

# HARVARD ERC DISTRICT AND GREENWAY PLAN

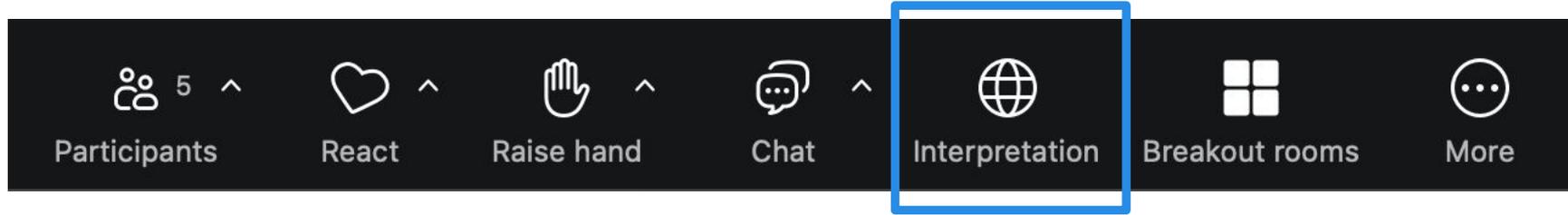
Public Meeting - March 10, 2026



Planning Department

CITY of **BOSTON**

# ZOOM CONTROLS FOR INTERPRETATION



**(EN)** Look for the interpretation icon (**globe**) at the bottom of your screen and select the language you want to hear.

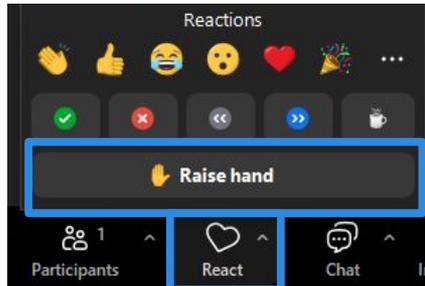
**(繁體中文)** 尋找螢幕下方的口譯圖示(地球儀)，選擇您想聽的語言。

**(Español)** Busque el ícono de la interpretación (**globo**) en el borde inferior de su pantalla y seleccione el idioma en el que desea escuchar.

# ZOOM MEETING INFO AND TIPS

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Raise Hand



Mute/Unmute

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# WELCOME + PURPOSE OF TONIGHT'S MEETING

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## Tonight we will:

- Introduce the draft ERC District & Greenway Plan
- Highlight key updates since the 2021 plan
- Explain next steps and how to participate in the comment period

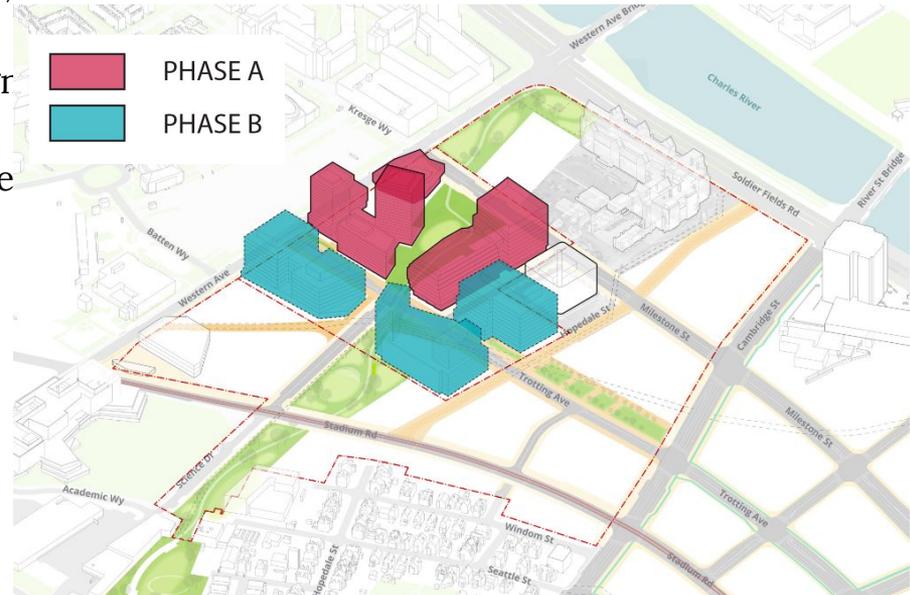


# WHAT IS THE ERC DISTRICT & GREENWAY PLAN?



A City-led planning framework that defines the goals, intent, and physical structure for the ERC area, including land use, open space, mobility, urban design and the Greenway. The plan builds on the 2021 Framework Plan and the completion of Phase A of the Enterprise Research Campus to guide future development and strengthen connections to Allston-Brighton.

- **\$2 million commitment for AB Planning Initiatives**
  - **ERC District & Greenway Plan**
  - **Beacon Park Yards**
  - **Allston-Brighton Needs Assessment**
  - **Allston Brighton Community Plan**



# WHAT THE PLAN DOES DO

The District and Greenway Plan provides a coordinated framework for the long-term evolution of the Enterprise Research Campus, establishing the planning, design, and public realm guidelines that will shape the future PDA Master Plan and ensure development advances both community priorities and Citywide goals.

- Establishes the **vision and structure for district growth**
- Defines the **overall land use mix**
- Identifies **height transitions and urban design principles**
- Sets the **open space and Greenway framework**
- Outlines the **long-term street and mobility network**
- Integrates **community feedback into the planning direction**
- Provides the **foundation for future zoning and development review**



# WHAT THE PLAN DOES NOT DO



This draft District and Greenway Plan provides a long term framework and shared direction, but it does **not** change zoning, approve buildings, or authorize development.

- Does not **rezone** the site or change existing zoning controls
- Does not set **building heights, FAR, or parcel-level density**
- Does not approve **specific buildings or designs**
- Does not replace the **future PDA Master Plan or A.80** planning and review process
- Does not determine **final street or open space** design details
- Does not change the approved Phase A and Phase B projects



A view of Cambridge Street from the Charles River Bridge, marking the southern gateway into the new development.

