THE HISTORIC ERA

The earliest European occupants of the Shawmut peninsula and of Cambridge and Charlestown to the north tended to view the Charles River not as a scenic or recreational resource but as an obstacle to efficient movement from town to town. Major improvements in the watercourse during the seventeenth century attest to the dominance of this view. In 1643 Boston permitted entrepreneurs to dam the North Cove—for the most part a saltwater marsh separated from the Charles by a causeway visible only at low tide—and then build a canal to harness the ebb and flow of ocean tides in order to power grist and saw mills. In 1662 the long causeway known as the Great Bridge, the first bridge to span the Charles and thus to connect Boston and the region to the north, was built over mud flats and salt marshes on the site of the present Anderson Bridge near Harvard Square.

Boston remained sparsely populated through the seventeenth and much of the eighteenth centuries, but both population and commerce began to accelerate after the American Revolution. Population grew from 16,000 in 1775 to 61,392 in 1830. In 1786 the completion of the Charles River Bridge—a private 1,500-foot toll bridge that stood on 75 oak piers and crossed the river just downstream of the present Charlestown Bridge—was completed. Other bridges quickly followed, including the West Boston Bridge, a 3,500-foot causeway supported by 180 piers that crossed the river and broad salt marshes between Cambridge Street in Boston's West End to Main Street in Cambridge in 1793. It reduced the distance between Cambridge and Boston from eight miles to three and one-half. Sixteen years later Andrew Craigie, developer of Lechmere's Point in East Cambridge, lobbied successfully for the construction of the 2,800-foot Craigie or Canal Bridge between that point and Leverett Street in Boston. Further upstream, Cambridge and Brighton were connected by the River Street Bridge in 1811 and the Western Avenue Bridge in 1824.

Population and commerce grew rapidly in the lower portion of the Charles River Basin, and both public officials and industrialists began the process of altering the natural configuration of the river, largely in the interests of commercial and municipal development. One of the earliest such projects was the stone dam built in 1634 upstream of Galen Street at the fall line. The first land-making project in the West End of Boston was the construction of a seawall near Leverett Street and filling behind it to create land for Boston's new almshouse between 1800 and 1803. Ropewalks lined the shore between Charles Street and the river by 1814. Until 1910, when the Charles River Basin was created, the history of both the Cambridge and Boston shorelines is one of constant efforts to convert the mud flats and marshes to dry land. Most of the new land was claimed by industrial and transportation interests like the Boston and Lowell Railroad, whose depot was built on made land in 1835. Twenty years later the Grand Junction Railroad laid tracks on an embankment and built a route from the Boston & Albany Railroad in Brookline through Cambridge, Somerville and Everett to the wharves in East Boston; 85 percent of its track ran over mud flats and marshes that entrepreneurs filled over time.

The Back Bay, originally a vast tidal backwash that separated the Boston peninsula from the town of Brookline, was also an early site of industrial development. In 1821 the Boston and Roxbury Mill

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Corporation completed the 1.5-mile Great Dam along the present line of Beacon Street from Charles Street to Sewell's Point in Brookline; toll-supported Western Avenue ran along the top. The dam enclosed 600 acres of the Back Bay and created power for milling operations. Further upstream, the Brighton Abattoir was granted exclusive rights in 1870 for all cattle slaughtering within a six-mile radius of Boston, and acquired 60 acres along the river.

The industrial development of shoreline land in Cambridge was pursued with equal intensity. By 1805 the Cambridge Proprietors had persuaded the federal government to designate Cambridge an official United States port of entry and had begun to fill marshes and lay out lots for industrial development. A system of canals was also built in Cambridgeport with the hope that this industrial part of the city could compete successfully with the rest of Boston Harbor and other East Coast ports. In 1874 the Cambridge Improvement Company transformed a muddy backwater in East Cambridge into the Lechmere Canal for industrial use. In 1887 the legislature authorized the construction of the Harvard Bridge between West Chester Park in Boston and Massachusetts Avenue in Cambridge. The Charles River Embankment Company also built granite seawalls on the river's north shore as part of an effort to fill the marshes and create developable land.

