of the Riverway, the Jamaicaway and the Arborway as well as several other parkways included in the study area. The transfer was made in accordance with the provisions of Chapter 581 of the (State) Acts of 1956. It also included the care of paths and other areas located within 25 feet of the parkways as well as street lights, catch basins and drains. The intent was to link the parkways under the control of the MDC and to provide continuous roadway connections. In 1962, a parcel of land south of Willow Pond Road was transferred to the MDC. The Kelly Skating Rink and associated parking areas currently occupy most of this land.

Joint ownership of the park and parkway system by two municipalities and a state agency is confusing at times and results in differential treatment of portions of a park design that was created as a visual whole. However, multiple jurisdictions have existed since the park system was created and any change of ownership is unlikely. A need for greater coordination is stressed in the Emerald Necklace master plan.

5.0 PLANNING CONTEXT

5.1 Background

By mid-twentieth century, the parks were beginning to show signs of decay. Lower budgets resulted in deferred maintenance which exacerbated the problem of an already aging infrastructure. The very existence of the parks was threatened by proposals in the 1950's which would have virtually destroyed the parkways as we know them and turned the parks into islands ringed by high speed roads. After public outcry, these proposals were withdrawn.

Proposition 2 1/2, tax cap legislation enacted in the 1970's, further limited resources available to care for the parks and led to additional decay and neglect. Citizens began organizing clean-ups, leading tours to bring people back into the parks and alerting politicians to the predicament. Concurrently there was a revival of interest in the work of Frederick Law Olmsted. Citizen activism and scholarly research, combined with better economic times for the Commonwealth of Massachusetts, led to the creation of a state-wide program, under the Department of Environmental Management for the restoration of selected Olmsted parks, including the Emerald Necklace.

In 1983, the legislature authorized the Olmsted Historic Landscape Preservation Program which provided a master plan for each park in the program and authorized up to \$1 million for capital improvements. Subsequent legislation in 1987 authorized additional funds, although release of funds is uncertain at this time. The master plan for the Emerald Necklace parks has been prepared in draft form but has not yet been formally approved.

5.2 Current Planning Issues

The planning process for the Emerald Necklace Parks conducted over the past several years as part of the Olmsted Program has been comprehensive, both in terms of its investigation and analysis of the parks and parkways, and in developing community consensus for a master plan which addresses preservation concerns while recognizing the need to accommodate current use. Numerous community meetings were held during the planning process and the plan has been revised in response to community concerns. An

Advisory Committee provides an ongoing forum for discussions regarding the Emerald Necklace. In addition, individual park working groups have been created to address day to day concerns. The appointment of an Emerald Necklace administrator has been an important step in assuring a unified management presence for the park system.

Detailed inventories were conducted which documented all aspects of the park system. Information was gathered on history, water, vegetation, utilities, structures, circulation and current use. In general, the inventory and accompanying analysis concluded that the park system continues to serve its original function of providing recreational open space for residents of Boston but that the parks and parkways are in need of major rehabilitation if they are to function well into the next century. For example, while many of the original trees remain, most are nearing the end of their lives and attention should be given now to providing replacements.

In accordance with Olmsted's own philosophy of park planning and management, the Emerald Necklace master plan seeks to balance preservation concerns and the needs of current use. In areas of greatest historical integrity (architectural features or fairly small portions of the park), a fairly accurate restoration is considered feasible and desirable. Typically, however, either the ecology of the area or current usage dictates a more adaptive approach which recognizes the original design of the park but also accommodates current needs and conditions. A good example of this is Daisy Field in Olmsted Park. Originally designed as a meadow, it is currently occupied by two ball diamonds. The master plan recommends that the diamonds remain but that they eventually be reoriented and redesigned to minimize their visual impact on the park.

The master plan identifies issues and problems and recommends specific actions for the long term future of the parks. A list of capital improvement projects lays out major construction which will be implemented as funds become available. Priority should be given to care of existing elements within the park system, especially those that are threatened, rather than to creating elements that were never built or have been destroyed. In addition, the critical aspect of maintenance in shaping the future of the park system must be recognized. A maintenance and management plan which was prepared as part of the master plan is an important first step in this direction. It delineates the character of specific landscape categories and describes

procedures for maintaining each category. Finally, the master plan recognizes that some issues cannot be resolved solely within the geographic boundaries of the park and parkway system. Topics which fall into this category include water issues, traffic and development of surrounding land.

Water quality is a serious regional problem involving many agencies and jurisdictions. Ultimately these problems must be solved in the broader context of rebuilding the city's infrastructure, but in the process of doing so, problems must be approached comprehensively and park concerns must play a part in the decision-making process. Several issues illustrate the far reaching implications of actions involving or affecting the river. Channelization of the Muddy River under the Sears parking lot has not only destroyed a segment of the park but has also created a major constriction and dramatically increased the frequency of flooding upstream, necessitating a system of hard edged flood control measures. Similarly, oil spills which occur far removed from the park ultimately find their way to the Muddy River and have caused immeasurable damage, contaminating the river for many years to come and limiting options for future dredging.

