

**Amendment 83**

**AN ORDINANCE AMENDING THE WORCESTER ZONING ORDINANCE ADOPTED APRIL 2, 1991, RELATIVE TO CREATING COMMERCIAL CORRIDORS OVERLAY DISTRICTS, CREATIVE ENTREPRENEUR LOFTS, AND THE ELIMINATION OF THE PARKING OVERLAY DISTRICTS, THE ARTS OVERLAY DISTRICT AND THE MIXED USE DEVELOPMENT OVERLAY DISTRICTS**

Be it ordained by the City Council of the City of Worcester as follows:

**SECTION 1.** Article IX of the City of Worcester Zoning Ordinance, Mixed Use Development Overlay Zone, is hereby amended by deleting it in its entirety and inserting in lieu thereof the following new Article IX Commercial Corridors Overlay District:

**ARTICLE IX COMMERCIAL CORRIDORS OVERLAY DISTRICT**

**Section 1 – Purpose and Intent**

- A. The overall intent of the Commercial Corridors Overlay District is to encourage compact, pedestrian friendly development that is physically and functionally integrated through site design, dimensional and parking standards that limit parking, provide flexibility for development initiatives and provide incentives for mixed-use development. Specifically, the purposes and objectives of the Commercial Corridors Overlay District are:
1. To promote the economic development, general welfare and safety of the community through the use of basic urban design standards in special development areas.
  2. To encourage compact developments of compatible land uses at urban densities.
  3. To encourage reuse and redevelopment of existing buildings and building lots.
  4. To foster the development of high-quality, pedestrian-scale environments through site and building design that provides an aesthetically pleasing pedestrian environment that is accessible, compact, safe and inviting.
  5. To promote urban design that is consistent with the City of Worcester’s economic development, planning and programmatic efforts.
  6. To avoid over-dedication of land to surface parking by preventing excessive accessory off-street parking.
  7. To preserve and enhance the historical, cultural, and architectural assets of the city.
  8. To provide flexibility with regard to dimensional requirements in a manner that is consistent with the purposes and intent of this Article.

**Section 2 – Establishment**

The Commercial Corridors Overlay District is hereby established, the boundaries of which are shown on the City of Worcester Zoning Map.

**Section 3 – Administration**

The Special Permit Granting Authority (SPGA) shall be the Planning Board.

**Section 4 – Definitions of Terms and Phrases**

**ACTIVE FAÇADE** – The principal face or front of a building articulated to engage the pedestrian environment through the use of windows that provide visual access into the building, public entrances, and distinctly different architectural treatment of the ground floor or lower levels of buildings.

**PRIMARY ENTRANCE** – A pedestrian accessible entrance into a building which would be reasonably perceived by the public to be the entrance available for public use based on its size, design and signage, if any.

**MIXED-USE DEVELOPMENT** – A development characterized by two (2) or more distinct uses that are physically integrated in a compatible way within a building.

**LANDSCAPED AREA** – An area that is intended to provide light and air, and is designed for aesthetic, environmental, or recreational purposes. Open space(s) may consist of and include, but are not limited to, lawns, decorative plantings, walkways, active and passive recreation areas, playgrounds, fountains, landscaped areas, plazas and water courses and fountains. Open space(s) shall not include driveways, parking lots, vehicle loading areas, or any other surfaces designed or intended for vehicular travel.

**WINDOWS that provide VISUAL ACCESS** – Windows that are transparent and extensive enough (both vertically and horizontally) to allow the view of activities within a building from the closest sidewalk and/or nearby streets.

**Section 5 – Permitted Uses Regulation**

A. Permitted Uses

All uses permitted in the underlying zones, as provided in **Article IV, Table 4.1**, are permitted in the Commercial Corridors Overlay District, except the following:

1. Automobile Refueling Station; Auto/Truck body or paint shop; Motor vehicle service, repair, garage, display; Open lot storage, except as provided in (a) below.
  - a) Where allowed by the underlying zone, Auto/Truck body or paint shop; Motor vehicle service, repair, garage uses may be allowed by special permit in existing buildings constructed prior to January 1, 1950 that were built and previously used for the express purpose of serving such use, provided that the building still retains original physical features central to the proposed use. In addition to the special permit review criteria found in **Article II** of this Ordinance, the Planning Board shall also consider whether an existing building retains physical features, such as repair

bays and/or specialized built-in equipment, and whether these characteristics are unique and central to the use proposed.

2. Motor vehicle/trailer/boat sales.
3. Single-family detached dwelling; Two-family detached dwelling.

Uses involving drive-through service, subject to additional restrictions detailed in item (C) below.