Institutions were also attracted by the river. In 1817 the Massachusetts General Hospital chose a site in the West End on the verge of the river's mud flats, and in 1846 the Charles Street Jail was built on made land next to the West Boston Bridge nearby. A military presence had been established during the Revolution, when Cottage Farm and Fort Washington in Cambridge were the site of batteries; it was strengthened on the Cambridge side when the state built a powder magazine in 1818 at Captain's Island, now part of Magazine Beach. Upstream the federal government established the Watertown Arsenal on the banks of the Charles in 1816. The character of the river was transformed when Harvard University, the Massachusetts Institute of Technology, and Boston University determined to locate on the river early in the twentieth century.

Even as industries and institutions claimed much shoreline land, planners on both sides of the river projected a more public role for the Charles. As early as 1824 Boston Mayor Josiah Quincy had expressed concern over the dumping of residential and industrial waste into the tidal Charles. As population and development exploded in the 1800s, the twice-daily tides were no longer capable of flushing the river of sewage, and the stench of its mud flats at low tide grew intolerable. At high tide the river was little more than diluted sewage filled with "floating putrescible materials." Quincy begin an effort to stem commercial and industrial development along the river by annexing what became the Public Garden to Boston Common and mandating that it be "forever kept open and free of buildings of any kind, for the use of the citizens."

In 1844 Scottish expatriate Robert Fleming Gourlay advanced this more public view of the river in his "General Plan for Enlarging and Improving the City of Boston." Gourlay's plan would have filled the Charles's mud flats to create a public garden, built islands in the river to make a water park, and constructed boulevards on both sides of the river. The plan was never implemented, but its prescient recommendations made their way into other plans that ultimately were.

By mid-century pollution problems along the length of the basin had grown more serious. Historian Walter Muir Whitehill noted that the shore "was marred by industries merely in search of cheap land" and waterpower; "squalid hovels, dump heaps and other nuisances" made it additionally unseemly. Industrial sewage and effluvia, especially from the slaughterhouses, made the river unsafe and extremely unpleasant at low tide.

By 1844 the first plans for filling the marshes behind the Great Dam (or Mill Dam, now Beacon Street) were advanced. In 1856 the state, the city of Boston, and private owners reached an agreement to remove the industrial developments in the Back Bay in favor of filling the

area to end the public health problem and create a new and fashionable residential district for the overcrowded peninsula. By then the dam had become a popular promenade, and the value of the river as scenery had begun to take hold. Informal teams of students and clubs began racing on the river as early as the 1850s. In 1857 filling of the tidal flats began in earnest, and by the late 1880s 450 acres of land, still known as the Back Bay, were created.

Inspired by the Back Bay, Cambridge began to fill marshes on the north side of the river beginning in 1883 and laid out a grand boulevard for a residential district, modeled on the Alster Basin in Germany. Yet, despite the efforts of the Charles River Embankment Company, a district like Back Bay never appeared on the northern shoreline. Upstream, near the site of the 1662 Great Bridge, Harvard University built its first riverfront residence halls in 1913. In 1916 the Massachusetts Institute of Technology moved from the Back Bay to take up the valuable new river frontage near the Harvard Bridge. The institutional aspect of the Basin was complete when Harvard located its Graduate School of Business Administration on the Boston side in 1926 and Boston University opened its first building on the south bank of the Charles in 1939.

Amid these developments industrialists expressed concern about the continued commercial viability of the river. By the 1890s the number of pilings supporting both vehicular and railroad bridges near the mouth of the river had greatly impeded the ability of commercial vessels to navigate the channel. The Charles River Improvement Commission, created to consider the construction of a dam across the Charles, addressed the problem in its first report of 1891. "The stream, which was once the only highway of the district, is become the principal obstacle in many highways," the commission stated. "The bridges have been multiplied until there are now twelve ordinary bridges and five railroad structures crossing the river and still there are not enough. . . . the railroad bridges [near the Charlestown Bridge] have been widened of late years until they now fairly roof the river, while they choke it with their supporting piles."