The parkways now serve as a major commuter route into Boston. As development and traffic increase, there will be constant pressure to modify the parkway system to accommodate increased loads. Again, the historic and recreational intent of the parkways should be kept in mind.

Much of the character of the parkways is derived from the adjacent nineteenth and early twentieth century residential scale development. If large scale buildings were to replace the existing structures, the effect would be dramatically different than it is today. Already the impacts of several high towers can be felt. One model for future development is the Cabot Estates which border Jamaica Pond. When this site was developed, buildings were kept largely below tree line and a conservation easement provided a critical green backdrop to the park. The adjacent wooded parcel owned by Hellenic College is the largest undeveloped site abutting the Necklace.

In addition to the direct visual impact of development, there will undoubtedly be other pressures on the park system as the surrounding land use density increases. The James Michael Curley Mansion opposite Jamaica Pond at (get number of Curley House) Jamaica way is just one example of a previously private residence which is currently being converted to institutional use and has the potential to increase pressure on the park

system. Additional requests for special events, pressure for facilities which serve specific user groups, and greater overall use can also be anticipated. One of Olmsted's key principles was that parks should accommodate all users and that facilities which served a small segment of the population were an inappropriate use of public land. Similarly, he felt the parks should be perceived as a whole and should be treated as such, that to modify even a small part would injure the entire thing. Thus, even incremental incursions into the park system should be carefully guarded against.

A key aspect of the original park system was that it provided a linear route into and out of the city. Connections have been broken in several places and a primary goal of the master plan is to connect these links wherever possible. The northernmost part of the study area, currently Sears parking lot, is the largest of these breaks. Since redevelopment of the adjacent Sears building is underway and developers have stated their intent to return the parking lot parcel to the city, an opportunity exists to restore the break and re-establish parkland. This segment was similar in character to the rest of the Riverway and the segment of the Fens to the east, i.e. a river flowing through a valley with paths and parkways on either side. It is important that the technical issues be fully understood at the outset and that the park be restored to its previous character of an open river with gently sloping banks. Pedestrian and bicycle flow should be considered in the overall circulation proposals which accompany the Sears proposal.

5.3 Relationship to Current Zoning

The Riverway, Olmsted Park and Jamaica Pond are divided into several zoning classifications. Most of the Riverway is zoned H-1 and H-2 (apartment zoning), except for a small area at the Jamaica way intersection with Huntington Avenue that is zoned L-1 (local business zoning). Olmsted Park is zoned H-2, R-8 (general residential), and S-3 (single family), and is bordered by R-8 and R-5 zoned areas. Jamaica Pond is zoned S-3 and is bordered by R-5, R-8, S-3 and S-5 zoned areas.

The BRA has developed an Open Space Plan in an attempt to recognize historic, geographic and functional links to historic neighborhoods, to activity modes within those neighborhoods and to the open space and park system of all Boston. Full consideration of this open space designation for the Jamaica Plain segment of the Emerald Necklace will take place during the rezoning of Jamaica Plain, probably in March of 1991. After the Mission Hill and Fenway IPODs are established, these neighborhoods will be rezoned. At that time, the Open Space designation would place on the property specific land use restrictions defined by the classification given the property in the PZAC (ie. parkland, recreation, urban wild, etc...)

A city of Boston ordinance, section 10-13 of Chapter 19 of the revised ordinances of 1961, as amended, places restrictions on park frontages within the city. Their ordinance applies to property fronting on the parkways. Section 10 states that garages, public stables and buildings used for manufacturing, mechanical or mercantile purposes are prohibited within 100 feet of the Jamaica way or Riverway. Section 11 states that no building may be erected or altered within a distance of 100 feet from a park or parkway without written permission from the Parks and Recreation Commission. Section 12 states that no building may be erected upon premises within: 25 feet of the Jamaica way between Perkins and Prince Street; 20 feet of the Riverway from Fenway to Huntington Avenue; 20 feet of the Olmsted Parkway from Chestnut to Parkman Drive; and, 20 feet of Park Drive.

6.0 ALTERNATIVE APPROACHES

6.1 Alternatives

Alternatives open to the Boston Landmarks Commission include designation of some or all of the three parks and associated parkways or designation of specific features within the parks. The Landmarks Commission may designate all or part of the site as a Protection Area. The Commission retains the option of not designating any part of the site. The entire Emerald Necklace is listed on the National Register of Historic Places. The Back Bay Fens and Franklin Park have already been designated as landmarks, as well as Boston Common, the Public Garden and the Commonwealth Avenue Mall.

