



HARVARD ERC DISTRICT AND GREENWAY PLAN

Advisory Group Meeting #5 - March 23, 2026

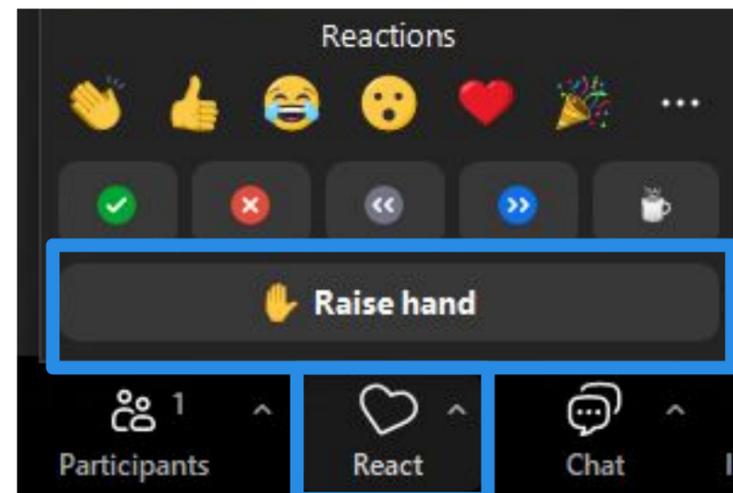


Planning Department

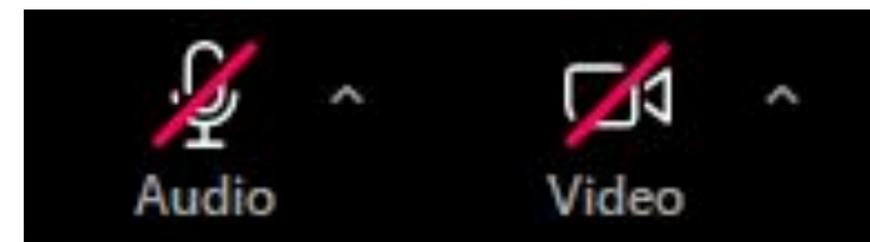
CITY of BOSTON

ZOOM MEETING INFO AND TIPS

- **This meeting will be recorded** and posted on the project webpage. If you do not wish to be recorded during the meeting, please turn off your microphone and camera.
- **Zoom controls are available at the bottom of your screen.** Clicking on these symbols activates different features.
- **Use raise hand function** (dial *9 followed by *6 if joining by phone) **and wait to be called upon** before asking your question or providing comment.



Raise Hand



Mute/Unmute

Turn Video On/Off

WELCOME + PURPOSE OF TONIGHT'S MEETING

Tonight we will:

- Review early feedback received since plan release
- Identify areas for clarification and refinement
- Help prioritize updates before finalization

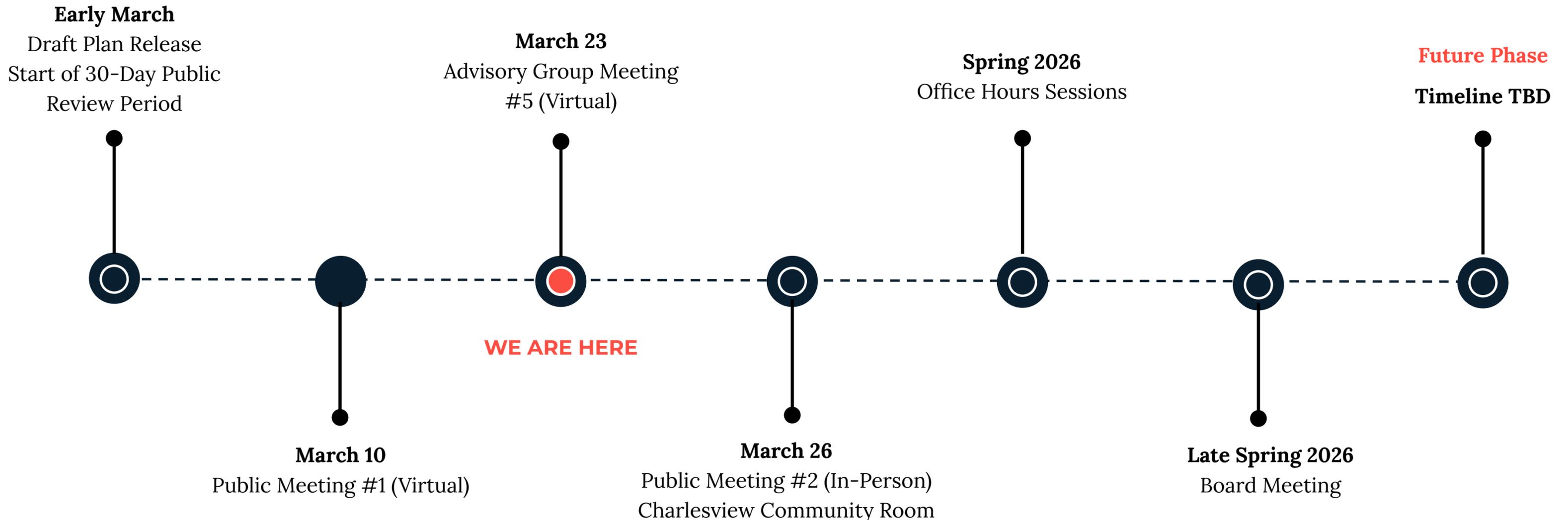


WHERE WE ARE IN THE PROCESS



In the coming weeks, we are

- Host an in person meeting on March 26th
- The **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



WHAT WE HEARD

We want to ground today's discussion in what we're already hearing. Early feedback is pointing to a few key themes that we think are important to pressure-test together.