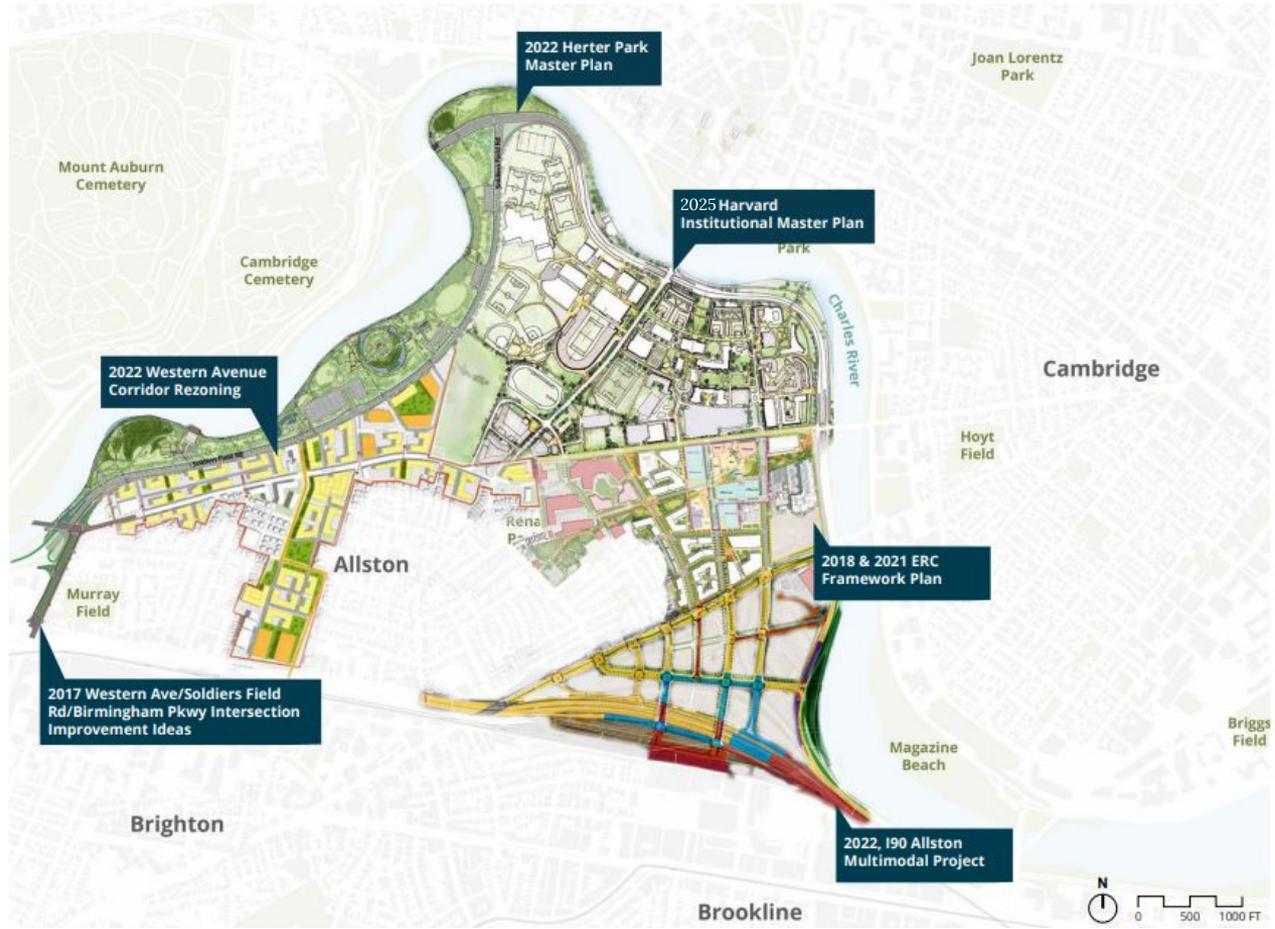


Existing view from Cambridge Street Bridge looking west



View Location Map

# PAST PLANNING EFFORTS WE ARE BUILDING ON

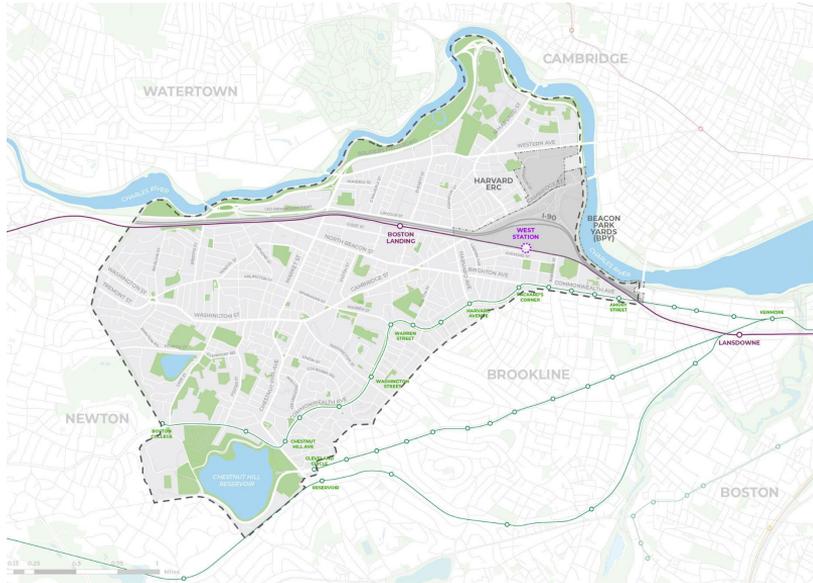


# CURRENT PLANNING EFFORTS

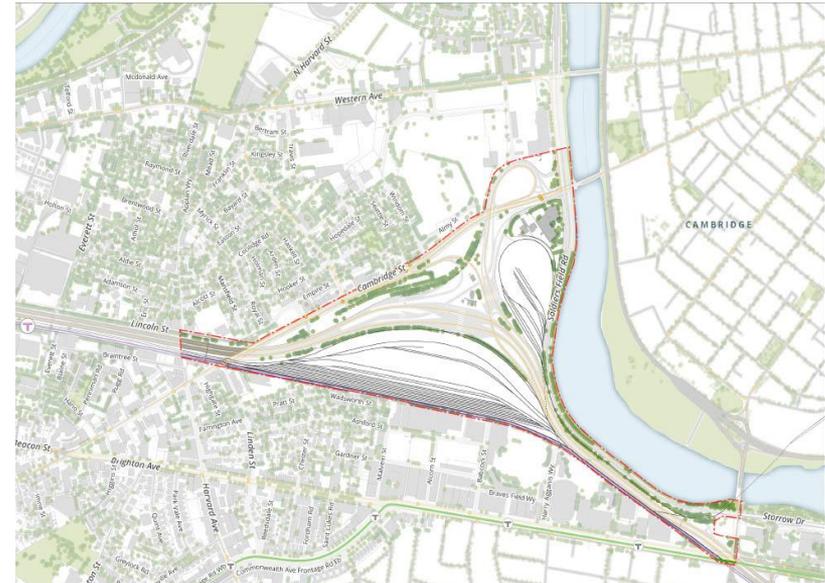


Current planning efforts—including the Allston–Brighton Community Plan and initiatives shaping the future of the Beacon Park Yards area—are closely interconnected, collectively guiding coordinated growth, infrastructure planning, and investment across the district.