Over time the commission's report did spur the replacement of the pier bridges spanning the river with arch bridges: by 1906 the Cambridge (now Longfellow) Bridge had replaced West Boston Bridge; in 1913 the Anderson Bridge (a memorial to Anderson's father, Nicholas, that is nevertheless widely known as the Larz Anderson Bridge) was built on the site of the 1662 Great Bridge; in 1924 and 1926 the timber Western Avenue and River Street bridges were replaced with concrete arched structures; and in 1928 a concrete-and-steel bridge replaced the old Cottage Farm (now Boston University) Bridge. But even as the committee deliberated over the commercial future of the river, it was clear that its scenic and recreational potential had come to be valued more highly. In 1889 the firm of famed landscape designer Frederick Law Olmsted proposed a plan for The Charlesbank in Boston's West End that emphasized outdoor recreation. The firm envisioned a series of recreational spaces for such activities as quoits and gymnastics, then a popular import from Germany. The Charlesbank embraced almost twenty-six acres at the foot of the West End slope. Five years later the firm completed a park plan for Cambridge, advocated linking Boston's riverside to the Olmsted-designed "Emerald Necklace," and advised damming the Charles downstream to create a freshwater basin for boating and swimming. Charles Eliot—a young landscape architect who apprenticed with the Olmsted firm from 1883 to 1885 and returned as a partner in 1893—led these efforts.

Eliot envisioned the Charles River as the centerpiece of a regional network of urban parks, in part because he viewed the water's edge, especially on the Charles, as the most degraded open space in the metropolitan area. Damming the river would not only solve its sanitary problems but would provide the metropolitan area with much-needed parkland. Eliot envisioned preserving distinctive forms of the Massachusetts landscape in a vast metropolitan park system in which landscaped parkways would connect reservations in the region's outer, still rural sections to reservations along the major rivers and to beaches along the bay and ocean.

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In 1894 the Olmsted firm proposed one such parkway for the southern bank of the Charles—what ultimately became Storrow Drive—as part of a parkway plan for the river. The firm's sketch plan of 1897 shows this road running from Charlesbank Park to the Charles River Speedway (Herter Park) with a gap at the Beacon Park rail yards. A continuous parkway was to be constructed from the Broad Canal to Longfellow Park in Cambridge. The plan shows fragmentary pieces upriver, including the Charles River Road section in Watertown. The 1897 plan proposed parkways for about half the Basin. A 1928 map published in the Harriman Commission's *Report on Proposed Improvements of the Charles River* shows that most of these early parkway proposals had been built. Still missing were parkways along the Esplanade, the extension of Memorial Drive past Longfellow Park, the Eliot Bridge with its Fresh Pond Parkway connection, Greenough Boulevard, the Soldiers Field Road extension in front of the Brighton Abattoir, Birmingham Parkway, and the upper portion of Nonantum Road.

Park planners of a century ago had a specific landscape vision in mind when they established the framework for the Charles River Reservation. They viewed it as "picturesque," an artful combination of details and distant views, light and shade, massing and texture. The lower stretch of the Charles River Basin, carved from the salt marshes and mudflats of colonial Boston, was a manmade landscape designed to look natural and, above all, to delight the eye and refresh the spirit. The firm's advocacy of open space and a growing cultural taste for outdoor recreation stimulated the creation of the Metropolitan Park Commission in 1893. Within eighteen months of its founding the commission had acquired more than 6,000 acres as public reservations.

In 1901, Boston industrialist James Jackson Storrow became the principal advocate of a dam on the river. That year the Massachusetts General Court appointed a committee to study the proposal, and almost two years later the Charles River Basin Commission was authorized to build a dam on the site of the Craigie Bridge to create a freshwater basin modeled on the Alster Basin in Hamburg, Germany. Locks were included in the design to permit the passage upriver of vessels carrying bulky commodities such as coal. The historic Charles River Dam, its two locks, and its drawbridge were engineered by John Ripley Freeman and built between 1903 and 1910; when the gates of the temporary dam were dropped into place on October 20, 1908, the dam eliminated saltwater tides from the river and transformed the Basin into an urban lake with a constant water level.

The top of the dam itself formed a park framed by buildings at either end and the Boston Elevated Street Viaduct, designed by Boston architectural firm Peabody and Stearns, on the downstream side. Architect Guy Lowell designed a group of buildings atop the dam—the police headquarters, lock gate houses, boathouse, stable, and park—all completed in 1910. The Basin Commission also constructed the Boston Embankment. The Metropolitan Park Commission, founded in 1893 to manage the new reservations, took charge of the new Charles River Basin in 1910.

Long before the Charles River Dam was built and for some time afterward, river swimming had been a Charles River tradition. Swimming beaches at Harvard Bridge, Magazine Beach, and Gerry's Landing were popular and well patronized; photographs and postcards show hundreds of people along the shore and in the water at Magazine Beach. Swimming continued even as a system of combined sewer outfalls dating from the late nineteenth century dumped untreated sewage into the river during heavy rainstorms.

