

Commonwealth of Massachusetts.

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*To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court Assembled.*

The Metropolitan Park Commission submit herewith a special report upon the matter of a road or boulevard between Boyden Square in the town of Dedham and the Stony Brook Reservation of the Metropolitan park system, as directed by Chapter 415 of the Acts of 1899.

The Commissioners have familiarized themselves with the subject matter of the report by examination of the ground and by the investigations and reports of their landscape architect and engineer.

Dedham is a town within the Metropolitan Parks District. Boyden Square is at the easterly side of the well settled portion of the town and just across Mother Brook from Oakland Street, its most easterly street towards the Stony Brook Reservation. The distance from this last street to Stony Brook Reservation in a straight line is about one mile. The intervening land is, for the most part, rocky and uneven, with a sparse and very poor tree growth, unsuited for agriculture, and quite undeveloped for any other purpose.

In considering the matter of the suggested road or boulevard the Commission has come to several preliminary conclusions which are the basis of its final conclusion and report. They are as follows:—

Dedham is so situated on the outer border of the Metropolitan Parks District that connection between it and the rest of the district is inconvenient. Portions of Charles River and Mother Brook lie within its town limits, and if the takings which have been recommended along these streams are authorized and made the town will contain considerable portions of the Metropolitan Parks system. The ultimate construction of drives along the banks of these streams will

afford considerable pleasure drives at the expense of the District, but their course will of necessity be devious and therefore will not materially improve communication with the centre of the district. The principal public roads now leading towards the centre of the district are narrow and inconvenient and are encumbered by street railway tracks. In spite of its apparent remoteness and inconvenience of approach, however, that part of Dedham known as Boyden Square is only about one mile from the driving road through Stony Brook Reservation, which connects with the West Roxbury Parkway and thence with Arnold Arboretum of the Boston park system. It is apparent, therefore, that a road one mile long from Boyden Square to a convenient point in the road through the Stony Brook Reservation will bring Dedham into most direct connection with the entire Metropolitan park system and the Boston park system, and will be, in effect, part of a park road leading directly into the centre of Boston itself.

It would seem fair, however, that only a portion of such a roadway should, in any event, be provided at the expense of the Metropolitan Parks District. Between Boyden Square and the private land on the easterly side of the junction of Oakland Street and Emmett Avenue, the route prescribed as that to be considered under the act directing this report, includes a bridge across Mother Brook and a public street, both of which are used and required for public traffic. The bridge is built over a dam which is essential to manufacturing interests on Mother Brook. There is no good reason why either this road or the bridge or dam should become part of a parkway. The Commission has, therefore, dismissed this part of the suggested parkway from its consideration and has confined its estimates to the portion which would lie across lands between the junction of Oakland street and Emmett avenue and the Stony Brook Reservation. The plan for such a parkway, recommended as a preliminary plan by the landscape architect and approved as such by this commission, provides for the acquirement of a strip of land in extension of the reservation to Oakland Street of sufficient width to permit the construction over it of a road similar to that now built through the reservation itself and of two border roads. The

central road would be the driving road and the outer roads would ultimately be public roads, but for the present would be mere paths or fire-guards to protect a tree growth to be developed between them and the driving road. Such a strip of land and such construction as likely to cost \$40,000.

Respectfully submitted,

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*Metropolitan Park Commissioners.*

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[Chapter 415 of the Acts of the Year 1899.]

AN ACT RELATIVE TO THE CONSTRUCTION OF A BOULEVARD FROM THE TOWN OF DEDHAM TO THE STONY BROOK RESERVATION IN THE TOWN OF HYDE PARK.

SECTION 1. The Metropolitan Park Commission is hereby authorized and instructed to investigate the advisability of taking land for and constructing a road or boulevard between the town of Dedham and the Stony Brook Reservation of the Metropolitan Park System, from Boyden's Square in said town, being the junction of High Street, Walnut Street, Milton Street, Bussey Street and Central Street in said town, over said Central Street and across Mother Brook to the junction of Emmett Avenue and Oakland Street, thence to and over private lands to the Hyde Park line and in the said town of Hyde Park to the Stony Brook Reservation of the Metropolitan park system. Said Commission shall consider the cost of construction and shall report the result of its investigation, together with its recommendations, to the next General Court not later than the fifteenth day of January next. Any expense incurred under this act shall be paid from the unexpended balance of the general appropriation for Metropolitan boulevards.

SECTION 2. This act shall take effect upon its passage.

[Approved May 25, 1899.]