## Allston–Brighton Community Plan (ABCP)

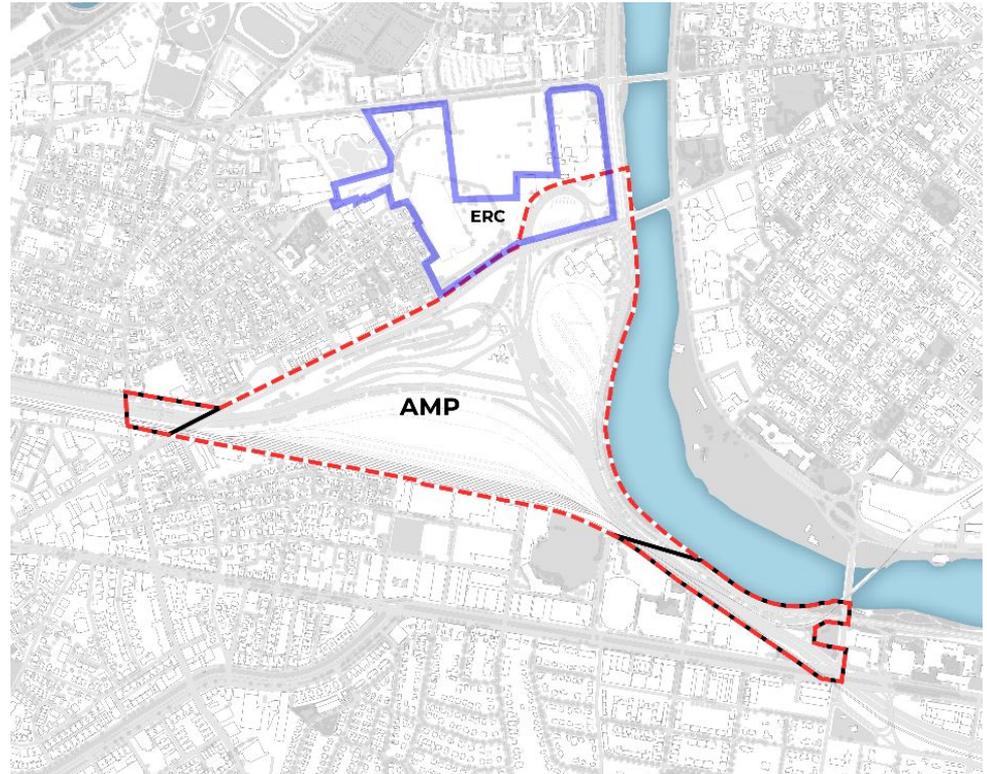


## Beacon Park Yard (BPY)



# ALLSTON MULTIMODAL PROJECT (AMP)

- Project by MassDoT
- The Allston Viaduct is nearing the end of its useful lifespan and needs to be replaced
- This is the primary east-west route between Western Massachusetts, Worcester, and Boston
- Federal funding to replace the viaduct was recently rescinded
- As of 2026, the project is currently undergoing cost and engineering analysis to see what options are possible
- Part of the ERC cannot be built until the AMP is complete



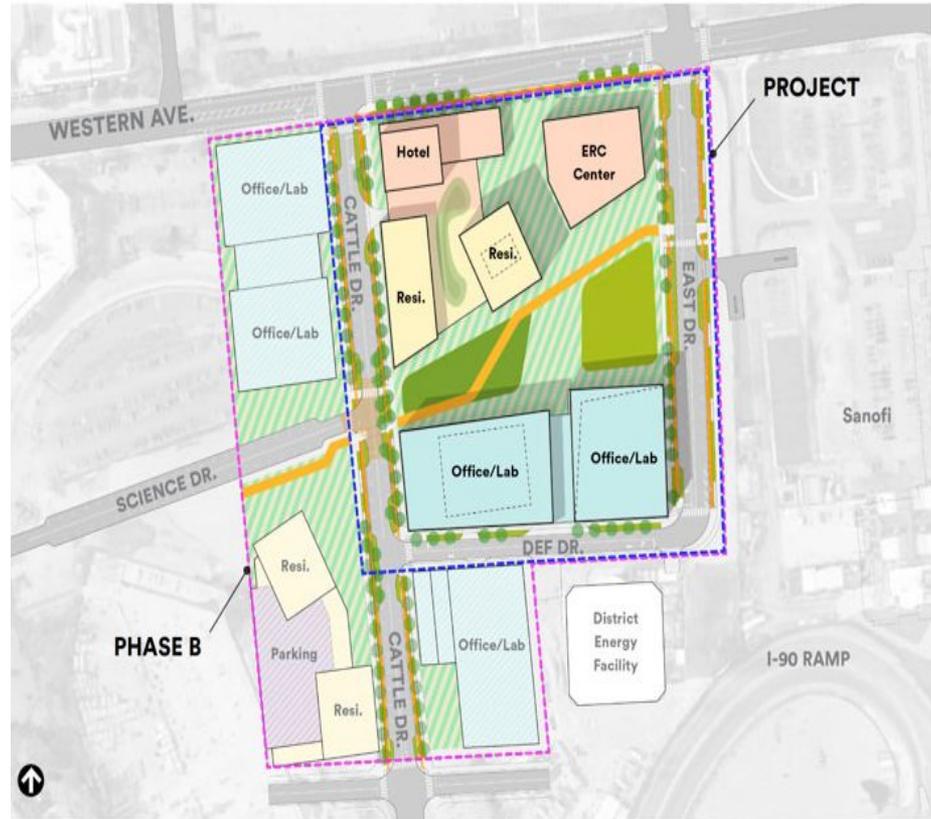
# PHASE A & PHASE B

**Phase A:** The first approved development phase of the ERC.

- Currently under construction
- Includes commercial and lab buildings, a hotel, and new housing
- Delivers early streets, utilities, and public realm improvements

**Phase B:** The second phase of the original ERC plan.

- Master plan approved; development plan to follow
- Adds additional commercial and mixed use buildings
- Expands internal circulation and open space elements



# VISION STATEMENT / FRAMEWORK

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**Vision Statement:** The ERC District and Greenway Plan establishes a long term community grounded framework that supports a vibrant mixed use district, a resilient Greenway, and stronger connections between Harvard's campus areas and Allston-Brighton.

## Framework Pillars

- **Land Use and Development** a balanced mix of employment, housing, and innovation space
- **Urban Design and Scale** a clear district structure with transitions that respect neighborhood edges
- **Mobility and Access** safe, multimodal connections that evolve with the Allston Multimodal Project
- **Open Space and Public Realm** a Greenway centered network of active, inclusive public spaces

# WHAT WE HEARD & HOW WE ENGAGED

**Engagement at a Glance:** Over the course of one year, the team conducted a range of engagement activities to gather community input and local insight.