By the turn of the century others had begun to recognize the scenic and recreational potential of riverside sites. Between 1897 and 1899 the Metropolitan Park Commission built the Charles River Speedway on the Brighton marshes between North Beacon Street and Western Avenue to offer a promenade and oval driving track for horses and carriages. In 1894 Cambridge purchased almost all of the riverfront, and five years later built a bathhouse at

popular Magazine Beach. Harvard University had built Newell Boat House on the Boston side in 1900 and the second Weld Boat House on the Cambridge shore in 1907. The Cottage Farm Bridge, completed in 1928, marked the entrance of the Charles River into the Lower Basin. According to the commission, "Above the Bridge the shores of the reservation proposed by the plan would be irregular and clothed with trees and bushes, except where it might be desirable that the public should reach the water's edge at beaches or boat-landings. Below this bridge the shores of the Basin would be treated formally with low walls or curbs of stone, broken by bastions affording views over the water, landings for use of steam or electric passenger boats, docks for row-boats and the like."

Yet in large part because of its expanse and the vertical seawalls that defined it on both shores, the Lower Basin was not an immediate recreational success. The seawalls created wave action that made pleasure boating difficult; the Basin "resembles a huge bath tub, and the oarsman feels like a piece of soap in it."

The problem was rectified in the 1930s. With a $1,000,000 gift from James Storrow's widow, Helen Osborne Storrow, Boston landscape architect Arthur A. Shurcliff devised a beautification plan that also improved the Lower Basin for water users. The one-hundred foot width of the 1910 Embankment behind the houses on the water side of Beacon Street was doubled between 1931 and 1936. Shurcliff's sketches for the Storrow Memorial Embankment show a pastoral landscape of tree masses framing open spaces punctuated by formal granite overlooks. To prevent what Shurcliff described as "the steep sided 'topple' waves" that had inhibited boating, the design also incorporated a sloping shore to produce calmer waters. Charlesbank Park was widened to 300 feet at its broadest point. A narrow, curved island was built in the river on a line opposite Exeter and Fairfield streets to create a 1,000-foot lagoon to protect boats, and a breakwater was constructed opposite Pinckney Street to complete the manmade cove. Though the popularity of canoeing had declined somewhat by the time the dam was built, the plan created canoeways next to the Esplanade as well. Mrs. Storrow's gift also permitted the construction of four miles of footpaths, boat landings, and stone-arch bridges over the ends of the new Storrow Lagoon. The lagoon not only sheltered boats but provided space for skating, a pastime becoming more rare on the river because the basin rarely froze sufficiently to support it.

For the Esplanade Shurcliff also designed a "Music Oval" to be edged with linden trees for Boston Pops "Riverside Concerts," which conductor Arthur Fiedler had initiated in 1929. By 1934 a movable music shell of wood and steel was built for the oval and taken down after each season, and in 1940 the Edward Hatch Memorial Shell, was built of marble with a gift from the Hatch Memorial Fund to replace the earlier amphitheater.

By the 1930s the need to accommodate increasing numbers of motor vehicles began to affect the parklands in the Basin. The City of Cambridge had transferred its river parklands to the MDC in 1921 and began construction of the Cambridge Parkway. In the 1930s the MDC, with financing from the Works Progress Administration, built a traffic circle, overpass, and approaches to the BU Bridge on the Cambridge side. An underpass to ease traffic flow on Memorial Drive was built beneath the intersection at Massachusetts Avenue. Plans were prepared to extend Memorial Drive along Mt. Auburn Street and Cambridge Hospital to connect to Fresh Pond Parkway. The Cambridge Boat Club was relocated to a site near Gerry's Landing in 1947 and the extension of Memorial Drive opened in 1949.

The governor proposed in 1946 to relieve traffic congestion in the Back Bay by constructing a four-lane parkway through the Storrow Memorial Embankment. A controversial project, Storrow Drive was finally authorized in 1949, between Leverett Circle and Soldiers Field

Road near the Boston University Bridge. In exchange for the land taking necessary to build the road, Arthur Shurcliff and his son Sidney redesigned the Esplanade and Charlesbank Park. A new island was created along the Esplanade and connected to the shoreline by pedestrian bridges, creating two new lagoons.