Connectivity + Access

- Barriers moving in/out of Lower Allston
- Concerns about bridge conditions and pedestrian safety
- Perception of the area being “cut off”

Safety + Greenway Design

- Need for lighting along the Greenway
- Importance of year-round usability
- Safety concerns in low-light conditions

Process + Stakeholder Inclusion

- Questions about engagement of groups.

ROLE OF THE ADVISORY GROUP

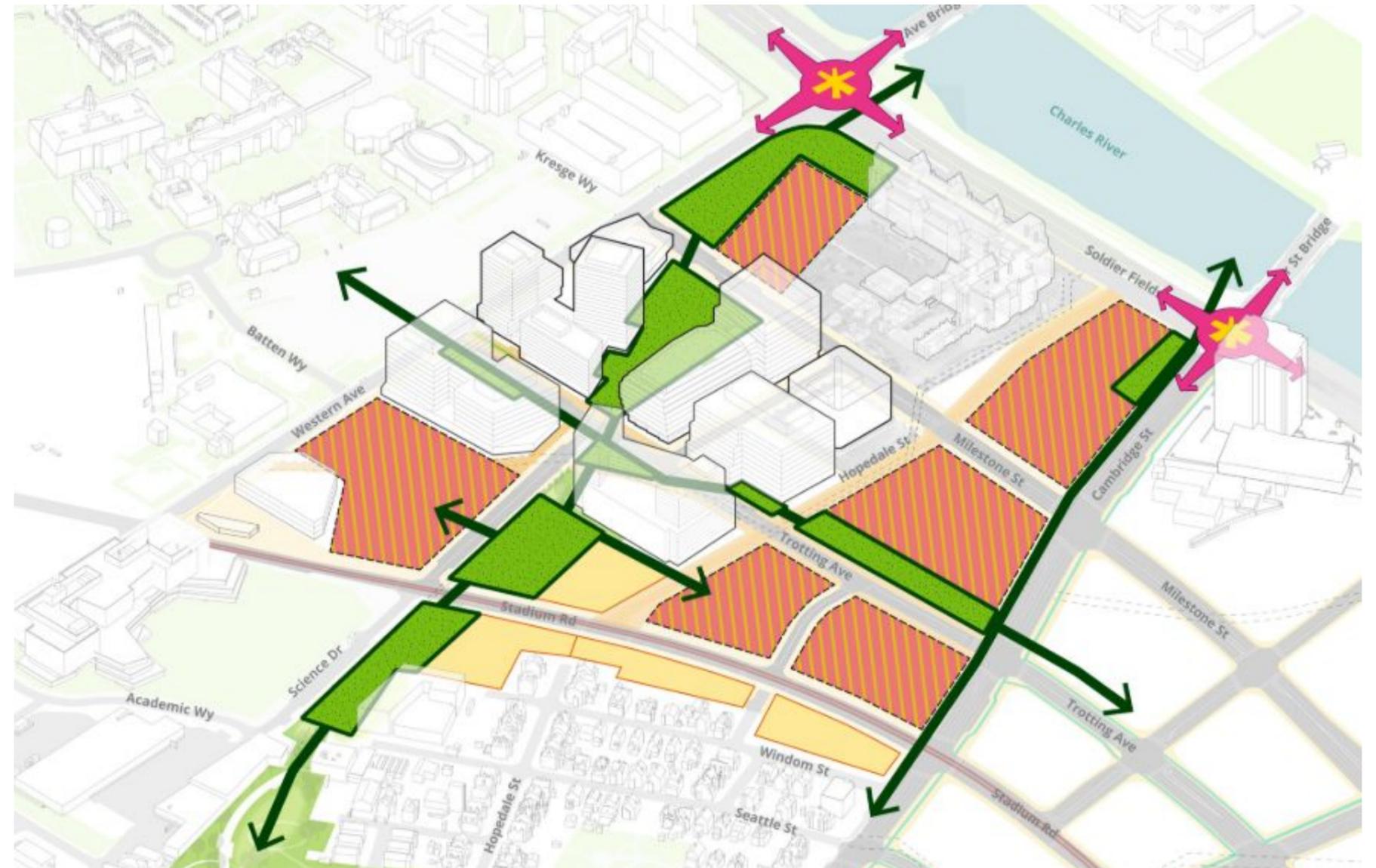
Your Role Today:

- React to early feedback themes
- Identify gaps, risks, and unclear elements
- Recommend specific improvements
- Help prioritize what matters most

How We'll Structure the Discussion:

For each topic:

- What's working well?
- What is unclear or could be misinterpreted?



VISION STATEMENT / FRAMEWORK

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 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