B. Conversions

Conversion of existing buildings to multi-family residential uses, mixed-use buildings with a residential component, or a loft, creative entrepreneurs use is permitted by special permit of the Planning Board where not allowed as of right in the underlying zoning district.

C. Drive-Through Facilities and Services.

All buildings and uses that provide drive-through service shall comply with the provisions of **Article IV, Section-7(A)(7)** except as modified here within.

1. Special Permit Required

All drive-through facilities shall require a special permit. Within the Commercial Corridors Overlay District, the Planning Board shall be the Special Permit Granting Authority for drive-through services and facilities. In addition to the special permit criteria described in **Article II, Section-6(A)(2)**, the following criteria shall be considered:

- a) Proximity to residential uses and potential impacts to residents resulting from proposed drive-through design and operating characteristics.
- b) Whether the proposed site layout will have a detrimental effect on the street facade, require excessive driveway curb cuts, or adversely impact the pedestrian environment.
- c) Screening of the drive-through service and lanes from the fronting street.

2. Locations Allowed

- a) All facilities related to drive-through service, including transaction windows, menu boards, and speakers, shall be located a minimum of one hundred fifty (150) feet from any residential zoning district or existing dwelling unit. All drive-through lanes and escape lanes shall be located a minimum of fifty (50) feet from any residential zoning district or existing dwelling unit.
  - i) Expansion or modification of pre-existing, legally established drive-through uses within the aforementioned residential buffers is allowed provided that modifications or expansion of such facilities does not further encroach on the neighboring residences.

- b) To preserve the pedestrian oriented, street fronting character of these corridors, uses with drive-through facilities are prohibited on lots having driveway or other direct vehicular connections to the following streets:
  - i) Franklin Street, between Main Street and Church Street
  - ii) Front Street, between Main Street and Church Street
  - iii) Grafton Street, between Mendon Street and Rice Square
  - iv) Green Street, between Foster Street and Kelly Square
  - v) Harding Street, between Arwick Avenue and Kelley Square
  - vi) Highland Street, between Schussler Road and North Ashland Street
  - vii) Main Street, between Highland Street and May Street
  - viii) Mechanic Street, between Main Street and Commercial Street
  - ix) Millbury Street, between Arwick Avenue and Kelley Square
  - x) Pleasant Street, between Main Street and Merrick Street
  - xi) Shrewsbury Street, between Washington Square and Granby Road
  - xii) Southbridge Street, between Myrtle Street and Main Street
  - xiii) Water Street, between Kelley Square and Winter Street

### 3. Design Aspects

- a) Drive-through lanes, bypass lanes, and stacking lanes are prohibited between the building and the fronting street. This provision shall not apply to drive-throughs serving interior buildings of a multi-building site.
- b) Pedestrian access shall be maintained and prioritized across any intersecting drive-through lane through provision of a concrete walkway or other similar treatment that emphasizes the pedestrian routes between parking areas and buildings in order to provide a safe and comfortable pedestrian crossing.
- c) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection. The distance is measured along the property line from the junction of the two street lot lines to the nearest edge of the entrance.
- d) Entrances to drive-through, stacking and escape lanes should be located a minimum of forty (40) feet from any driveway that provides access to the lot.
- e) Within the Commercial Corridors Overlay District only, drive-through and escape lanes shall comply with the following minimum length requirements:

- i) Fast Food /Restaurant/Coffee Shop 180 feet
- ii) Bank /Credit Union / ATM 80 feet
- iii) Pharmacy / Convenience Store 80 feet
- iv) Dry Cleaner / Laundry 60 feet

D. Non-Accessory Surface Parking Facilities in Business, General – 6 (BG-6) zones.

Notwithstanding anything to the contrary provided in **Article IV, Table 4.1**, non-accessory surface parking facilities are not permitted within the Commercial Corridors Overlay District where the underlying zone is BG-6. For the purposes of this ordinance, surface parking is defined as a parking facility without a structure above or below it.

**Section 6 – Dimensional and Landscaping Requirements**

Notwithstanding the provisions of **Article IV, Section-5, Table 4.2, Article IV, Section-7 and Article V, Section-5** to the contrary, the dimensional requirements set forth in this section shall apply within the Commercial Corridors Overlay District.

A. Building Front Yard Setback.

Buildings shall be sited within the front setback zone established by the minimum and maximum front setbacks established in (1) and (2) below, and should generally match the precedent established by neighboring buildings that are similarly sited to front the abutting street.