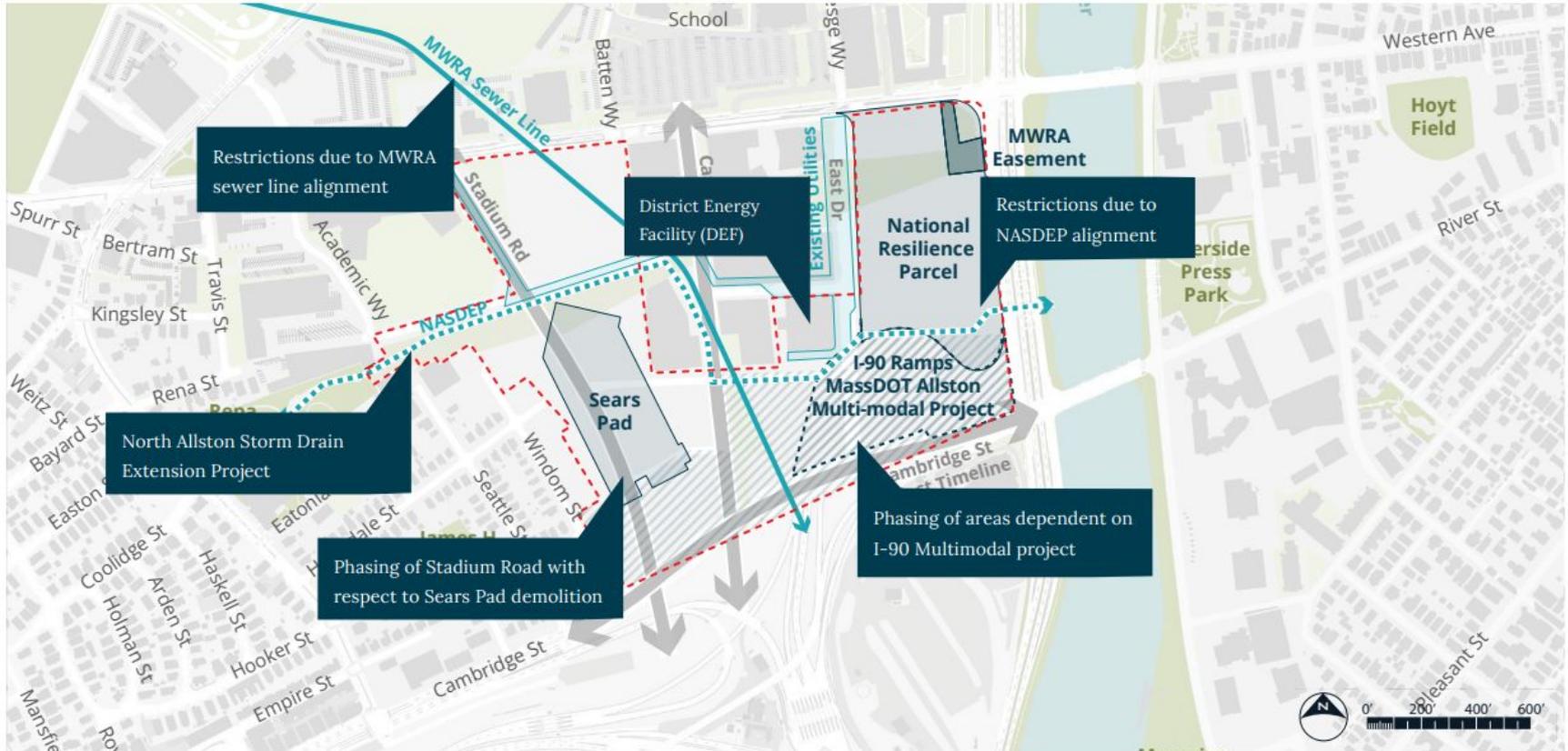
## Key Themes We Heard

- Integrate the ERC with the existing **fabric of Allston-Brighton.**
- Safer **walking, biking, and transit connections**
- More **housing options**, including affordable units
- **Flexible, year-round open spaces**
- **Active ground floors and small businesses**
- A **public realm** designed to connect with surrounding neighborhoods
- Continued concerns about **affordability and neighborhood fit**

### Engagement Activities Since 2023:

- 3 Advisory Group meetings
- 1 Public Forum
- 5 stakeholder interviews
- 3 topical focus groups (open space, land use, mobility)
- Online survey
- Site activation and walk-throughs
- Coordination with Harvard, DCR, MassDOT, and local organizations

# CONSTRAINTS



Site constraints & existing conditions as seen on the ground today.