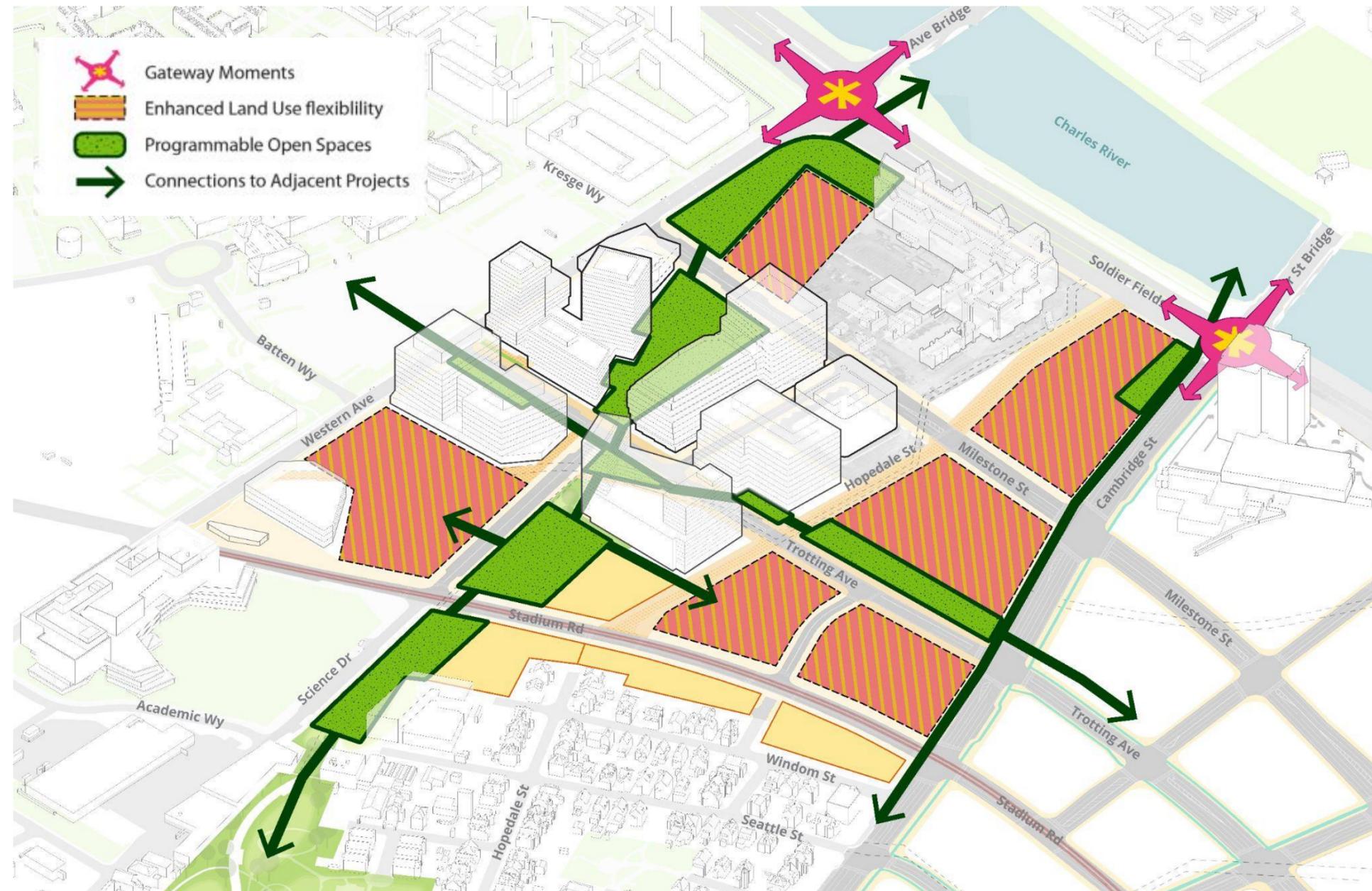
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LAND USE & DEVELOPMENT APPROACH

