



CRITERIA FOR SITING A NEW BOATHOUSE

RATINGS KEY

- ++ Excellent
- + Good
- ✓ Adequate
- Poor
- Unacceptable

POSSIBLE SITES <i>(possible uses)</i>	ACCESS TO PUBLIC TRANSIT	AVAILABLE PARKING	IMPACTS ON PARKLAND	BENEFITS TO PARK USERS	IMPACTS ON WATERSHEET
DALY FIELD <i>(rowing)</i>	- One bus line from Watertown Square.	+ There is already sufficient parking between the lot adjacent to the rink and the public launch lot.	<i>Depends on location:</i> + If phased into the rink site, it would replace an existing facility. - If built next to Daly Rink, the two together would create an enormous obstacle between the path and the river.	+ Would provide activity and security, as well as needed amenities, in a somewhat isolated area.	+ • Community Rowing, Inc., already rows out of this location. • One of the best places on the river to train novice rowers, out of the crowding of the Lower Basin and the powerhouse stretch.
HERTER PARK WEST <i>(rowing)</i>	+ Several bus stops within walking distance.	✓ Very little existing parking. There would be room to provide some parking for a facility here.	- Adding a large structure here would compete with restoration strategy.	+ Would provide activity and security, as well as needed amenities, in a somewhat isolated area.	- It would have to be just downriver of the Arsenal Bridge, which is already a pinch point.
HERTER PARK CENTRAL near Publick Theatre <i>(rowing)</i>	+ Three bus lines stop nearby on Western Avenue.	+ The lot here is more than adequate.	-- This site is already heavily programmed and has several facilities. Adding another large structure may overburden it.	✓ Would provide public restrooms, kayak/in-line skate rentals in a heavily used area.	- It would be on the inside of a curve on a heavily used stretch of the river.

Boathouse Location



RATINGS KEY	
++	Excellent
+	Good
✓	Adequate
-	Poor
--	Unacceptable

Boathouse Location

POSSIBLE SITES <i>(possible uses)</i>	ACCESS TO PUBLIC TRANSIT	AVAILABLE PARKING	IMPACTS ON PARKLAND	BENEFITS TO PARK USERS	IMPACTS ON WATERSHEET
HERTER PARK EAST near Eliot Bridge <i>(rowing)</i>	+ Three bus lines relatively nearby on Western Avenue.	+ The lot here is more than adequate.	-- <ul style="list-style-type: none"> • Adding a large structure would block access to the water. • The area sees extremely heavy use as a family picnic area, and is one of the only large, unprogrammed spaces on the river. • A large facility needed to accommodate a public rowing program would overpower the area. 	✓ Would provide public restrooms, kayak/in-line skate rentals in a heavily used area.	- Would be on the outside of a curve—one of the worst on the river—just above the Eliot Bridge. The goal is to move boat traffic away from here, not add to it.
MAGAZINE BEACH <i>(rowing)</i>	- There is no convenient access to the site by public transportation.	- While there is some parking, there is by no means enough to support a large rowing program.	- This area already has several structures, and much of the rest of it is taken up by athletic fields. Another facility would be intrusive.	✓ Would provide public restrooms, kayak/in-line skate rentals in a heavily used area.	- Would be on the outside of a curve in the powerhouse stretch, one of the most heavily-used stretches of the river.
ACROSS FROM MAGAZINE BEACH assuming Storrow Drive is shifted away from the river <i>(rowing)</i>	✓ Access from Green Line's B train.	- Little or no room for parking. Possibility to share with Genzyme or Boston University.	+ Bank here is very steep. Boathouse would have to be a floating structure, resulting in minimal parkland impact.	+ Would provide activity, security, and needed amenities in a heavily-used but isolated area.	+ On the outside of a curve in a large stretch of dead water.