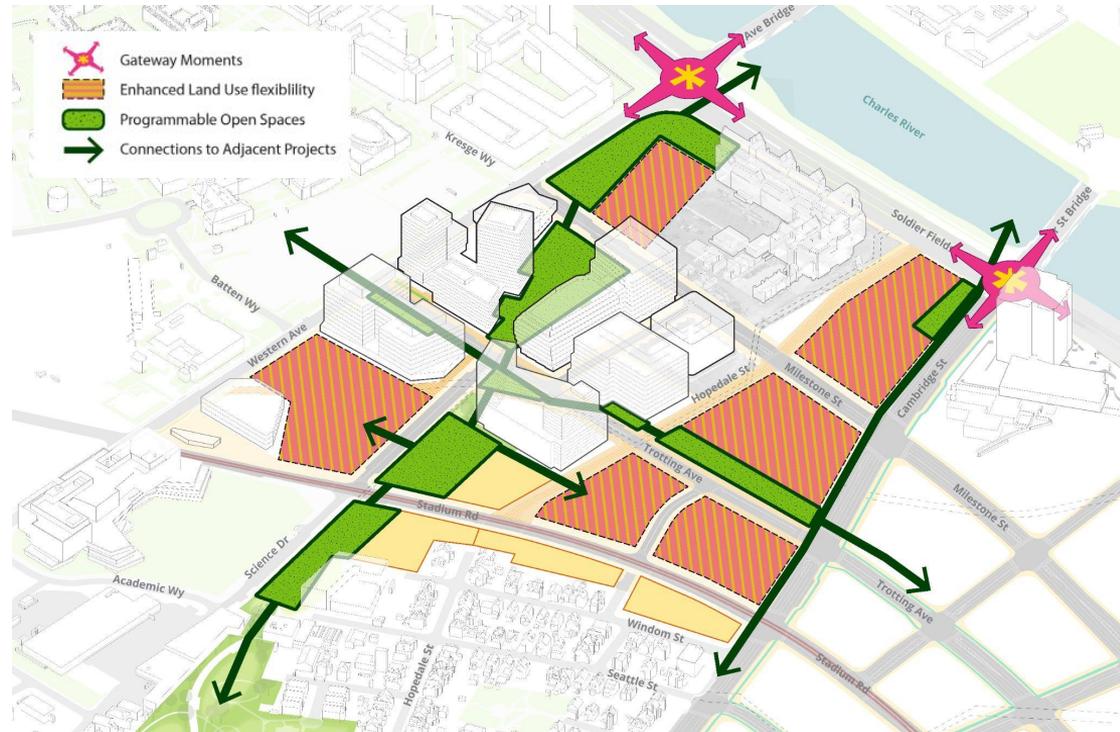


# LAND USE & DEVELOPMENT APPROACH

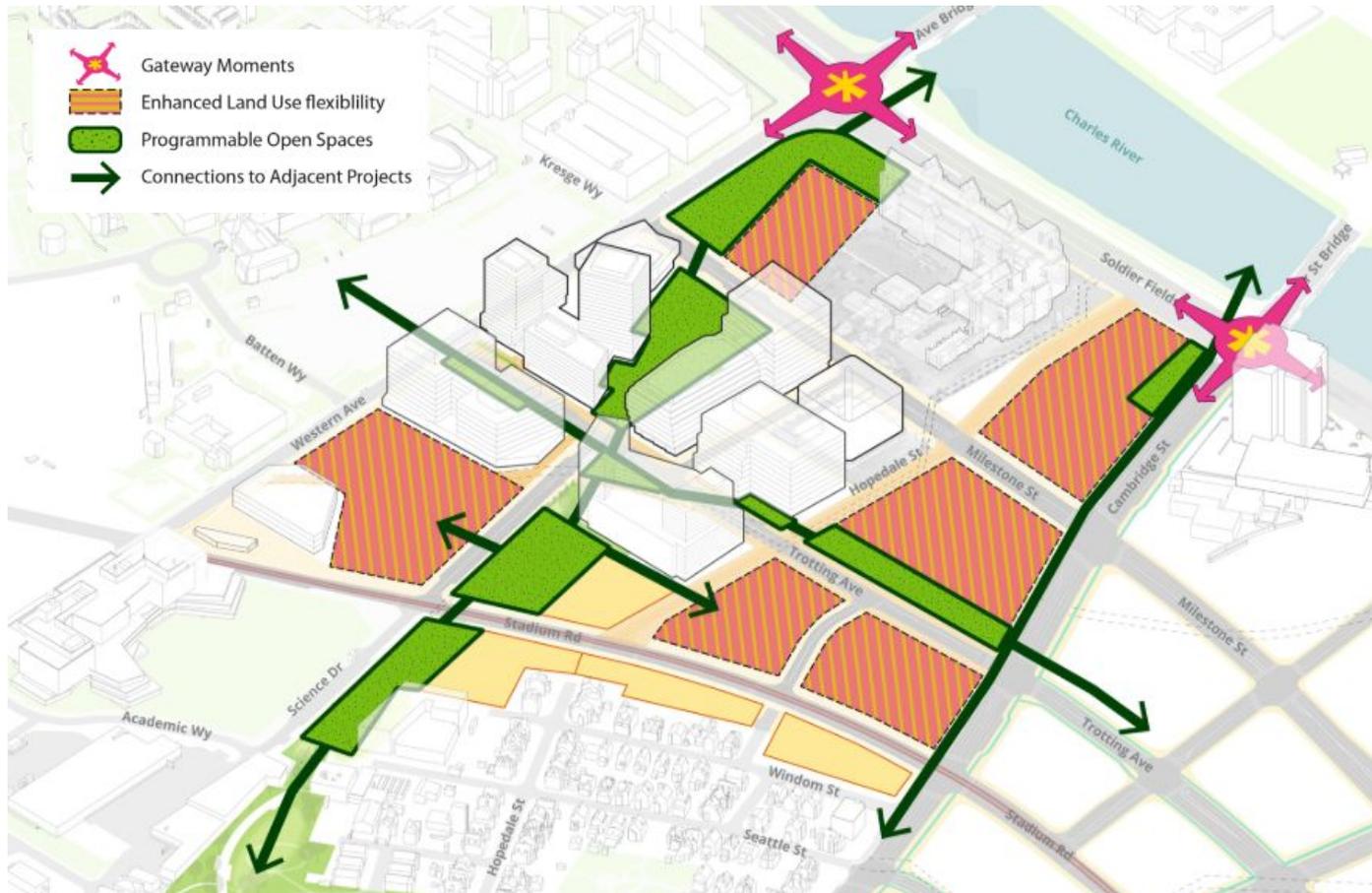


The draft plan outlines a flexible land use approach that:

- Builds upon the mixed-use innovation district with employment, housing, retail, and community spaces
- Allows for a flexible land-use mix that can align with future market conditions
- Includes residential along Stadium Road to balance transition from existing neighborhood
- Phasing coordinated with, and adaptable to, the Allston Multimodal Project.
- Higher intensity in the district core, transitioning to neighborhood edges



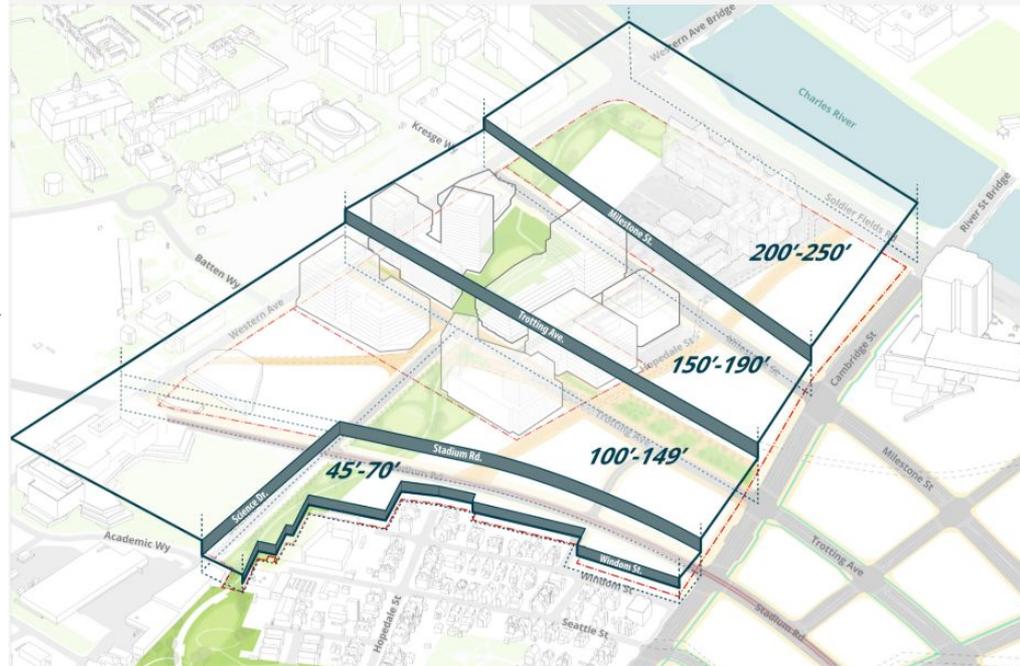
# LAND USE & DEVELOPMENT APPROACH



# URBAN DESIGN & HEIGHT TRANSITIONS

The framework focuses on creating a human-scaled district with clear transitions and outward-facing public realm. Key elements include:

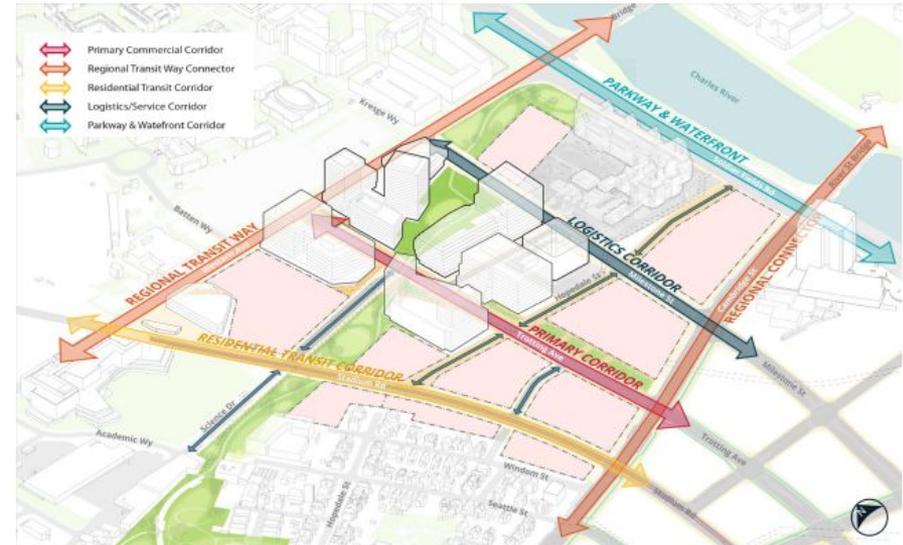
- Height transitions from the district core to neighborhood edges
- Active ground floors along Trotter Avenue, Stadium Road, and Science Drive
- Connected street grid improving walkability and circulation
- Block and building orientation maximizing sunlight and open space access
- Edges designed to stitch the ERC into Allston-Brighton