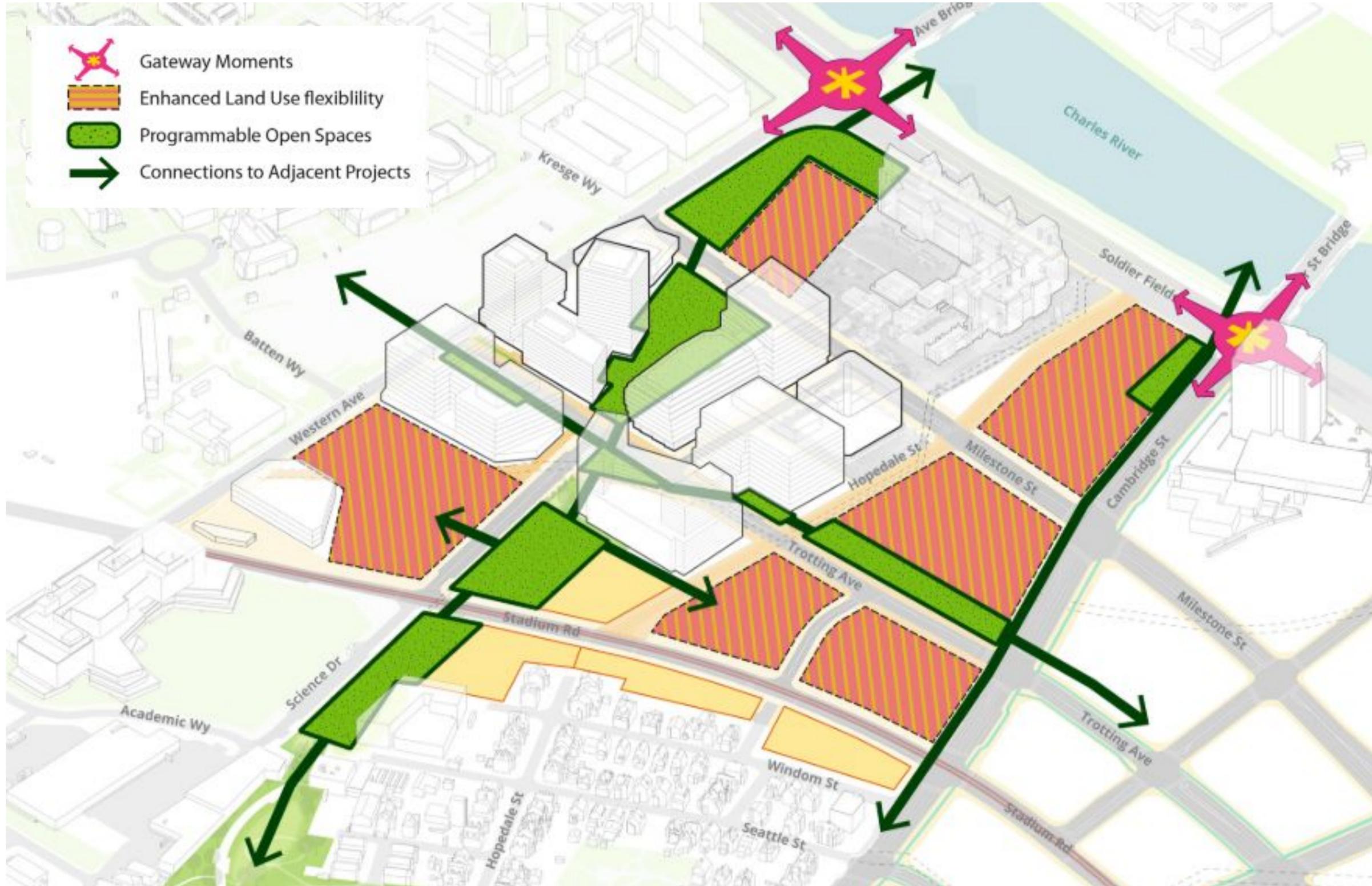


The draft plan outlines a flexible land use approach that:

- 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



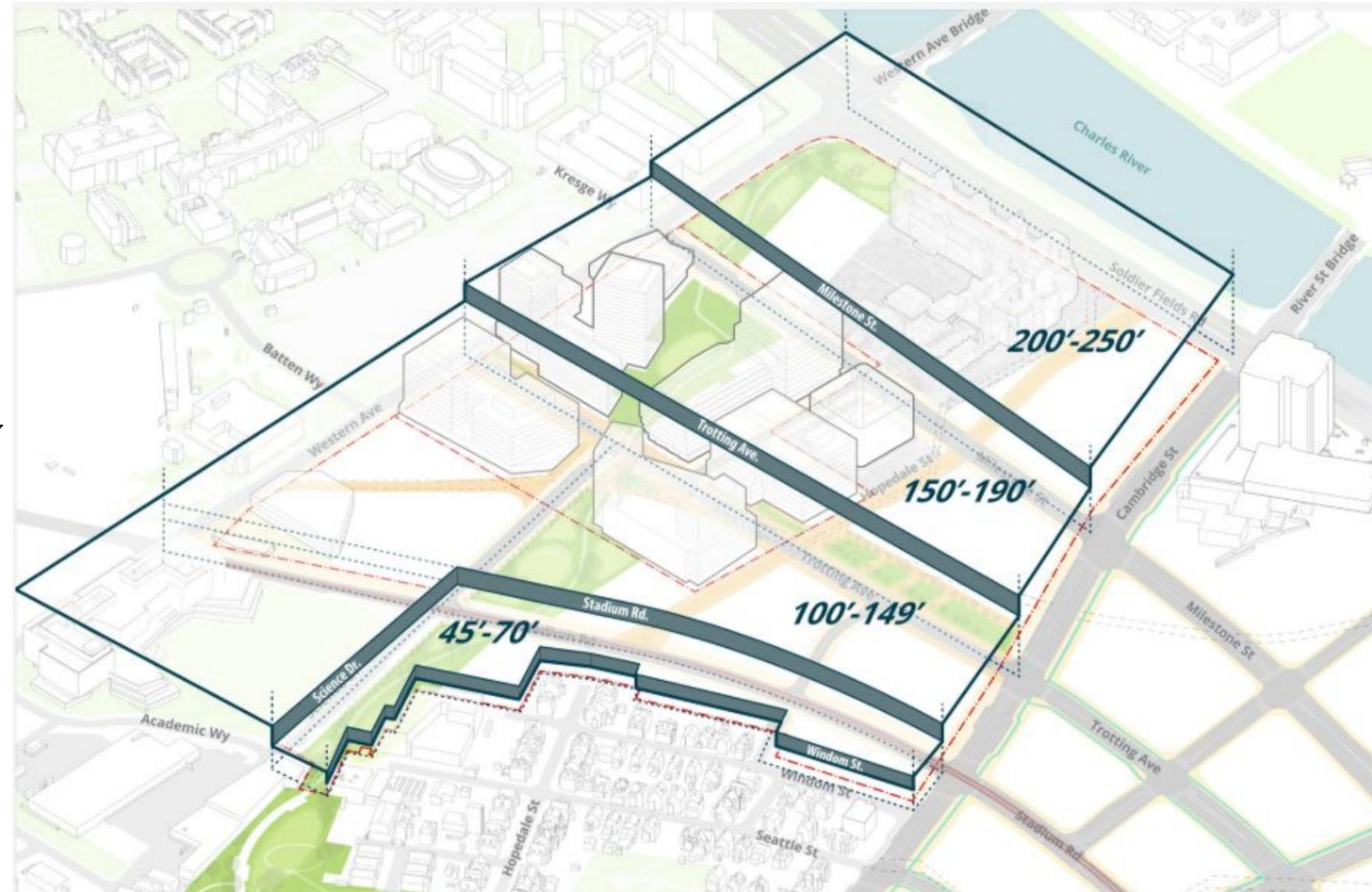
LAND USE & DEVELOPMENT APPROACH



URBAN DESIGN & HEIGHT TRANSITIONS

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

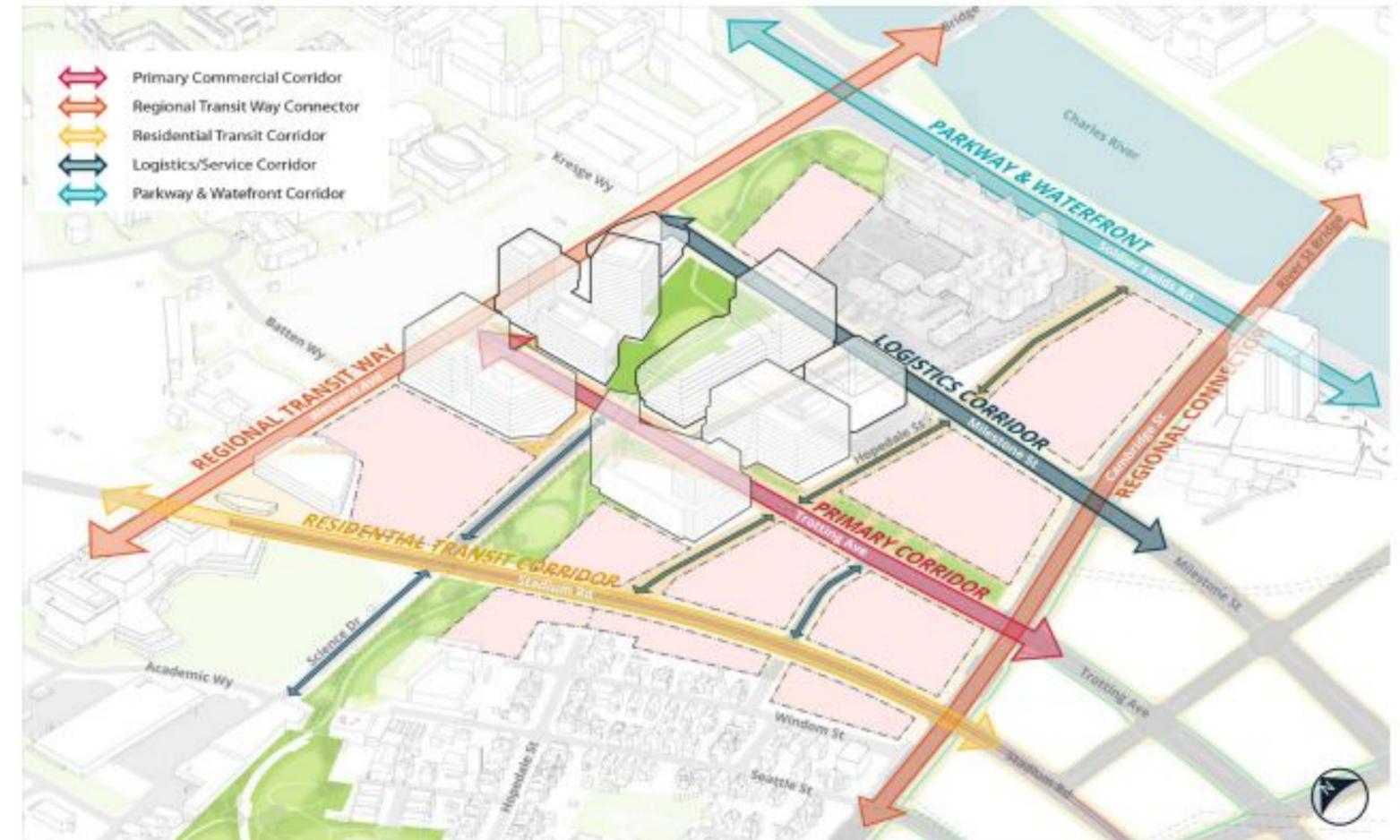
- Height transitions from the district core to neighborhood edges
- Active ground floors along Trotter Avenue, Stadium Road, and Science Drive
- Connected street grid improving walkability and circulation
- Block and building orientation maximizing sunlight and open space access
- Edges designed to stitch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