6.2 Impact of Alternatives

Landmark designation of the site under Chapter 772 as amended, would require review of changes to structures, features and landscape in accordance with the Standards and Criteria adopted as part of the designation. The National Register of Historic Places provides protection from adverse affects caused by federal, federally licensed or federally assisted actions under the Section 106 review process. National Register listing does not prevent a private owner from altering or demolishing a building or its environment with private funds.

Similar protection from state-sponsored activities is achieved by the concurrent listing of all National Register properties in the State Register of Historic Places under Chapter 254, General Laws of Massachusetts. Inclusion on the National Register allows the owner of a non-profit or municipal building to apply for Massachusetts Preservation Projects Funds. This funding program provides a matching grant for preservation planning or rehabilitation work for historic and architecturally significant properties listed on the State Register of Historic Places.

7.0 RECOMMENDATIONS

The staff of the Boston Landmarks Commission recommends that the Emerald Necklace Parks - Jamaica Pond, Olmsted Park and the Riverway - be designated as a Landmark. Parcel 1994-1, the Sears customer parking lot, in Ward 4 is recommended for inclusion in this designation. Parcel 1994-1 was also petitioned with the Sears Building (#141.88), but should be included in the Emerald Necklace designation due to its strong historical association with the park system.

The staff also recommends that the associated parkways, at the perimeter of the parks, be designated as a protection area. The staff believes that the parkways meet the criteria for the protection area as defined in Chapter 772 of the Acts of 1975, as amended. Section 4, paragraph 3 states:

the Commission may designate any area in the city as a protection area as herein provided upon a finding by the commission that the area to be designated is visually related to the landmark, landmark district or architectural conservation district but is not necessarily of sufficient historical, cultural, or aesthetic significance to warrant designation as such.



The boundary between the Landmark and the protection area will be the Parkway right-of-way between park and parkway. These protection area designation applies to the following petitioned parkways:

The Fenway and Park Drive at the perimeter of Parcel 1994-1 (Sears lot)
The Riverway from the intersection of Park Drive and the Fenway, until it becomes the Jamaica way at the Route 9 overpass.
The Jamaica way, from the Route 9 overpass, to Kelly Circle, and including Willow Pond Road, Perkins Street, Francis Parkman Drive, and Prince Street.

The attached map delineates boundaries for the Landmark and the protection area.




Designation in the Fenway area


-  Shaded area = landmark design.
-  within black border but not shaded = protection area



FENWAY / KENMORE



0 400 800 1600 FEET



N



BROOKLINE

BROOKLINE

LONGWOOD

FENWOOD

FRANCIS

RD.

HUNTINGTON

TEMPMONT

CALMET

SMITH

HEALTH

FISHER

AVE

RUGGLES

AVE

WARD

ST.

ST.

ST.

AVE.



ST.

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A-1914 (m)

Designation in the Mission Hill area

-  Shaded area = landmark design.
-  within black border but not shaded = protection area



**MISSION HILL /
MEDICAL CENTER AREA**

0 400 800 1600 FEET





Designation in the
 Jamaica Plain area
 ■ Shaded area = landmark design.
 — within black border but not shaded = protection area

68 **JAMAICA PLAIN**

0 800 1600 3200 FEET

A scale bar showing 0, 800, 1600, and 3200 feet. To the right is a north arrow pointing upwards.

8.0 GENERAL STANDARDS & CRITERIA

8.1 Introductory Statement on Standards and Criteria to be used in Evaluating Applications for Certificates

Per sections 4, 5, 6, 7, and 8 of the enabling statute (Chapter 772 of the Acts of the 1975 of the Commonwealth of Massachusetts) Standards and Criteria must be adopted for each Landmark Designation which shall be applied by the Commission in evaluating proposed changes to the property. Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the changes must be reviewed by the Commission with regard to their conformance to the purposes of the statute.

The Standards and Criteria established thus note those features which must be conserved and/or enhanced to maintain the viability of the Landmark Designation.

The intent of these guidelines is to help local officials, designers, and individual property owners to identify the characteristics that have led to designation, and thus to identify the limitation to the changes that can be made to them. It should be emphasized that conformance to the Standards and Criteria alone does not necessarily insure approval, nor are they absolute, but any request for variance from them must demonstrate the reasons for, and advantages gained by, such variance. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing, in accordance with the statute.

As intended by the statute a wide variety of buildings and features are included within the area open to Landmark Designation, and an equally wide range exists in the latitude allowed for change. Some properties of truly exceptional architectural and/or historical value will permit only the most minor modifications, while for some others the Commission encourages changes and additions with a contemporary approach, consistent with the properties' existing features and changed uses.

In general, the intent of the Standards and Criteria is to preserve existing qualities that cause designation of a property; however, in some cases they have been so structured as to encourage the removal of additions that have lessened the integrity of the property.