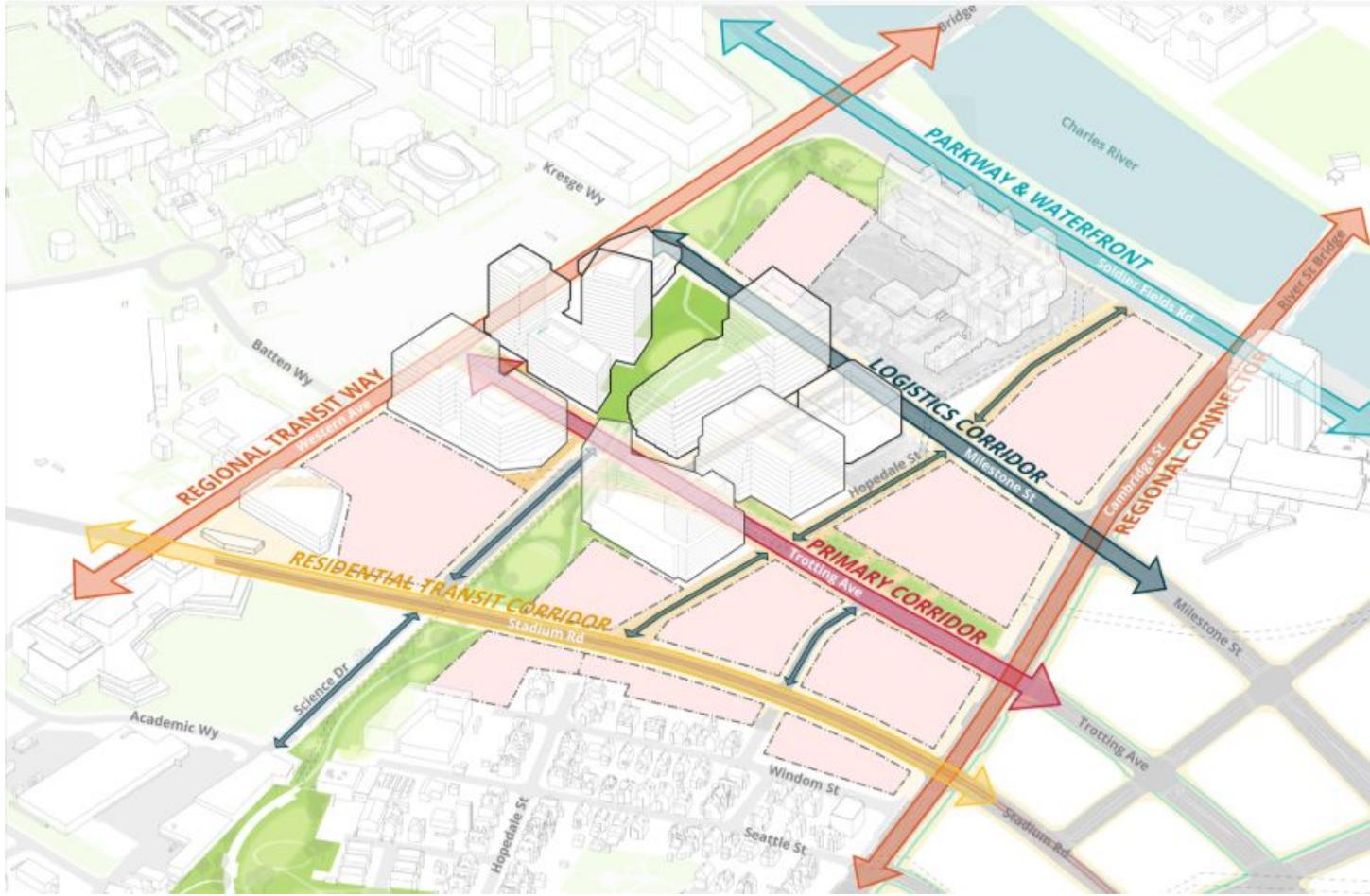
# MOBILITY & TRANSPORTATION NETWORK

The draft mobility framework focuses on creating a safe, connected, and flexible street network that serves residents, workers, and visitors. Key elements include:

- Safer and more comfortable walking and biking conditions
- A clear hierarchy of streets
  - **Stadium Road:** neighborhood-facing multimodal corridor
  - **Trotting Avenue:** main east-west district spine
  - **Cambridge Street:** regional connector to Allston Village and Harvard campus areas
  - **Milestone Street:** service, loading, and logistics corridor



# MOBILITY & TRANSPORTATION NETWORK



# OPEN SPACE & PUBLIC REALM FRAMEWORK



The ERC's open space network is designed to create an inclusive, connected, and active public realm that complements surrounding neighborhoods. The draft framework includes:

- Minimum **20% publicly accessible open space**
- Greenway as the **district's central linear park**
- Programmed open spaces, including **Stadium Road**
- Strong connections to the **Charles River, Western Ave, and Cambridge St**
- Mix of **active, flexible, and quiet spaces**
- Open space supporting **placemaking and local culture**