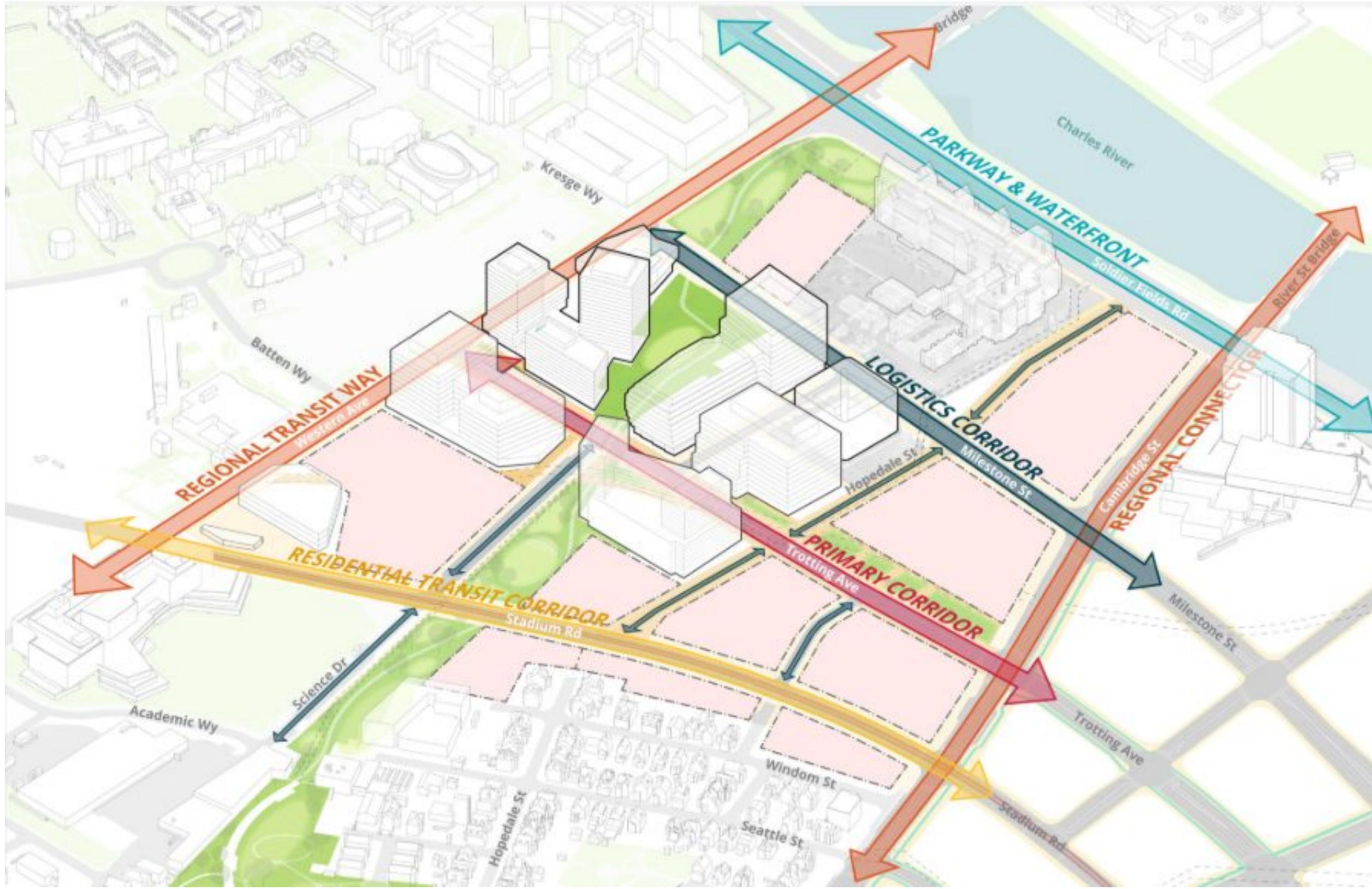
MOBILITY & TRANSPORTATION NETWORK

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**