It is recognized that changes will be required in designated properties for a wide variety of reasons, not all of which are under the complete control of the Commission or the owners. Primary examples are:

- (a) Building code conformance and safety requirements.
- (b) Changes necessitated by the introduction of modern mechanical and electrical systems.
- (c) Changes due to proposed new uses of a property.

The response to these requirements may, in some cases, present conflicts with the Standards and Criteria for a particular property. The Commission's evaluation of an application will be based upon the degree to which such changes are in harmony with the character of the property.

In some cases, priorities have been assigned within the Standards and Criteria as an aid to property owners in identifying the most critical design features.

The Standards and Criteria have been divided into two levels: (1) those general ones that are common to almost all landmark designations (subdivided into categories for buildings and landscape features); and (2) those specific ones that apply to each particular property that is designated. In every case the Specific Standard and Criteria for a particular property shall take precedence over the General ones if there is a conflict.

8.2 GENERAL STANDARDS AND CRITERIA

A. APPROACH

1. The design approach to the property should begin with the premise that the features of historical and architectural significance described within the Study Report must be preserved. In general this will minimize the exterior alterations that will be allowed.
2. Changes to the property and its environment which have taken place in the course of time are evidence of the history of the property and the neighborhood. These changes to the property may have developed significance in their own right, and this significance should be recognized and respected. ("Later integral features" shall be the term used to convey this concept.)
3. Deteriorated material or architectural features, whenever possible, should be repaired rather than replaced or removed.
4. When replacement of architectural features is necessary it should be based on physical or documentary evidence of original or later integral features.
5. New materials should, whenever possible, match the material being replaced in physical properties, design, color texture and other visual qualities. The use of imitation replacement materials is generally discouraged.
6. New additions or alterations should not disrupt the essential form and integrity of the property and should be compatible with the size, scale, color, material and character of the property and its environment.
7. Contemporary design is encouraged for new additions; thus, they must not necessarily be imitative of an earlier style or period.
8. New additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.
9. Priority shall be given to those portions of the property which are visible from public ways or which it can be reasonably inferred may be in the future.

10. Color will be considered as part of specific standards and criteria that apply to a particular property.

B. EXTERIOR WALLS

I. MASONRY

1. Retain whenever possible, original masonry and mortar.
2. Duplicate original mortar in composition, color, texture, joint size, joint profile and method of application.
3. Repair and replace deteriorated masonry with material which matches as closely as possible.
4. When necessary to clean masonry, use gentlest method possible. Do not sandblast. Doing so changes the visual quality of the material and accelerates deterioration. Test patches should always be carried out well in advance of cleaning (including exposure to all seasons if possible).
5. Avoid applying waterproofing or water repellent coating to masonry, unless required to solve a specific problem. Such coatings can accelerate deterioration.
6. In general, do not paint masonry surfaces. Painting masonry surfaces will be considered only when there is documentary evidence that this treatment was used at some point in the history of the property.

II. NON-MASONRY

1. Retain and repair original or later integral material whenever possible.
2. Retain and repair, when necessary, deteriorated material with material that matches.

C. ROOFS

1. Preserve the integrity of the original or later integral roof shape.
2. Retain original roof covering whenever possible.
3. Whenever possible, replace deteriorated roof covering with material which matches the old in composition, size, shape, color, texture, and installation detail.
4. Preserve architectural features which give the roof its character, such as cornices, gutters, iron filligree, cupolas, dormers, brackets.

D. WINDOWS AND DOORS

1. Retain original and later integral door and window openings where they exist. Do not enlarge or reduce door and window openings for the purpose of fitting stock window sash or doors, or air conditioners.
2. Whenever possible, repair and retain original or later integral window elements such as sash, lintels, sills, architraves, glass, shutters and other decorations and hardware. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
3. On some properties consideration will be given to changing from the original window details to other expressions such as to a minimal anonymous treatment by the use of a single light, when consideration of cost, energy conservation or appropriateness override the desire for historical accuracy. In such cases, consideration must be given to the resulting effect on the interior as well as the exterior of the building.

E. PORCHES, STEPS AND EXTERIOR ARCHITECTURAL ELEMENTS

1. Retain and repair porches and steps that are original or later integral features including such items as railings, balusters, columns, posts, brackets, roofs, ironwork, benches, fountains, statues and decorative items.

F. SIGNS, MARQUEES AND AWNINGS

1. Signs, marquees and awnings integral to the building ornamentation or architectural detailing shall be retained where necessary.
2. New signs, marquees and awnings shall not detract from the essential form of the building nor obscure its architectural features.
3. New signs, marquees, awnings shall be of a size and material compatible with the building and its current use.
4. Signs, marquees and awnings applied to the building shall be applied in such a way that they could be removed without damaging the building.
5. All signs added to the building shall be part of one system of design, or reflect a design concept appropriate to the communication intent.