1. Minimum front-yard setbacks are as follows:

- a) Uses with ground-floor residences 5 feet
- b) Buildings where adjacent sidewalk is less than eight (8) feet in width. 5 feet
- c) Other Uses No minimum

2. Maximum front-yard setbacks are as follows:

- a) Uses with ground-floor residences 15 feet
- b) Buildings over 50 feet in height 15 feet
- c) All Other Uses 10 feet

3. The foregoing maximum setbacks shall not apply to accessory structures, extensions or expansions of existing structures of less than 30 percent increase in gross square footage, or construction of multi-building sites provided that the largest building or a major grouping of buildings complies with the foregoing setback regulations.

4. Portions of the front façade may be recessed or articulated to add visual interest or create public plazas and landscaped areas.
5. Front yard setback areas, if any, shall consist of decoratively landscaped planting areas provided in accordance with Article V, Section-5(C), and/or plazas, pedestrian walkways, lateral extensions (widening) of abutting sidewalks, bike parking, outdoor dining, benches, recreation areas, fountains or similar features. Planting areas shall consist of live landscaping maintained in healthy condition and free of litter. Parking lots, vehicle loading areas, or any other areas designed or intended for vehicular travel, parking or loading shall not be provided in the front yard setback.
6. The Planning Board shall be authorized to grant a special permit to allow a greater front setback within the Commercial Corridor Overlay District, upon the following findings:
  - a) The proposed project has unique architectural or functional aspects that warrant greater setback.
  - b) The proposed setback will not detract from the pedestrian environment or character of the neighborhood.
  - c) The front yard setback will be used for appropriate landscaping, pedestrian facilities or open spaces, and not for parking, loading or storage.

**B. Building Orientation and Active Façade.**

1. Buildings shall generally be sited to face abutting streets and sidewalks, rather than located on the interior of a lot, with entrances located to provide convenient access from the sidewalk network.
2. An accessible, primary pedestrian entrance to the building shall face an abutting street. For interior buildings on multi-building sites, entrances should connect to a pedestrian way that provides convenient access to the abutting street and sidewalk network.
3. Building walls facing the street should present an active façade incorporating windows, doors, columns, changes in materials, modulation of the façade, and similar details to add visual interest.
4. Accessory surface parking shall be located to the rear or interior of parcels. Parking may also be located to the side of the parcel when necessary, provided that it is screened from abutting streets and sidewalks by buildings and landscaping provided in accordance with section (F) below and, as applicable, **Article V, Section-5(C)**.
5. Any portion of an above-ground parking structure fronting a public way shall include façade details and landscaping to maintain an attractive streetscape. Accessory above-ground parking structures shall be located primarily behind or above the primary use.

- a) Street fronting space dedicated to retail, commercial or other uses open to the public are encouraged on the ground floor of non-accessory parking structures.

C. Floor to Area Ratio (FAR).

1. FAR restrictions shall not apply to Mixed-Use Developments under this Article provided at least one of the uses is residential and a non-residential use is located on the ground floor and includes an active façade. Provided, however, a Mixed-Use Development remains subject to the maximum height calculation set forth below in Section-6(E).
2. The maximum FAR shall be increased to 2.0 throughout the CCOD, or higher where allowed by the underlying zoning district.

D. Frontage and Lot Area.

There shall be no minimum lot area requirement for multifamily residential uses permitted whether by right or special permit in the underlying zones. The minimum frontage for such uses shall be forty (40) feet, except when the underlying zone is BG-6 where no minimum frontage is required for permitted multifamily residential uses.

E. Height.

1. Maximum height for buildings shall be 50 feet, except where greater height is allowed by underlying zoning. The maximum number of floors shall be 3+ or greater as allowed by the underlying zoning.
2. Buildings taller than one hundred (100) feet shall make use of design treatments such as articulations in the façade and stepped back upper floors to avoid excessive shadowing of streets or public spaces below.

F. Landscaped Parking Buffers.

Landscaping buffers for parking areas shall be a minimum of three (3) feet in width with minimum five (5) feet by five (5) feet tree planting areas for required tree plantings. Landscaping buffers for parking areas bordering the front yard setback, drive-through lanes or drive-through escape lanes shall be a minimum of five (5) feet in width.

G. Extension, Alteration or Change of Nonconforming Structure.

Notwithstanding the provisions of **Article XVI, Section-4(D)** to the contrary, within a Commercial Corridors Overlay District, a privileged nonconforming structure may be altered without a special permit from the Zoning Board of Appeals under any of the following circumstances:

1. There is no extension or expansion of the exterior of the structure.
2. The extension or expansion is made for the purpose of conforming to the building code for health and safety purposes.
3. The extension or expansion conforms to the dimensional requirements of this Ordinance.