- 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**

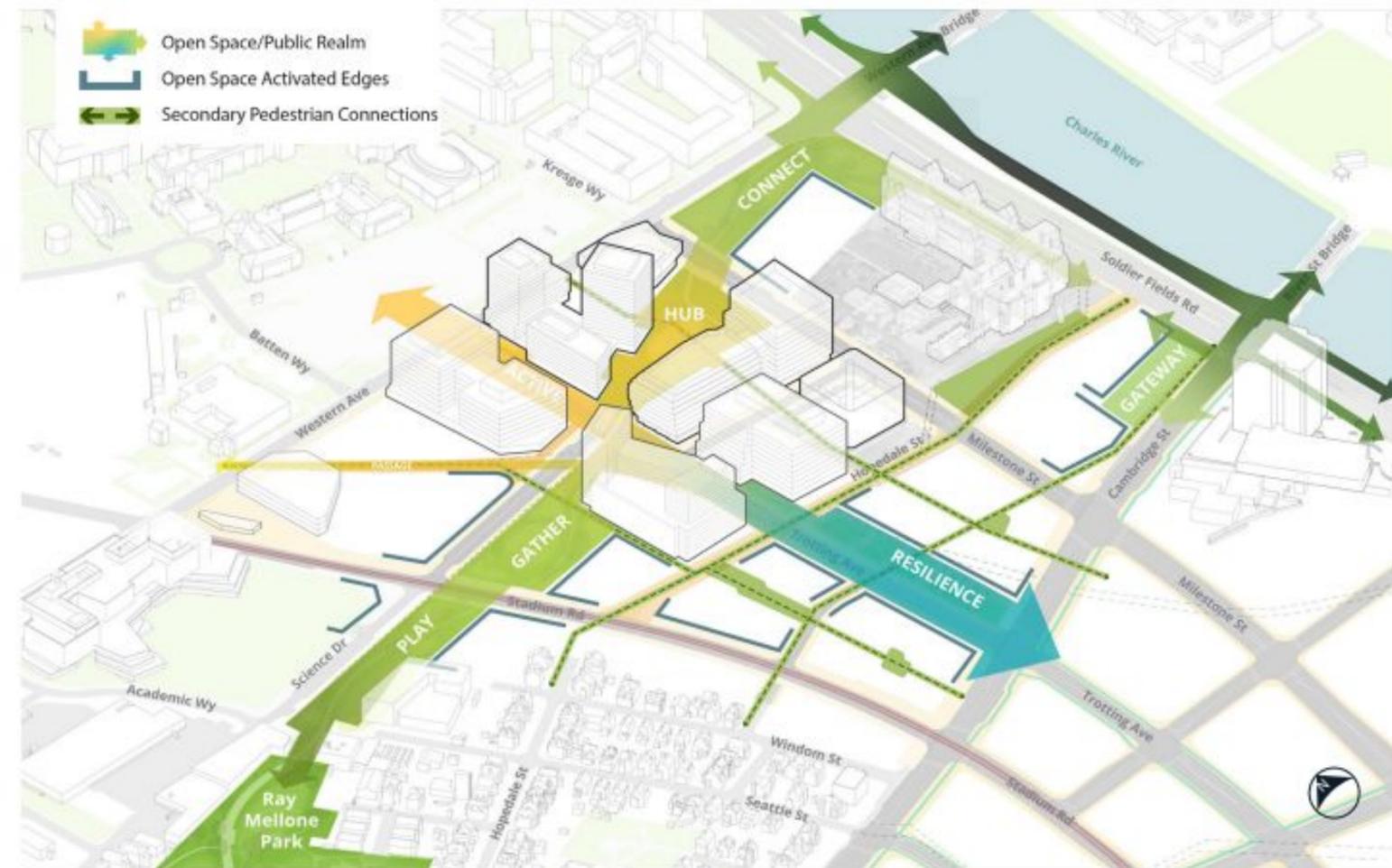
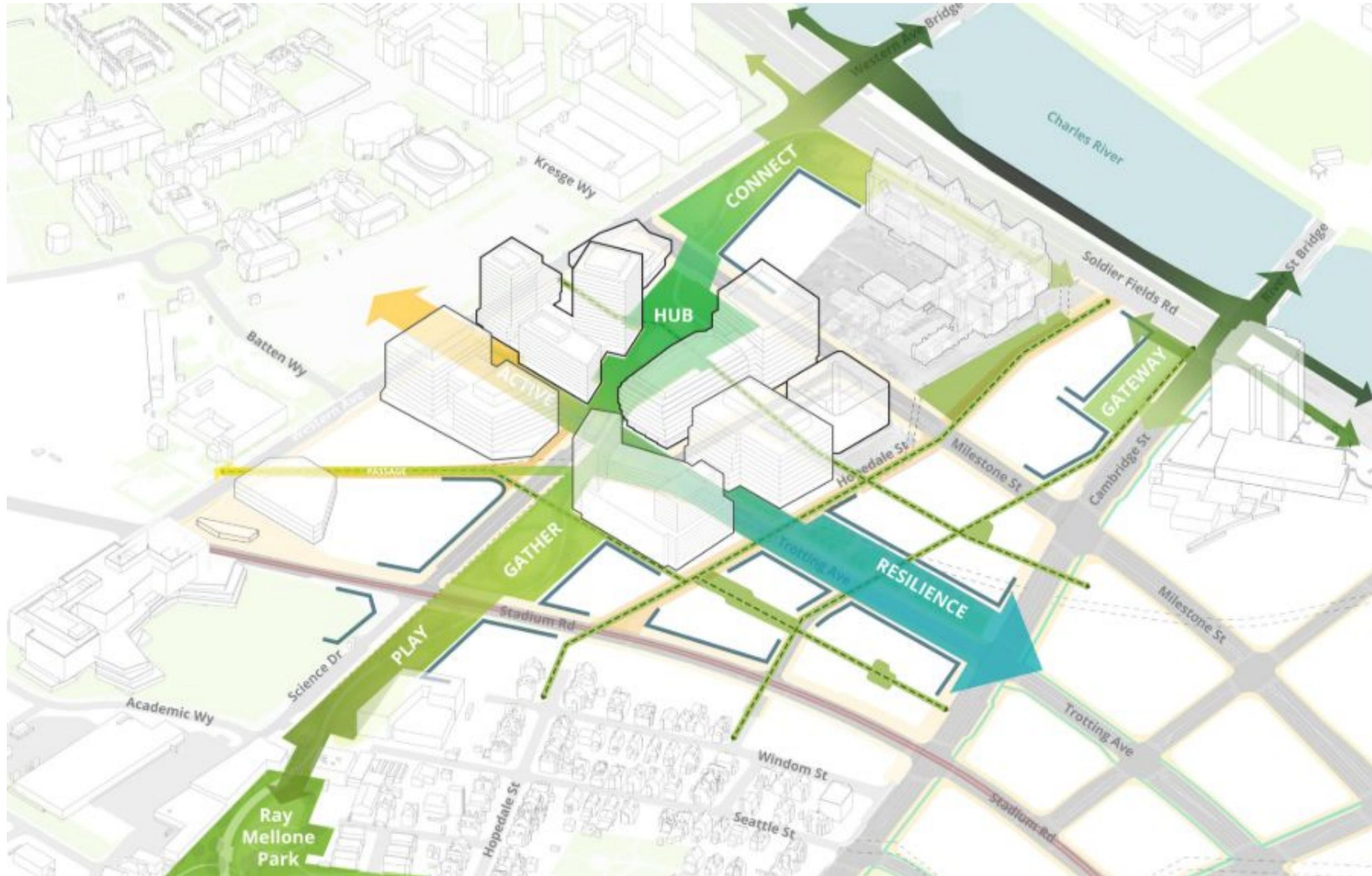