6. Lettering forms or typeface will be evaluated for the specific use intended, but generally shall either be contemporary or relate to the period of the building or its later integral features.
7. Lighting of signs will be evaluated for the specific use intended, but generally illumination of a sign shall not dominate illumination of the building.
8. The foregoing notwithstanding, signs are viewed as the most appropriate vehicle for imaginative and creative expression, especially in structures being reused for purpose different from the original, and it is not the Commission's intent to stifle a creative approach to signage.

G. PENTHOUSES

1. The objective of preserving the integrity of the original or later integral roof shape shall provide the basic criteria in judging whether a penthouse can be added to a roof. Height of a building, prominence of roof form, and visibility shall govern whether a penthouse will be approved.
2. Minimizing or eliminating the visual impact of the penthouse is the general objective and the following guidelines shall be followed:
 - (a) Location shall be selected where the penthouse is not visible from the street or adjacent buildings; setbacks shall be utilized.
 - (b) Overall height or other dimensions shall be kept to a point where the penthouse is not seen from the street or adjacent buildings.
 - (c) Exterior treatment shall relate to the materials, color and texture of the building or to other materials integral to the period and character of the building, typically used for appendages.
 - (d) Openings in a penthouse shall relate to the building in proportion, type and size of opening, wherever visually apparent.

H. LANDSCAPE FEATURES

1. The general intent is to preserve the existing or later integral landscape features that enhance the landmark property.

2. It is recognized that often the environment surrounding the property has character, scale and street pattern quite different from that existing when the building was constructed. Thus, changes must frequently be made to accommodate the new condition, and the landscape treatment can be seen as a transition feature between the landmark and its new surroundings.
3. The existing landforms of the site shall not be altered unless shown to be necessary for maintenance of the landmark or site. Additional landforms shall only be considered if they will not obscure the exterior of the landmark.
4. Original layout and materials of the walks, steps, and paved areas should be maintained. Consideration will be given to alterations if it can be shown that better site circulation is necessary and that the alterations will improve this without altering the integrity of the landmark.
5. Existing healthy plant materials should be maintained as long as possible. New plant materials should be added on a schedule that will assure a continuity in the original landscape design and its later adaptations.
6. Maintenance of, removal of, and additions to plant materials should consider maintaining existing vistas of the landmark.

I. EXTERIOR LIGHTING

1. There are three aspects of lighting related to the exterior of the building:
 - (a) Lighting fixtures as appurtenances to the building or elements or architectural ornamentation.
 - (b) Quality of illumination on building exterior.
 - (c) Interior lighting as seen from the exterior.
2. Wherever integral to the building, original lighting fixtures shall be retained. Supplementary illumination may be added where appropriate to the current use of the building.
3. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:

- (a) Accurate representation of the original period, based on physical or documentary evidence.
 - (b) Retention or restoration of fixtures which date from an interim installation and which are considered to be appropriate to the building and use.
 - (c) New lighting fixtures which are contemporary in design and which illuminate the exterior of the building in a way which renders it visible at night and compatible with its environment.
- 4. If a fixture is to be replaced, the new exterior lighting shall be located where intended in the original design. If supplementary lighting is added, the new location shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.
 - 5. Interior lighting shall only be reviewed when its character has a significant effect on the exterior of the building; that is, when the view of the illuminated fixtures themselves, or the quality and color of the light they produce, is clearly visible through the exterior fenestration.

J. REMOVAL OF LATER ADDITIONS AND ALTERATIONS

- 1. Each property will be separately studied to determine if later additions and alterations can, or should, be removed. It is not possible to provide one general guideline.
- 2. Factors that will be considered include:
 - (a) Compatibility with the original property's integrity in scale, materials and character.
 - (b) Historic association with the property.
 - (c) Quality in the design and execution of the addition.
 - (d) Functional usefulness.

9.0 **SPECIFIC STANDARDS AND CRITERIA**
RIVERWAY, OLMSTED PARK AND JAMAICA POND

A. **APPROACH**

The purpose of the designation is to preserve and restore to the extent possible, the character and design intent of the Riverway, Olmsted Park, Jamaica Pond and their associated parkways as created by Frederick Law Olmsted. The Boston Landmarks Commission acknowledges the principles and policies described in the October 1988 "Emerald Necklace Parks Master Plan: Final Draft." The Commission expects to comment on the Master Plan when completed. The following general principles will serve as guidelines.

Scenic Quality

The park system was intended as a refuge from the city. The scenic diversity and the naturalistic qualities of the landscape are of primary importance; even incremental changes can have a substantial effect on the whole.

Linked Park System

Every opportunity should be taken to restore the missing links and re-establish the continuous linear park.