## **Section 7 – Off-Street Accessory Parking & Loading Requirements**

Except as modified by this **Article IX, Section-7**, the provisions of **Article IV, Section-7** shall apply to any new or additional off-street parking and loading facilities provided and to any physical modification, excluding restriping work, of existing off-street accessory parking and loading facilities.

### **A. Parking Subareas**

1. For the purposes of this **Article IX, Section-7**, the following Parking Subareas are hereby created:
  - a) Downtown Subarea: Those portions of the Commercial Corridors Overlay District zoned BG-6.0.
  - b) Shrewsbury Street Subarea: Those portions of the Commercial Corridors Overlay District located north of Franklin Street, east of Interstate-290, south of Belmont Street, and west of Daniels Street, excluding any areas zoned BG-6.0.
  - c) Canal District Subarea: Those portions of the Commercial Corridors Overlay District located south of Franklin Street, south of Frances J. McGrath Blvd, east of Southbridge Street, north of Quinsigamond Avenue and west of Interstate-290, excluding any areas zoned BG-6.0.
2. The provisions of this **Article IX, Section-7** apply throughout the Commercial Corridors Overlay District except when specifically stated otherwise for the above subareas.

### **B. Minimum and Maximum Off-Street Accessory Parking Requirements**

In computing minimum or maximum spaces, any fraction thereto shall be considered a full parking space.

1. Minimum Accessory Parking Requirements. The minimum number of accessory off-street parking spaces is to be provided in accordance with the units of measurement shown in Table 9.1 within the Commercial Corridors Overlay District, subject to modification and adjustment as otherwise provided by the provisions of this **Article IX, Section-7**.
  - a) Waiver of Minimum Parking for Small Parking Lots.

After any applicable exceptions, adjustments and/or other relief granted by special permit, if the total parking requirements for all uses on a site shall require five (5) or fewer parking spaces, minimum off-street parking requirements shall be waived completely to prevent the creation of a small new parking lot. This provision shall not apply to parking required for residential uses, nor if a parking lot already exists on the site.
2. Limitations on Parking Provided. Within the Commercial Corridors Overlay District, all additional or new parking provided shall not exceed, when aggregated with existing parking on site, the maximum limitations shown in Table 9.1.

**Table 9.1 Minimum and Maximum Base Parking Requirements in CCOD**

Uses	Minimum Parking Requirements			Maximum Parking Limits
	CCOD – Shrewsbury Street subarea	CCOD – Canal District subarea	CCOD – Elsewhere	
<b>Residential Uses</b>				
Single, two or three family; Multi-family dwelling; Loft, Creative Entrepreneur	1 resident space per dwelling unit (Studio, 1 BR units)	1 resident space per dwelling unit		2 per dwelling unit (total, including resident and guest parking)
	1.5 resident spaces per dwelling unit (2+ BR units)			
	1 guest (unreserved) parking space per 10 units for dwellings with 10 or more units.			
All other allowed residential	75% of requirements in parking Table 4.4			125% of requirements in parking Table 4.4
<b>General Uses</b>				
All allowed general uses	75% of requirements in parking Table 4.4			125% of requirements in parking Table 4.4
<b>Business Uses</b>				
Office, Professional/General; Retail Sales; Service (personal, animal, other)	1 per 500 SF			1 per 250 SF
Food Service/Lounge /Nightclub	1 per 4 rated occupancy.			1 per 2 rated occupancy.
All other allowed business uses	75% of requirements in parking Table 4.4			125% of requirements in parking Table 4.4
<b>Manufacturing Uses</b>				
All allowed manufacturing uses	75% of requirements in parking Table 4.4			125% of requirements in parking Table 4.4

**Notes to Table 9.1**

**Note 1.**        Downtown subarea

No minimum parking or loading spaces are required in the Downtown subarea.

**Note 2.**        Guest parking

Residential parking requirements for guest parking spaces may not be reserved for resident use or included as part of any rental or sales agreement. Any special permit relief or administrative adjustment to the minimum parking requirements for residential uses shall apply only to required resident parking, and not to guest parking.

**Note 3.**        Changes in Use or Reuse of Existing Buildings

Requirements for changes in use or reuse of existing buildings are further modified by **Section-7(B)(3)** below.

3. Minimum Parking for Reuse of Existing Buildings

The following provisions apply to rehabilitation, change in use or alterations of buildings in existence as of the establishment of this Ordinance.