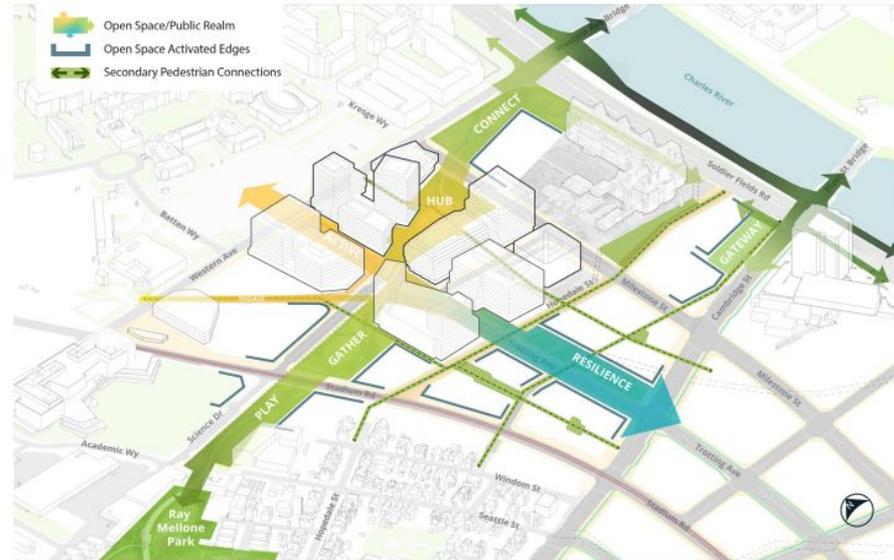
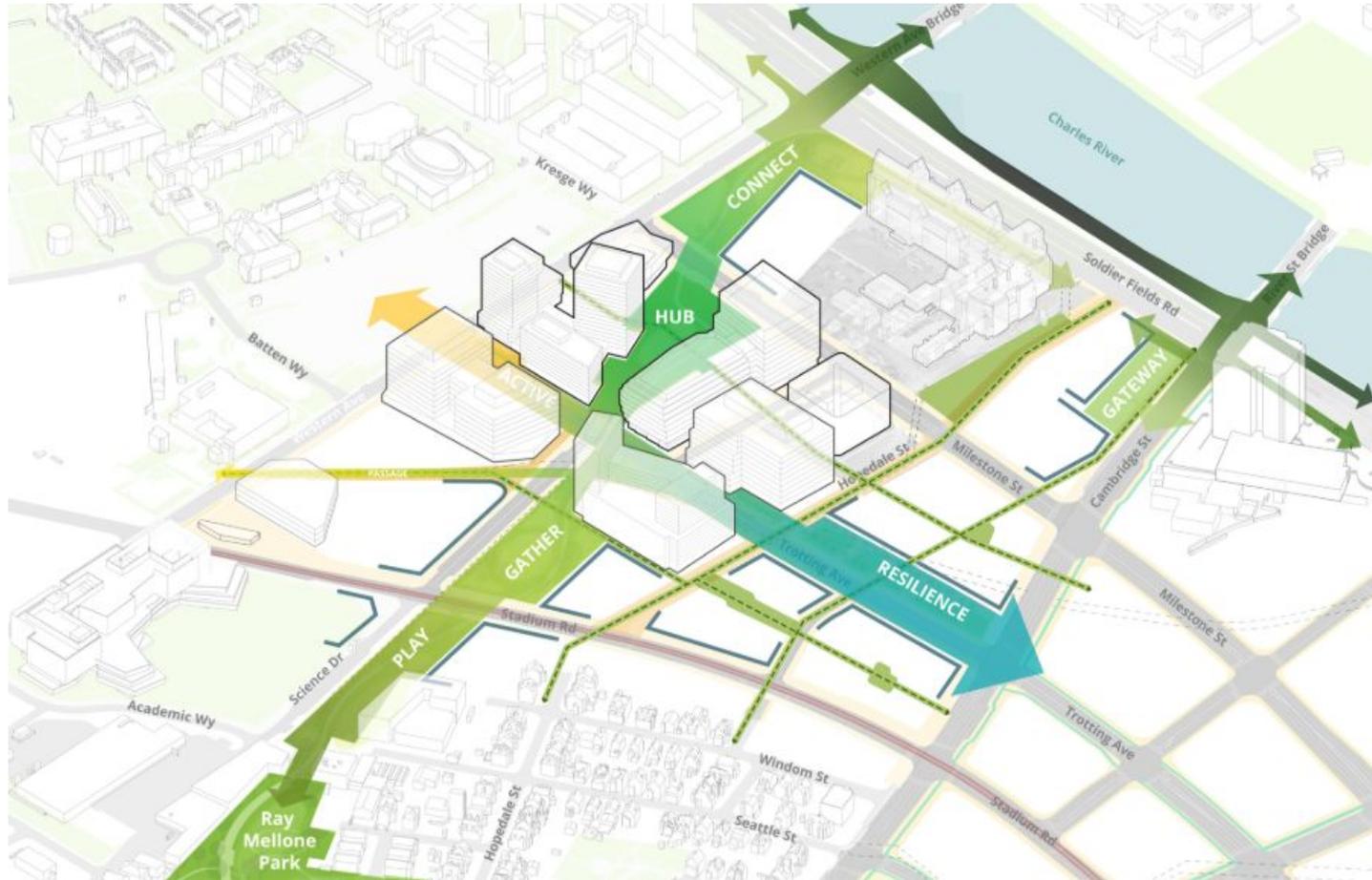


Diagram illustrating public realm and open space activity and how these spaces connect to the surrounding community.

# OPEN SPACE & PUBLIC REALM FRAMEWORK



# WHAT'S CHANGED SINCE THE 2021 PLAN?

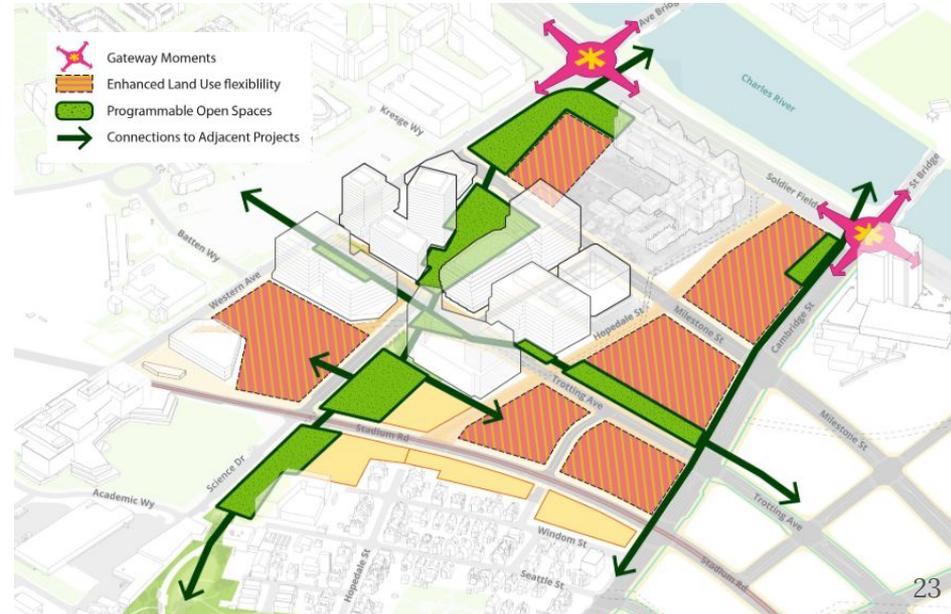
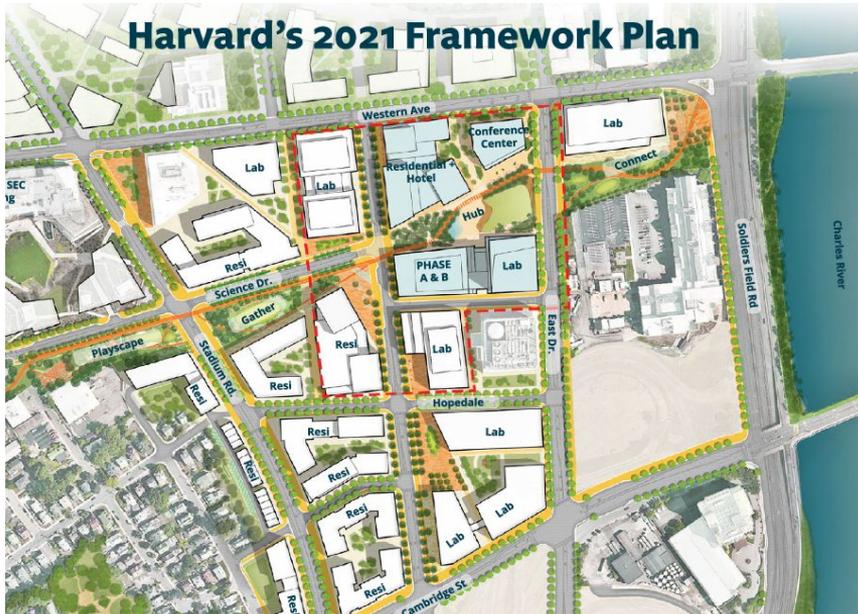