Natural System

Each of the parks is a complex environmental system; ecological issues must be considered along with the historical values, especially with regard to water.

Maintenance

High quality maintenance is particularly critical in maintaining the subtle, complex quality of a naturalistic landscape such as the Emerald Necklace. Maintenance practices should respect the historic character, especially the form and design of the vegetation. Where changes from the original are necessary they should be made with respect to the original planting design. Subtle changes over time often have the most dramatic impacts in the long run.

Each of the three parks present different issues and conditions, a brief summary of preservation goals is included for each area.

Riverway

The Riverway is particularly vulnerable to change because it is narrow and the illusion of space is fragile. Improvement of water quality and control of invasive vegetation are critical throughout the park. The bridges, the Back Bay Yard and the small shelter are important historic features which should be preserved. Landscape issues will be considered individually for each segment of the park. The primary goal of the Sears parking lot section is to re-establish parkland. The design for any proposed park should respect the intent of the original with regard to topography and landscape character. It should be a naturalistic green park that continues the character of the segments on either side. The section of the Riverway from Park Drive to Netherlands Road retains the greatest integrity. In this segment high priority should be given to re-establishment of historic plantings. The southern two segments of the Riverway retain their essential form but are badly deteriorated. Emphasis to these two sections should be on rehabilitation of plantings and paths occur.

Olmsted Park

Olmsted Park has changed substantially over time but retains its essential character as one of the most rural areas in the Emerald Necklace and the city. Historic features which remain should be preserved and protected and the essential rural character of the landscape must be respected. Subtle design features and structures such as boulder walls and bridges shall be preserved. Existing modern sports facilities such as Daisy Field and Kelly Rink shall be integrated into the overall design of the park and shall be retained as long as they serve an important community function.

Jamaica Pond

Jamaica Pond for the most part retains its historic features and character. However, it is a heavily used area which must also provide continued enjoyment for park users. Invasive vegetation at the water's edge should be controlled and shrubbery should be replaced to make the park more absorptive and better able to accommodate large number of users. Pinebank and the Boathouse and Bandstand are important structures and shall be preserved. Sculpture, steps and walls throughout the park are important historic features that shall be

preserved, notably the Parkman Memorial and the Hancock Steps.

B. CATEGORIES OF ACTIVITIES & LIKELIHOOD OF REVIEW

These three parks and their associated parkways are large, complex properties, involving ongoing maintenance activities as well as scheduled capital expenditures. The Commission has no desire to interfere with the normal maintenance procedures of the Parks and Recreation Department or the MDC. In order to provide some guidance for the agencies and organizations involved as well as the Commission, the activities which might be expected to take place in these parks, and which might be construed as causing an alteration to the physical character of the park have been categorized into:

1. Routine activities, including maintenance, which are not subject to review by the Commission:

Vegetation

- Routine pruning and fertilizing of trees and shrubs
- Removal of dead or diseased trees or shrubs
- Routine mowing and turf management
- Manual removal of invasive species
- Replacement in kind of vegetative material which has been removed due to disease, injury or poor health

Park Furnishings

- Routine repair of existing park furnishings, including benches, fountains, lighting, signage, bollards, etc in the same location and of identical design to those which now exist in the park

Architectural, Sculptural and Engineering Features

- Routine care and cleaning including painting or staining which does not involve a change in color

Circulation

- Routine road and path maintenance including plowing, striping, cleaning of catch basins, etc
- Minor repairs to road and path surfaces involving no changes in material or design

Special Uses

- Events and recreational activities where they are routine activities unlikely to have significant impacts on the park or parkway system, for example: maintenance contracts and park partners agreements; issuing of sports permits for existing fields; issuing of permits for special events and activities which will not result in permanent or long term installation of features and facilities.
2. Activities which may be determined by the staff to be eligible for a Certificate of Exemption:

Vegetation

- Planting or removal of limited numbers of trees or shrubs
- Major vegetation management and clearing projects
- Removal of large areas of invasive vegetation by chemical or mechanical means

Architectural, Sculptural and Engineering Features

- Repairs to existing features such as walls, terraces, bridges, gates and similar structures
- Chemical cleaning or graffiti removal

Circulation

- Reconstruction of roads and paths, involving minimal changes in alignment, materials or design

3. Activities requiring Landmark Commission review :

New construction of any type or removal of any existing features or elements shall require review by the Landmarks Commission This includes buildings, structures, roads, paths, parking areas and recreation facilities, major planting or regrading.