- a) Alteration of Existing Buildings without a Change in Use. An alteration or expansion of an existing use shall require additional parking only for the expanded areas, provided that no change of use occurs. Existing parking shall remain or be replaced in kind.
- b) Conversion to Residential Uses. Existing non-residential uses converted to residential use, or the expansion of residential uses within an existing structure, shall meet the minimum parking requirements of Table 9.1 and related provisions of this **Article IX, Section-7.**
- c) Non-residential Change of Use or Building Reuse: A change in use or rehabilitation of an existing building for a new use shall meet the minimum parking requirements of Table 9.1 and related provisions of this **Article IX, Section-7**, except as noted below.
  - i) When the number of parking spaces required per Table 9.1, prior to any applicable adjustments or special permit relief, is less than the thresholds identified in (aa) through (dd) below, minimum parking requirements in excess of that already provided are waived. Existing parking shall remain or be replaced in kind, and any expansion or addition shall require parking for the expanded areas.
    - aa) Downtown subarea: N/A
    - bb) Canal District subarea: 30 spaces
    - cc) Shrewsbury Street subarea: 10 spaces
    - dd) Elsewhere in the CCOD: 20 spaces
  - ii) When the thresholds in (i)(aa) through (i)(dd) above are exceeded, parking requirements for non-residential change of use or building reuse may be reduced or waived by special permit of the Planning Board. The Planning Board shall consider the special permit criteria defined in **Article II, Section-6 A(2)**; whether sufficient access exists in the form of public on-street or off-street parking, transit service, or proximity to complementary uses; and whether physical constraints on the property would not reasonably allow for provision of required parking.
    - aa) The maximum parking reduction for the Shrewsbury Street subarea shall not exceed the greater of 10 spaces or 40 percent.
    - bb) Existing parking may not be eliminated or reduced.

- cc) Non-residential change of use or building reuse are not eligible for additional special permit reductions in minimum parking requirements through the provisions of **Article IX, Section-7(C)(3)** or **Article II, Section-7 A(2)**.

C. Reduction of Minimum Parking Requirements

The following adjustments are allowed by administrative approval or special permit, as noted. Administrative approvals may be granted by the Building Commissioner or Zoning Enforcement Officer when stated conditions are met. Parking adjustments to residential uses shall apply to the required resident parking, but not to guest (unreserved) parking. When minimum parking requirements are reduced by any of the special permit provisions described below, additional reduction in the number of required parking spaces by special permit of the Zoning Board of Appeals as described under **Article IV, Section-7 A(2)** is not allowed.

- 1. Bicycle Parking: By administrative approval, required parking may be reduced at a rate of one (1) parking space for every two (2) bicycle parking spaces provided, not to exceed a reduction shown below.

<u>Parking Provided</u>	<u>Maximum Bicycle Parking Substitution</u>
9 or fewer spaces	No parking reduction
10 - 29 parking spaces	1 parking space
30 – 49 parking spaces	2 parking spaces
50 or more spaces	3 parking spaces plus three (3) percent of parking in excess of fifty (50), not to exceed a reduction of ten (10) parking spaces

- a) Bicycle parking must allow for bicycles to be locked or secured, located near a primary building entrance and convenient to the user, to the satisfaction of the Building Commissioner or Zoning Enforcement. Residential bicycle parking must be covered, indoors, or in the form of secure lockers. Residential bicycle parking shall offset required residential parking, but not unreserved guest parking.

- 2. Mixed Use: When a mix of residential, general or business uses share a common parking area, minimum parking requirements may be reduced as follows:

- a) Parking requirements may be reduced by twenty percent (20%), up to a maximum of ten (10) parking spaces eliminated, by administrative approval upon determination of the Building Commission or Zoning Enforcement Officer that the mix of uses has sufficiently different peaking characteristics to warrant such reduction.
- b) Up to fifty percent (50%) of the required parking may be waived by special permit of the Planning Board when supported by a parking analysis for combined land uses based on methodologies of the Institute of Transportation Engineers, Urban Land Institute, or other recognized methodology approved by the Building Commissioner or Zoning Enforcement Officer.

3. Special Permit: The Planning Board shall be the special permit granting authority for parking relief defined under **Article II, Section-7 A(2)** when such relief is petitioned for concurrent with Site Plan or Parking Plan review. The Planning Board shall consider whether sufficient access exists in the form of public on-street or off-street parking, transit service, or proximity to complementary uses, as well as the criteria described under **Article II, Section-6 A(2)**.

D. Dimensional Requirements.

Parking lots with up to 16 spaces shall not be required to conform to the dimensional requirements for parking spaces and aisle widths, but must provide safe vehicular access and circulation as defined by professional traffic engineering standards and to the satisfaction of the Building Commissioner or Zoning Enforcement Officer.