After the Second World War an increasing demand for quick and convenient automobile access from the western suburbs to the city transformed the character of the Metropolitan Park System parkways, designed to provide access by horse-drawn carriage to river scenery. The parkways were widened to accommodate an explosion of automobile traffic, and new limited-access exchanges were built. The Bowker Overpass roofed over the Muddy River in 1965, cutting off The Fens from the Charles River Basin. In the same decade the MDC achieved planners' long-held goal of establishing a continuous system of landscaped parkways along the length of the Basin when the mile-long Greenough Boulevard was constructed between Eliot Bridge and Arsenal Street Bridge.

At the same time a growing taste for more active recreation led to reconfigured parklands in the Basin. In 1931 Magazine Beach was resanded and extended by about 100 feet, five new tennis courts were built adjacent to it, and a new refreshment stand was built to replace one destroyed by fire. Between the 1930s and 1960s a bathhouse and recreational facilities were put in place at Gerry's Landing, and baseball fields were created on MDC parklands on the south shore. But by the end of World War II water pollution was so severe that Community Boating occasionally had to close for up to three days. A combination of pollution and heightened public health standards compelled the MDC to ban swimming altogether and to build three pools on the shores of the Basin. In the same postwar period attempts were made to enhance the Basin as a home for cultural events. The first phase of what was intended to become a major center of cultural life in the metropolitan region, the Metropolitan Boston Arts Center, was established at Herter Park in the 1950s. An open-air theatre (the Publick Theatre) was located on a manmade island connected to the park on one side by a bridge and on the other by the Herter Center. The Museum of Science, built on the Charles River Dam in 1951 and expanded four times by 1982, put the finishing touch on the river's institutional character.

By the 1960s the Charles River had virtually ceased to be an industrial corridor. The Brighton Abattoir, one of the last industries on the river, had closed decades earlier. In 1965, the 1805 Broad Canal in Cambridge, the last vestige of the river's industrial age, was partly filled in.

By the mid-1960s the environmental movement had begun to focus attention on the quality of the Charles River and its banks. The Charles River Watershed Association was created in 1965 and began to monitor river pollution and to advocate for environmental improvements. A partnership among the Environmental Protection Agency, the Massachusetts Water Resources Authority, the Department of Environmental Protection, bordering municipalities, and the watershed association has engineered steady improvements in the river's water quality.

The "New Charles River Basin," currently being designed and built as part of the "Big Dig," will extend the Charles River Reservation the last half-mile from the historic Charles River Dam to Boston Harbor. The partially completed Upper Charles River Reservation Greenway now connects the Basin upriver to the Lakes District, four miles to the west. When

these two projects are completed within the next five years, metropolitan Boston will have some of the best shoreline access of any region in the United States.

The Basin's historic resources play a major role in defining its distinctive character. The table below lists the most significant historic resources, focusing on those more than a half-century old. A comprehensive list of historic resources, along with background research, exists in the Charles River Basin Master Plan Historic Research on file at the MDC.

TABLE B-1: HISTORIC RESOURCES, CHARLES RIVER BASIN (*all dates indicate year of completion or opening)*

SEGMENT	SITE NAME	DATE/DESIGNER	CONDITION*	NOTES
1East	Charles River Dam and locks	1910/ John Ripley Freeman	poor	Much is hidden beneath the museum
1E	• Boston Elevated Street Railway viaduct	1912/ Peabody & Stearns		Function of terminating the Basin replaced by Museum of Science
1E	• Washburn Pavilion	1910/Guy Lowell	renovated	
1E	• Upper Lock Gate House	1910/Guy Lowell	fair	
1E	• Lower Lock Gate House	1910/Guy Lowell	fair	
1E	• Boat House	1910/Guy Lowell	poor, unstable	
1E	• Stables	1910/Guy Lowell	renovated	
1E	• Stop Plank House	1938		
1South	Seawall	1910	fair	
1S	• Charlesbank Park	1892/Frederick Law Olmsted	fair	Expanded in 1951 by Shurcliff & Shurcliff. Part of Charlesbank Park was dedicated as Lederman Field in 1974.
1S	Charles Street			Historic street, widened in 1951
1North	East Cambridge Embankment, "The Front," Cambridge Parkway	1928	fair to poor	Intrusive modern development not screened; automobiles intrude on embankment
1N	Seawall	ca. 1899	fair to poor	
1N	Lechmere Canal	1874		Transformed by modern development
1N	Lechmere Canal Park	1987/Carol R. Johnson Associates		
1N	Broad Canal	1805	poor	
1N	Cambridge Parkway bridge and control shed	ca. 1930	poor	Counterweight lift bridge to provide access to Broad Canal
1 & 2	Longfellow Bridge	1906	poor	Built as Cambridge Bridge; named changed 1927
2S–3S	Storrow Drive	1951, 1955		Widened from Mugar Way to Mass. Ave. in 1955
2S	Back Street seawall	ca. 1845–1850, 1860–64, 1881–84		Visible from Storrow Drive
2S	James J. Storrow Memorial Embankment	1935/Arthur A. Shurcliff	good to fair	The Embankment opened to the public in 1935 and was formally dedicated in 1936.
2S	• Commissioners Landing	1935/Arthur A. Shurcliff	poor	
2S	• Dartmouth Street Overlook	1935/Arthur A. Shurcliff	poor	
2S	• Gloucester Street Overlook	1935/Arthur A. Shurcliff	poor	