Vegetation

- Major planting or removal of trees or shrubs

- Addition or removal of major planting areas

Topography

- Changes in landform

Park Furnishings

- Installation or removal of additional park furnishings such as benches, lighting, water fountains, signage, bollards etc or change in their color, appearance, location or design

Architectural, Sculptural and Engineering Features

- Installation or removal of statues, fountains or structures or alteration of any existing statues, fountains or structures involving change in design, material, color, location or outward appearance
- Addition of visible drainage or engineering features

Circulation

- Major reconstruction or redesign of roads and paths

4. Activities not explicitly listed above:

In the case of an activity not explicitly covered in these Standards and Criteria, the staff shall determine whether an application is required and if so, whether it shall be an application for a Certificate of Design Approval or Certificate of Exemption.

5. Concurrent Jurisdiction

In many cases, issues which fall under the jurisdiction of the Landmarks Commission may also fall under the jurisdiction of other city, state and federal boards and commissions such as the Art Commission, the Conservation Commission, the Massachusetts Historical Commission and others. All efforts will be made to expedite the review process. Whenever possible and appropriate, a joint hearing will be arranged.

C. SPECIFIC STANDARDS AND CRITERIA FOR EMERALD NECKLACE PARKS

Design Intent

1. The Emerald Necklace parks were intended as a refuge from and contrast to the city. In many areas they have become indistinguishable from their surroundings. The recovery and reinforcement of their distinctive landscape quality shall be given high priority. Actions which diminish the rural character of the parks or contribute to a greater sense of urbanization shall not be permitted.
2. Major aspects of the original design were the connection of the parks as links and provision of a continuous scenic route into and out of the city. The continuity of the system has been interrupted by filling and channelizing parts of the river, and by major highway interchanges. Proposals which result in greater breaks in the system will not be allowed.
3. Proposed changes shall respect the original design intent of the landscape and shall seek to reinforce rather than change the original landscape design intent.
4. Changes to the property which have taken place in the course of time for both ecological and functional reasons are evidence of the history of the property and the neighborhood. These changes may have developed significance in their own right, and this significance should be recognized and respected. "Later integral features" shall be the term used to convey this concept. Areas which retain the highest degree of historical integrity shall receive the most careful preservation treatment while other areas, which have changed more over time, may merit a more adaptive approach.
5. New materials should, whenever appropriate, match the material being replaced in physical properties, design, color, material and character.
6. New additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of

the landscape would be unimpaired.

Landforms and Waterbodies

1. Natural features such as topography and water bodies which were integrated into landscape design shall be treated as part of the overall design and shall be retained.
2. When appropriate from an ecological perspective, dredging of waterways shall be permitted as a means of retaining historic waterways.
3. Topography and landforms shall generally be retained in their existing configuration. Alterations, including regrading, will be considered where there is compelling practical reason.

Vegetation

1. Existing healthy plant material shall be retained unless it is part of a later non-compatible design or is volunteer vegetation inconsistent with the original design. Consideration for removal of existing healthy plant material will be given when it is in conflict with the original design intent of the landscape, such as when an important vista has become overgrown or when plants have grown out of scale with their intended purpose.
2. New plant material should either be the same as the original or be similar in form, color scale and texture.
3. New locations for plantings or new selection of species with a different form, color, or texture must not alter the overall site design intent.
4. Maintenance of, removal of, and additions of plant materials should consider maintaining existing or intended vistas and spaces, screening intrusions and creating new spaces where appropriate.
5. Whenever appropriate, plant materials rather than structural materials should be used to solve erosion problems.
6. Invasive vegetation shall be removed whenever technically feasible

and shall be replaced with appropriate vegetation consistent with the original design of the park and with current factors such as security, ecological conditions and wildlife management practices.

Circulation Systems (roads, walks, steps and paved areas)

1. Deteriorated original or later integral paving material should be replaced with the same material or a material which matches as closely as possible. Consideration will be given to an alternate paving material if it can be shown that its properties will improve the original or later integral design concept.
2. Original layout of the walks, steps and paved areas should be maintained. Consideration will be given to alterations if it can be shown that better site circulation is necessary and that the alteration will improve this without altering the integrity of the design.

Architectural and Engineering Features (including buildings, bridges, drainage structures)

Refer to Section 8.0 for General Standards and Criteria

Pinebank, Jamaica Pond

1. Restoration is strongly encouraged. All four elevations and roof will be subject to review by the Commission.
2. Whenever possible, deteriorated materials should be repaired rather than replaced or removed. If replacement is required, replacement materials should be in kind based on physical documentation of original materials.
3. New additions to the mass of the building shall not be permitted.
4. Masonry Repair. Painting of Terra Cotta or unpainted brick shall not be permitted. Replacment of deteriorated materials should be in kind. The commission may consider alternate materials if size, shape, configuration, color and texture match the original.