E. Special Permit to Modify Maximum Number or Dimensional Requirements for Off-Street Parking

Notwithstanding anything to the contrary in **Section-7**, above, the Planning Board shall be authorized to grant a special permit to modify the maximum number and dimensional requirements for off-street parking established by this Article, provided the applicant demonstrates that the proposal meets the criteria for approval as follows. In addition to the special permit review criteria found in **Article II** of this Ordinance, the Planning Board shall also review the special permit application for conformance with the following considerations and objectives:

1. Whether the resulting development with the modifications proposed is substantially consistent with the purposes and intent of the Commercial Corridors Overlay District.
2. The relationship of the modification to other planning considerations for the immediate area and within the Commercial Corridors Overlay District as a whole, including the plans, programs, policies and public investments of the various departments and agencies of the City of Worcester and the State of Massachusetts.
3. Whether the pedestrian environment provided on site and its connection to, and interaction with, the public right of way(s) is designed using best practices within the site's context.
4. The impact of the modifications on neighboring properties.
5. Whether the requested modifications are needed to provide adequate parking within the context of the other special permit criteria taking into consideration the combination of on and off-street parking.

F. Special Permit Application Requirements

An application for a special permit under this article shall be accompanied by such plans and information that are otherwise required in connection with the parking lot approval process set forth in **Article IV**.

G. Location of Parking

Required parking shall be provided on the same lot with the main use it is intended to serve, except as allowed below.

1. Required parking may be provided off site provided that the following conditions are met:
  - a) The off-site location is located with 500 feet (customer use) or 1000 feet (valet or employee use) of the use it is intended to serve and is adequately connected by pedestrian facilities.
  - b) The off-site location is held in common ownership and/or long-term lease agreements of a minimum of five (5) years, with renewal options.
2. The following documentation is required for any leased off-site parking arrangements:
  - a) The names and addresses of the uses and of the owners or tenants that are sharing the parking.
  - b) A parking table showing the following:
    - i) The number of parking spaces in the shared use lot(s)
    - ii) Existing parking commitments to uses that are accessory to the shared use lot
    - iii) Other existing shared use commitments
    - iv) The location and number of parking spaces that are being shared.
  - c) A deed, lease, contract, reciprocal easement, or similar written legal agreement acceptable to the City Law Department establishing the joint use.

**SECTION 2.** Article III, Section-2 of the Worcester Zoning Ordinance is hereby amended by deleting all Mixed Use Development Overlay Zones from the official zoning map of the city of Worcester

**SECTION 3.** Article I, Section-2 of the Worcester Zoning Ordinance is hereby amended by deleting the definition “Mixed Use Development.”

**SECTION 4.** Article I, Section-2 of the Worcester Zoning Ordinance is hereby amended by deleting from the definition of Overlay Zone the term “Mixed Use” and inserting in lieu thereof “Adaptive Reuse.”

**SECTION 5.** Article I, Section-2 of the Worcester Zoning Ordinance is hereby amended by deleting the definition “Loft, Commercial Artist” and inserting in lieu thereof the following new definition, “Loft, Creative Entrepreneur:”

**“LOFT, CREATIVE ENTREPREUERS** – Commercial creative economy entrepreneur loft space used or designed to be used by artists, craftspeople and creative entrepreneurs to create saleable works of art and products and which may also be used by said entrepreneurs to reside in. Such residency shall be limited to one (1) family per dwelling unit. Works of art or craft shall mean items that are created primarily for purposes of aesthetic enjoyment, and not solely for practical purposes, including but not necessarily limited to: paintings, drawings, lithographs, and other representations; photographs, film, video, prints and other visual and electronic media; textiles and costumes; jewelry; pottery; art objects made of glass; precious and semi-precious metals, stones and the like; lighting used for artistic purposes; gallery and exhibit space; architects, designers, performance arts including but not limited to: dance, music and theater including lessons, practice, rehearsal and actual performances whether live audiences, taped or filmed. Works of art or craft shall not include or encompass adult entertainment uses or activities.”

**SECTION 6.** Article IV, Section-2, Table 4.1 – Residential Uses, of the City of Worcester Zoning Ordinance is hereby amended by inserting in the following new line 18. Loft, Creative Entrepreneur:

18. Loft, Creative Entrepreneur

RS 10	RS 7	RL 7	RG 5	BO 1	BO 2	BL 1	BG 2	BG 3	BG 4	BG 6	ML 0.5	ML 1.0	ML 2.0	MG 0.5	MG 1.0	MG 2.0	IP .33	IN S	IN H	A 1
N	N	N	N	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N

**SECTION 7.** Article XIII of the Worcester Zoning Ordinance, Parking Overlay Districts, is hereby amended by deleting in its entirety, and Article XVIII, Priority Site Development, is hereby re-designated as Article XIII and relocated appropriately.

**SECTION 8.** Article III, Section 2 of the Worcester Zoning Ordinance is hereby amended by deleting the Arts Overlay District from the official zoning map of the city of Worcester.