POSSIBLE SITES <i>(possible uses)</i>	ACCESS TO PUBLIC TRANSIT	AVAILABLE PARKING	IMPACTS ON PARKLAND	BENEFITS TO PARK USERS	IMPACTS ON WATERSHEET
SHERBORN STREET FACILITY between Harvard & B.U. bridges on the Boston side <i>(rowing and/or sailing)</i>	++ Short walk (0.33 mile) to Green Line and multiple bus lines at Kenmore Square.	- There is no parking here, nor is there room to build any.	<i>Depends on location:</i> + Floated offshore. ✓ On land: Structure would have to be carefully designed, as the parkland here is not wide.	+ Would provide activity and security, as well as needed amenities, in a heavily-used but somewhat isolated area.	✓ While still in the Lower Basin, this is one of the least crowded spots.
UPPER END OF M.I.T. SEAWALL <i>(rowing and/or sailing)</i>	✓ Relatively short walk from MBTA #1 bus. Fifteen minutes from subway station.	✓ Limited on-street parking. Might negotiate shared parking with MIT or Memorial Drive businesses.	+ Boathouse would be floated off the seawall, resulting in minimal effect on parkland.	✓ Would provide public restrooms in an underserved, heavily-used stretch of the river.	+ While still in the Lower Basin, this is away from most of the crowding. Would need to face docks upriver to avoid interference with MIT.
SMALLER PROGRAM OUT OF COMMUNITY BOATING <i>(rowing)</i>	++ Short walk (0.15 mile) to Red Line MGH/Charles station.	- No convenient nearby parking.	✓ Would further block public access to that section of the Esplanade, but not by much.	✓ Would not appreciably increase use of the Esplanade, nor would it provide benefits to park users.	✓ A small program, carefully coached, could avoid serious impacts on the already crowded Lower Basin.
LEDERMAN FIELD/LEE POOL <i>(rowing)</i>	++ Short walk (0.33 mile) to Red Line MGH/Charles station.	- No convenient nearby parking, and providing parking would consume land for athletic fields.	- Would disturb either existing athletic fields or the pool.	✓ Would provide public restrooms and in-line skate rentals at a heavily-used area.	-- Would put novice rowers in the most heavily-used stretch of the river and add traffic near the mouth of the lock.

RATINGS KEY

- ++** Excellent
- +** Good
- ✓** Adequate
- Poor
- Unacceptable

Boathouse Location



RATINGS KEY
 ++ Excellent
 + Good
 ✓ Adequate
 - Poor
 -- Unacceptable

Boathouse Location

POSSIBLE SITES <i>(possible uses)</i>	ACCESS TO PUBLIC TRANSIT	AVAILABLE PARKING	IMPACTS ON PARKLAND	BENEFITS TO PARK USERS	IMPACTS ON WATERSHEET
CAMBRIDGE SEAWALL, JUST BELOW THE LONGFELLOW BRIDGE <i>(rowing)</i>	++ Short walk (0.33 mile) to Red Line MGH/Charles station.	- No convenient nearby parking, and providing parking would consume land for athletic fields.	- Would disturb either existing athletic fields or the pool.	✓ Would provide public restrooms and in-line skate rentals at a heavily-used area.	- Would put novice rowers close to the most congested area of the Lower Basin. Heavy motorized boat traffic.
HISTORIC STABLE AND BOATHOUSE ON THE OLD CHARLES RIVER DAM <i>(rowing)</i>	+ Near the Green Line Science Park stop and within 0.5 miles of the Red Line Kendall Square stop.	✓ Only a few spaces available. Might be able to work out agreement with the Museum of Science garage immediately adjacent.	++ Would rehabilitate a beautiful pair of historic buildings. Would be suitable for a smaller rowing program but not a large one.	✓ Very little effect on park users, but boats would be launched across proposed path behind the Museum of Science.	- Would put novice rowers close to the most congested area of the Lower Basin.

CONCLUSIONS

Given these concerns and possibilities, a few locations stand out with largely positive ratings.

- **Daly Field**, where Community Rowing is now.
- **Near the Sherborn Street pedestrian bridge** across Storrow Drive, just upriver of the Harvard Bridge
- **At the upriver end of the MIT seawall.** A facility on pilings at the end of the seawall could effect a better transition from vertical seawall

to sloping shore. While it would not have good public transportation or parking access, it would be well-located in terms of use of the banks and traffic patterns on the river.

- In the **historic buildings** (after rehabilitation) **on the north side of the Old Charles River Dam.**
- Should it ever become possible to shift Storrow Drive between the Boston University and River Street bridges away from the Charles, this stretch would be an excellent location for a boathouse built over the water, along the lines of the Harvard sailing pavilion.