## Land Use Mix

- 2021 emphasized research and commercial uses
- 2026 introduces a more balanced mix: one third commercial and employment, one third residential, and one third flexible uses including innovation, academic, and mixed-use space

## Greenway and Open Space Network

- 2021 included a conceptual Greenway alignment
- 2026 defines a full Greenway spine with additional open space nodes at Stadium Road, Trotter, and E8



# WHAT'S CHANGED SINCE THE 2021 PLAN?

## Mobility and Street Framework

- Stronger focus on multimodal connections, local access, and the long term impacts of future I 90 ramp removal
- High level street concepts showing intent while deferring detailed engineering to future phases

## Flexibility as a Core Principle

- Recognizes the long build out horizon and need for iterative implementation



# THE NEED FOR FLEXIBILITY

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Future development must remain adaptable as **markets, infrastructure, and economic conditions evolve over time.**

## Market Conditions

- Demand for life sciences, office, and housing fluctuates with economic cycles
- Market demand for lab and commercial space can shift rapidly
- Parcels may need to transition between commercial, residential, and mixed-use over time
- Development feasibility is influenced by construction and financing costs

## Development Timeline

- Full district buildout is expected to occur over multiple decades
- Early phases will prioritize sites that can advance with existing infrastructure and access
- Phasing is closely tied to the timeline of the Allston Multimodal Project and supporting infrastructure
- Parcel development will occur in coordination with infrastructure sequencing and district readiness

# CODIFYING THE PLAN

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The next steps will follow a multi-phase process:

## 1. Final Draft Plan Adoption

- Incorporates Advisory Group + public comments
- Establishes the shared planning framework for the ERC
- Adopted by BPDA Board following comment period

## 2. Future Planned Development Area (PDA) Master Plan

- A PDA is a **zoning overlay** district that establishes special zoning under Article 80-C
- A PDA Master Plan establishes **detailed zoning, massing, design guidelines, phasing, and infrastructure**
- Will occur sometime in the future **after** the district plan is finalized
- This plan will be used to guide the PDA Master Plan

## 3. Subsequent PDA Development Plan + Parcel-Level Review (Later Stages)

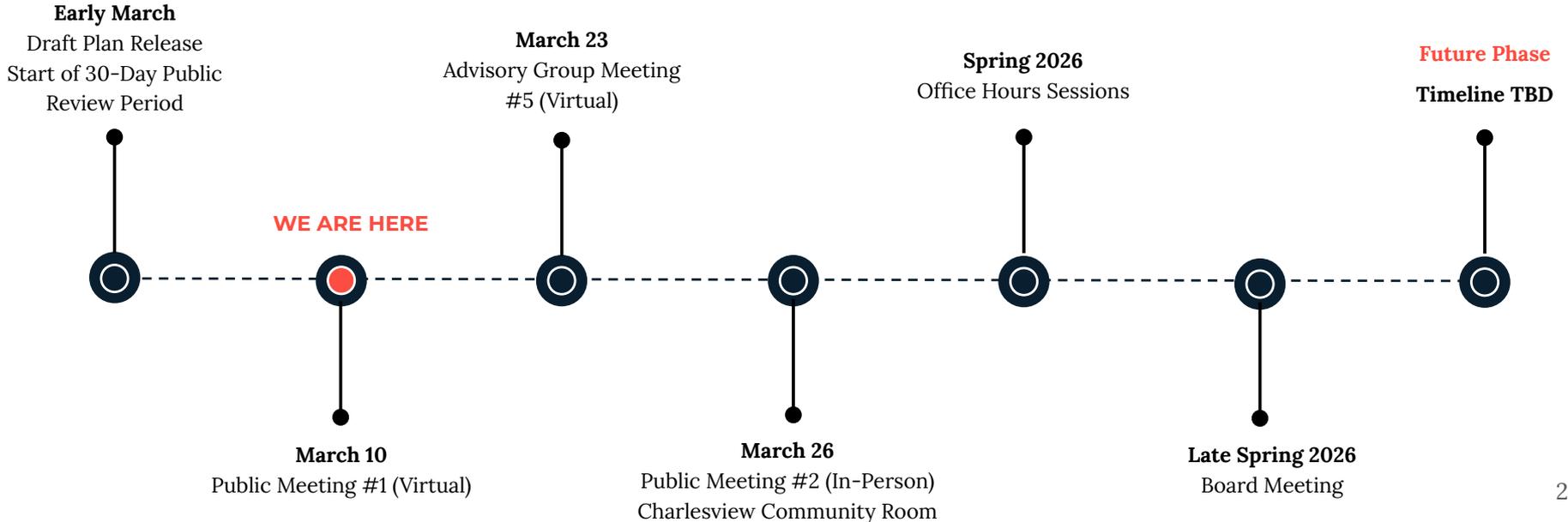
- A PDA Development Plan will **specify** the proposed location, dimension, and all appearances within the PDA
- Design review, Article 80 (as applicable), and additional public engagement

# WHAT'S NEXT:



In the coming weeks, we are

- Host an in person meeting on March 26th
- Opening a **30-day public comment period** for written and verbal feedback, **March 9th - April 8th**
- **Comments can be submitted to** <http://bosplans.org/HarvardERCPublicComments>
- Refining the draft based on Advisory Group, public, and partner input
- Presenting the final draft to the BPDA Board for approval and adopt the plan



# THANK YOU

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## HAVE QUESTIONS?

**MATTHEW HUSSMANN** [Matthew.Hussmann@boston.gov](mailto:Matthew.Hussmann@boston.gov)

### UPCOMING EVENTS:

- March 20, 2026 - Office Hours #1 (Virtual)
- March 23, 2026 - Advisory Group Meeting #5 (Virtual)
- March 26, 2026 - Public Meeting #2 (In-Person)
- March 30, 2026 - Office Hours #2 (Virtual)

**SUBMIT COMMENTS BETWEEN MARCH 9 - APRIL 8:**

[bosplans.org/HarvardERCPublicComments](https://bosplans.org/HarvardERCPublicComments)