Diagram illustrating public realm and open space activity and how these spaces connect to the surrounding community.

OPEN SPACE & PUBLIC REALM FRAMEWORK



WHAT'S CHANGED SINCE THE 2021 PLAN?

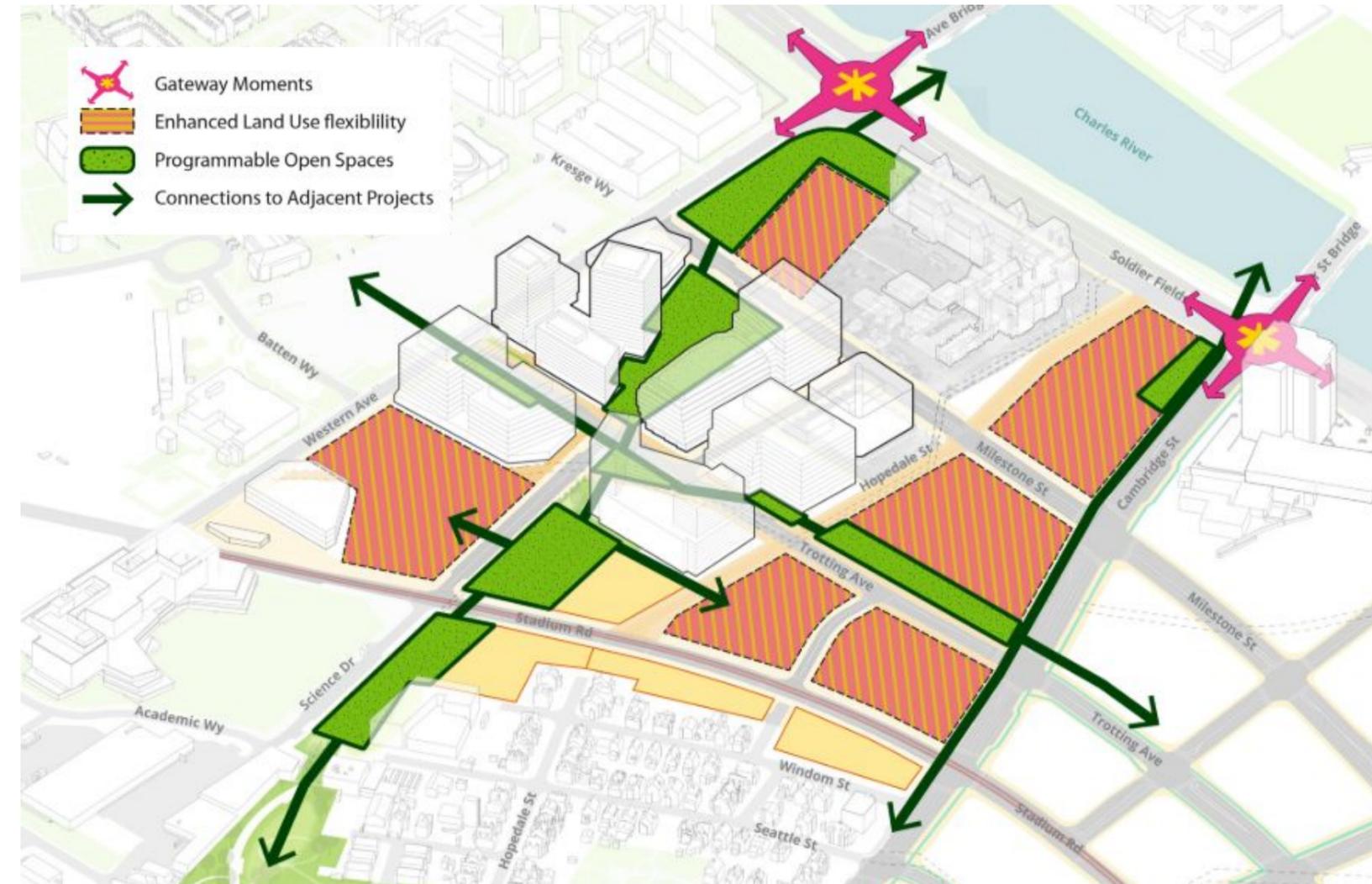
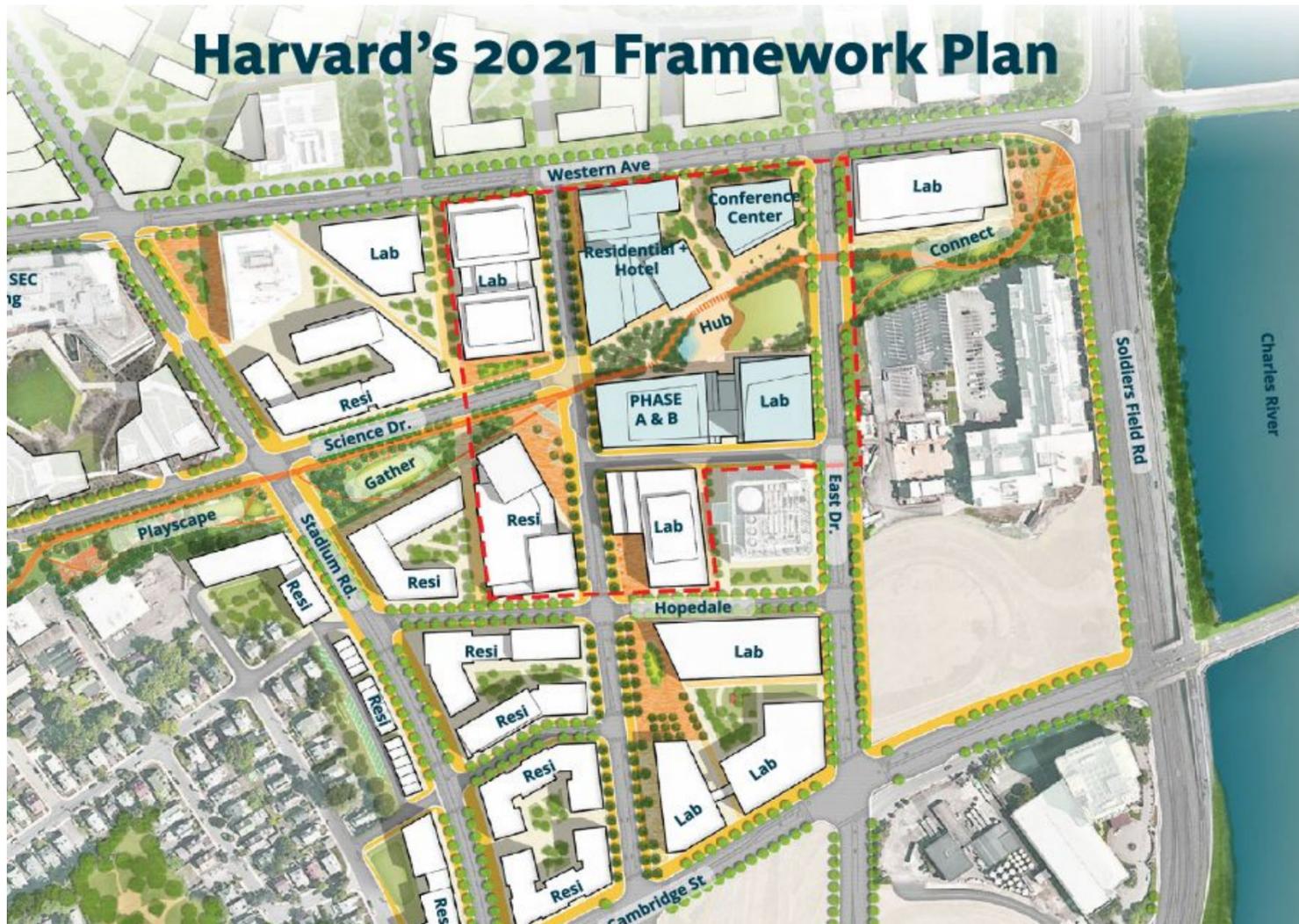


Land Use Mix

- 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

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

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

THANK YOU

HAVE QUESTIONS?

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UPCOMING EVENTS:

- 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