**SECTION 9.** Article XIV of the Worcester Zoning Ordinance, Arts Overlay Zone, is hereby amended by deleting it in its entirety and inserting “[Reserved]” in lieu thereof.

**SECTION 10.** Article III, Section 2 of the Worcester Zoning Ordinance is hereby amended by deleting the Shrewsbury Street Parking Overlay District, the Blackstone Canal Parking Overlay District, the Chandler Street Parking Overlay District, the Grafton Street Parking Overlay District and the Quinsigamond Village Parking Overlay District from the official zoning map of the city of Worcester.

**SECTION 11.** Article III, Section 1 of the Worcester Zoning Ordinance, the list of Overlay Districts, is hereby amended by deleting the following overlay district designations from said list:

MU:	Mixed Use Development
AOD:	Arts Overlay District
SPOD:	Shrewsbury Street Parking Overlay District
BCPOD:	Blackstone Canal Parking Overlay District
CPOD:	Chandler Street Parking Overlay District
GPOD:	Grafton Street Parking Overlay District
QPOD:	Quinsigamond Village Parking Overlay District

**SECTION 12.** Article III, Section 1 of the Worcester Zoning Ordinance, the list of Overlay Districts, is hereby amended by adding the following overlay district designation to said list:

CCOD:	Commercial Corridors Overlay District
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**SECTION 13.** Article II, Section-7(A)(1) of the Worcester Zoning Ordinance, is hereby amended by deleting the following Roman numerals from the first sentence thereof:

i. “**XIII**” and “**XIV**”

**SECTION 14.** Article II, Section-1 of the Worcester Zoning Ordinance, is hereby amended to add a new subsection (A):

(A) For the purposes of the Worcester Zoning Ordinance, the Director of Code Enforcement and the Building Commissioner shall be considered to be one and the same, with roles and responsibilities as described for both titles.

**SECTION 15.** Article III, Section 2 of the Worcester Zoning Ordinance, is hereby amended to alter the official Zoning Map by designating the area within the boundaries hereinafter described as the Commercial Corridors Overlay Districts:

Beginning at a point on the centerline of Grove Street, said point being 667 feet, more or less, north of the intersection of Grove Street and Lancaster Street and corresponding to the intersection of existing zoning district lines separating RG-5, BG-6, and RL-7 zones;

Thence, Easterly 1,100 feet, more or less, along the existing zoning district line separating the RG-5 and BG-6.0 zones, to the centerline of Prescott Street, to a point;

Thence, Southerly 1,470 feet, more or less, along the existing zoning district line separating the BG-6.0 and MG-2.0 zones, to a point;

Thence, Southerly 325 feet, more or less, along the existing zoning district line separating the BG-6.0 and RG-5 zones, to a point;

Thence, Southerly 180 feet, more or less, along the existing zoning district line separating the BG-6.0 and BL-1.0 zones, to a point;

Thence, Southerly 1,230 feet, more or less, along the existing zoning district line separating the BG-6.0 and BO-1.0 zones, to its intersection with the centerline of Belmont Street, to a point;

Thence, Westerly 3,325 feet, more or less, along the existing zoning district line separating the BG-6.0 and RG-5 zones, to its intersection with the centerline of Interstate 290, to a point;

Thence, Southeasterly 1,620 feet, more or less, along the existing zoning district line separating the BG-4.0 and RG-5 zones, to its intersection with the centerline of Shamrock Street, to a point;

Thence, Northeasterly 1,175 feet, more or less, along the existing zoning district line separating the BG-3.0 and RG-5 zones, to its intersection with the centerline of Shrewsbury Street, to a point;

Thence, Northeasterly 880 feet, more or less, along the existing zoning district line separating the BG-2.0 and RG-5 zones, to a point where East Park Terrace centerline changes direction from Southerly to Easterly;

Thence, Northerly 450 feet, more or less, along the existing zoning district line separating the RL-7 and RG-5 zones, to its intersection with the centerline of Wilson Street, to a point;

Thence, Easterly 220 feet, more or less, along the centerline of Wilson Street to the intersection of Verdi Road, to a point;

Thence, Easterly 2,080 feet, more or less, along the existing zoning district line separating the RL-7 and BG-2.0 zones, to its intersection with the centerline of Adams Street, to a point;

Thence, Northeasterly 1,415 feet, more or less, along the existing zoning district line separating the RG-5 and BG-2.0 zones, to its intersection with the centerline of Liscomb Street, to a point;

Thence, Northeasterly 700 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to its intersection with the centerline of Belmont Street, to a point;