**based on a visual assessment only*

History

SEGMENT	SITE NAME	DATE/DESIGNER	CONDITION*	NOTES
2S	Embankment expansion	1951/Shurcliff & Shurcliff	good to fair	
2S	Community Sailing Boat House	1941/Kilham, Hopkins & Greeley	good	Security fencing intrudes upon site
2S	Union Boat Club	1910/Walter P. Henderson and Thomas, Parker & Rice	good	
2S	Boat Haven Lagoon	1935	fair	
2S	Storrow Lagoon	1935	poor	Coping is falling in; pedestrian path on south side may cover original steps
2S	Concert Lagoon, canoeway and Dartmouth Lagoon	1951		Mitigation for Storrow Drive
2S	Lagoon bridges (5)	1935 (2)/Arthur A. Shurcliff 1951 (3)/Shurcliff & Shurcliff		
2S	Edward Hatch Memorial Shell	1940/Richard Shaw	restored	
2S	Arthur Fiedler Footbridge	1954/Shepley, Bulfinch, Richardson & Abbot	good	
2S	Memorials, monuments, statues:			
2S	• Charles Eliot Memorial	ca. 1939/Arthur A. Shurcliff	fair	Goes unnoticed due to pathway configuration; needs interpretation
2S	• Arthur Fiedler Memorial	1988/Ralph Helmick	good	Fiedler conducted the Esplanade concerts from 1929 to 1979
2S	• Edwin Upton Curtis Memorial	1923/Guy Lowell	good	
2S	• David G. Mugar Fourth of July Memorial	1998	good	Commemorates 25 years of Independence Day celebrations
2S	• Lotta Fountain	1939/Katherine Lane Weems	poor	This drinking basin for animals was given by actress Lotta Crabtree (1847–1924)
2S	• Maurice J. Tobin statue	1958/Emilius R. Ciampa		Tobin (1901–1953) was mayor of Boston, 1939–44, and governor, 1946–47.
2S	• Oliver Wendell Holmes Memorial		poor	
2S	• Gen. Charles Devens statue	1896/Olin Levi Warner		A major-general in the Civil War, Devens (1820–1891) later served as U.S. attorney general
2S	• Gen. George Smith Patton, Jr., statue	1955/James Earle Fraser		General Patton (1885–1945) was married to Beatrice Ayer of Boston
2S	• David Ignatius Walsh statue	1954/Joseph A. Coletti		After two years as governor, Walsh was elected to the U.S. Senate in 1919; he served for 27 years.
2S	• MDC Centennial Memorial	1993	fair	
2S	• Storrow Memorial	1936/Arthur A. Shurcliff		Bronze memorial tablet added 1949
2S	• Trimbloid “X”	1970/David Kibbey		
2S	Bench Shelters	ca. 1930s	poor	One near Community Boating is blocked and unused
2N–7N	Memorial Drive	1897, 1898, 1899, 1908, 1914, 1949	poor	Formal boulevard with planted median
2N & 3N	Cambridge Esplanade		poor	Land was conveyed to the city in 1884, but the explanade was not developed until later; severe erosion from pedestrian traffictrees in decline