5. Restoration of roof, with polychromatic slate pattern, decorative barge board and chimney pots, is encouraged. Slate roofing is preferred, however, an alternative may be considered. All flashing, downspouts and gutter should be copper. No new additions or openings will be allowed on the roof. HVAC and mechanical equipment should be inconspicuous, and not visible from a public way.
6. Replacement of doors and windows should be based on historic documentation. Replacement doors shall be of wood, in style compatible with the character of the period. Wood windows are preferred.
7. Repair of Portico with decorative bargeboard trim and steps is encouraged.
8. No signs shall be attached directly to the exterior building fabric.
9. There should be minimal foundation planting.
10. Exterior lighting is encouraged for security purposes. Fixtures shall not be directly attached to building elevations. No conduit shall be run along the exterior of the building.

Jamaica Pond Boathouse and Bandstand

1. Whenever possible, deteriorated materials should be repaired rather than replaced or removed. If replacement is required, replacement materials should be based on physical documentation of original materials.
2. New additions to the mass of the building are strongly discouraged.
3. No signs shall be attached to the building fabric.
4. Should window replacement be required, multi-pane wood replacement windows, with matching muntin profile and pattern should be used. Use of interior storm windows is encouraged.
5. No new additions shall be added to the roof or mass of either structure.

6. Character defining features including slate roof, half timbering, stucco and finials shall be retained.

Riverway Shelter

1. Stabilization and repair of this structure is important as it is the only remaining original shelter in the Emerald Necklace.
2. Repair of the roof is encouraged. The shape and slope shall be retained.
3. Openings shall be maintained; addition of wire grills or screens shall not be permitted.
4. Cleaning shall be done in the gentlest method possible. Mortar shall match the original in color, texture and detail of joint tooling.
5. Signs or conduit for lighting may not be attached directly to the exterior building fabric.
6. If door is replaced, it should be in keeping with the rustic character of the shelter.

Bridges

1. The width or footprint of the bridges shall be maintained. Iron railings are not permitted, unless based on historic documentation.
2. Cleaning shall be done in the gentlest method possible. Mortar shall match the original in color, texture and detail of joint tooling.

Park Furnishings (benches, lights, fountains, signage etc)

1. All park furnishings should be consistent with the original design.
2. In general the parks will not be lit at night, only major paths around, into and through the parks to night destinations shall be illuminated.

Sculpture, Monuments and Memorials

1. Formal sculptural elements are generally considered incompatible with an Olmsted designed landscape and shall not be allowed. Existing monuments should typically be retained as later integral features. New memorials in the form of a restoration of existing elements or features of the park shall be encouraged.

Views and vistas

1. Views and vistas are among the most important aspects of a landscape. They should be maintained and preserved.

Facilities

1. The Emerald Necklace was intended to meet the needs of a wide range of park users. Recreational facilities which exist should be allowed to remain as long as they serve substantial community functions. In some cases these features can be redesigned to be more compatible with the overall park. Additions to existing recreational facilities will be strongly discouraged, unless such additions make the facilities more compatible with the overall park. The development of additional facilities for active recreation or single purpose uses for limited user groups shall be discouraged.
2. Proposals for special activities and events which cause significant impacts or require permanent or even semi-permanent (seasonal) structures or facilities shall not be permitted.

**D. STANDARDS AND CRITERIA - PROTECTION AREA
PARKWAYS AT PERIMETER OF EMERALD NECKLACE PARKS**

These standards and criteria apply to the petitioned parkways:

The Fenway and Park Drive at the perimeter of Parcel 1994-1 (Sears' lot)

The Riverway from the intersection of Park Drive and the Fenway, until it becomes the Jamaicaway at the Route 9 overpass.

The Jamaicaway, from the Route 9 overpass, to Kelly Circle, and including Willow Pond Road, Perkins Street, Francis Parkman Drive, and Prince Street.

General Intent

The pressures for balancing historic values with current use are significant. The essential goal is to preserve the visual quality of the parkways and their relationship to the parks while providing safe transportation routes.

Section 4, Paragraph 9 of the Commission's enabling legislation states that "the standards and criteria applicable within any protection area shall relate only to demolition, land coverage, height of structures and topography."

1. **Land Coverage**
Alterations to Parkways and/or Right of Way which change street alignment or width, or the construction of sidewalk shall be reviewed by the Commission.
3. **Height**
Additional traffic control devices shall have a minimum impact, and be in keeping with park setting. The Commission shall review additions of street furniture including lamps, traffic control boxes, etc.
4. **Landscape**
Major removal of plants or trees, or new planting plans for the parkways shall be reviewed by the Commission.
5. **Topography**
Major grade change shall be reviewed by the Commission. \

10.0 BIBLIOGRAPHY

Note: As part of the historical research prepared for the Olmsted Historic Landscape Preservation Program, comprehensive bibliographies were prepared for each of the parks. They are available from the Olmsted Historic Landscape Preservation Program at the Department of Environmental Management and should be consulted for a complete bibliographic listing. Only key sources are noted here.

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