*based on a visual assessment only

SEGMENT	SITE NAME	DATE/DESIGNER	CONDITION*	NOTES
2N & 3N	Granite seawall	ca. 1899	fair to poor	Railing sections missing
2N & 3N	Memorial Drive Underpass	1932		
2N & 3N	Bench shelters	ca. 1930s	poor	
2N	Walter C. Wood Sailing Pavilion, MIT	1936/ Coolidge & Carlson	good	
3N	Harold Whitworth Pierce Boathouse, MIT	1958/Anderson, Beckwith & Haible	good	
2 & 3	Harvard Bridge	1891, 1990/ William Jackson	rebuilt	Commonly called the Massachusetts Avenue Bridge
3S	Fens Gate House	1910/Walter Katelle	good	Hidden by Bowker Overpass; screens trash from Stony Brook conduit
3S	Seawall	1881–84, 1889–1890		
3 & 4	Boston University Bridge	1928/Desmond & Lord	fair	Built as Cottage Farm Bridge; renamed 1949
3 & 4	Boston & Albany Railroad bridge		fair	
4N	Magazine Beach administration building	1899/ Olmsted Brothers	very poor	Built from granite of original 1818 magazine; roof failure
4N	Riverside Boat Club	1912/John McAuliffe	good	
4N	William J. Reid Overpass	1939/ William M. Drummey	good	
4 & 5	River Street Bridge	1926/Bellows, Aldrich & Gray	poor	
4S–9S	Soldiers Field Road	1899, 1927, 1930, 1955		1899: Anderson Bridge to Arsenal Street Bridge 1927: Western Ave. Bridge to Anderson Bridge 1930: Western Ave. Bridge to Cottage Farm (B.U.) Bridge 1955: Arsenal Street Bridge to Nonantum Road
5 & 6	Western Avenue Bridge	1924/Desmond & Lord	good	
6	John W. Weeks Bridge	1927/ McKim, Mead, & White	good	John Rablin, engineer
6N	Weld Boat House, Harvard University	1907/ Peabody & Stearns	good	French
6 & 7	Anderson Memorial Bridge	1913/Wheelwright, Haven & Hoyt	good	Site of Great Bridge, 1662
7S	Newell Boat House, Harvard University	1900/ Peabody & Stearns	good	
7N	John F. Kennedy Park	1987/Carol R. Johnson Associates		
7N	Cambridge Boat Club	1911/John W. Ames	good	Moved 1947 for Memorial Drive
7N	Isabella Halsted Bench	1997/William P. Reimann		Recognizes Isabella Halsted as the founder of Riverbend Park
7 & 8	Eliot Bridge	1951/Maurice E. Witner	good	Named for landscape architect Charles Eliot and his father Charles W. Eliot, Harvard president from 1869 to 1909

*based on a visual assessment only

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SEGMENT	SITE NAME	DATE/DESIGNER	CONDITION*	NOTES
8S	Speedway	1899		90 acres of Brighton marshes filled in for promenade and one-mile speedway; now incorporated into Soldiers Field Road.
8S	Speedway Headquarters, with Captain's House, stable, police station, shed, and garage	1899/ Stickney & Austin	fair to poor	Remodeled
8N	American Legion Marsh Post 442	1941	poor	Built as bath house
8N	Greenough Boulevard	1966		
8 & 9	Arsenal Street Bridge	1925/ Robert D. Andrews	fair	
9S	Soldiers Field Road	1955		Due to presence of Brighton Abattoir, one of last parkway segments built; underpass added in 1958
9S	Brighton/Allston Pool & Bath House	1951	poor	
9N	Greenough Boulevard	1909		Arsenal to North Beacon, through Arsenal grounds
9N	Granite seawall	prior to 1906	fair	A 330-foot extension was added in 1907
9–10	North Beacon Street Bridge	1917	fair	
10S	Nonantum Road	1920, 1932, 1935		
10N	Charles River Road	1902, 1911		
10N	Granite steps, balustrade, and landing	1937	poor	One of six in the Basin
10N	Memorial to Roger Clap and the Dorchester Men	1947	fair	South of Charles River Road
10N	Memorial to the founders of Watertown	1931/Henry H. Kitson		
10–11	Galen Street Bridge	1907	good	Site of earlier bridges built in 1647, 1667, 1719
11	Watertown dam	1966		First dam on the site ca. 1634; fish ladder 1972

*based on a visual assessment only