Thence, Easterly 1,460 feet, more or less, along the Belmont Street centerline to an intersection of Belmont Street and Plantation Street, to a point;

Thence, Southwesterly 800 feet, more or less, along the Plantation Street centerline to the intersection with the rail road tracks now or formerly of New York Central Lines, LLC, to a point;

Thence, Westerly 5,190 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District along the rail road tracks now or formerly of New York Central Lines, LLC, to a point 394 feet, more or less, South southeast of intersection of Albany Street and Lyon Plan;

Thence Westerly 549 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District across the rail road tracks now or formerly of New York Central Lines, LLC in a straight line to a north-western corner of property now or formerly of the City of Worcester DPW, with an area of 4,238 SF, more or less, to a point;

Thence, Southerly 55 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District along the westernmost boundary of property now or formerly of the City of Worcester DPW as described, which is also the easternmost boundary of property now or formerly of the City of Worcester, with an area of 30,934 SF, to a point;

Thence, Westerly 1,313 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District along the northern boundary line of the property containing the rail road tracks now or formerly of CSX Transportation Inc., to a point where the properties now or formerly of CSX Transportation Inc., Kevin P. Condron and Condron Worcester Realty, LLC, intersect;

Thence, Westerly 205 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District along the northern boundary line of the property now or formerly of Massachusetts Bay Trans Authority, which is also the southern boundary line of the property now or formerly of Kevin P. Condron, to a point;

Thence, Northerly 85 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District along the eastern boundary line of the property now or formerly of Massachusetts Bay Trans Authority, which is also the western boundary line of the property now or formerly of Kevin P. Condron, continuing to its intersection with the centerline of the Interstate 290 exit ramp, to a point;

Thence, Westerly 60 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District along the centerline of the Interstate 290 exit ramp, to a point;

Thence, Northerly 50 feet, more or less, following the path of the now or former Shrewsbury Street Parking Overlay District to its intersection with the centerline of Shrewsbury Street and the centerline of Leo Turo Way, to a point;

Thence, Westerly 465 feet, more or less, along the existing zone line separating the MG-2.0 and BG-4.0 zones, to a point;

Thence, Southerly 725 feet, more or less, along the existing zone line separating the MG-2.0 and BG-6.0 zones, to a point;

Thence, Easterly 1,905 feet, more or less, along the existing zone line separating the MG-2.0 and BG-3.0 zones, to a point;

Thence, Southeasterly 792 feet, more or less, along the Southwestern boundary of the property now or formerly of CSX Transportation Inc., to a point;

Thence, Southeasterly 103 feet, more or less, across Graton & Knight Way, to a point;

Thence, North Northeasterly 1,537 feet, more or less, along the boundary of property now or formerly of CSX Transportation Inc., to a point;

Thence, Easterly 185 feet, more or less, along the existing northerly boundary line of property now or formerly of Trumpet of Faith Pentecostal Church, which is also the southern boundary line of the property now or formerly of David A. Sweet, Trustee of Franklin Realty Trust, to a point;

Thence, Easterly 42 feet, more or less, along the existing northerly boundary line of property now or formerly of Michael V. Marino, Trustee of the Westford Group, which is also the southern boundary line of the property now or formerly of David A. Sweet, Trustee of Franklin Realty Trust, to its intersection with the existing zone line separating the MG-2.0 and the RG-5 zones, to a point;

Thence, Southerly 675 feet, more or less, along the existing zone line separating the MG-2.0 and the RG-5 zones, to a point on the Fay Street centerline;

Thence, Easterly 20 feet, more or less, to the easterly boundary line of the Fay Street right of way, to a point;

Thence, Northerly 120 feet, more or less, along the easterly boundary line of the Fay Street right of way, to a point;

Thence, Easterly 266 feet, more or less, along the northern boundary line of the property now or formerly of City of Worcester School Department, and then continuing on the same line to a point on the Wall Street centerline;

Thence, Northerly and then Easterly 940 feet, more or less, along the existing zone line separating the RG-5 and BL-1.0 zones, to its intersection with the centerline of Dupont Street, to a point;

Thence, Southerly 175 feet, more or less, along the centerline of Dupont Street to its intersection with the centerline of Hamilton Street, to a point;

Thence, Southeasterly 45 feet, more or less, to its intersection with the southern boundary line of the Hamilton Street right of way, to a point;

Thence, Southerly 115 feet, more or less, between two structures now or formerly of Roman Catholic Bishop of Worcester and known as 16 and 20 Hamilton Street, to its intersection with existing zone line separating the RG-5 and BL-1.0 zones, to a point;

Thence, Southerly and then Westerly 5,550 feet, more or less, along the existing zone line separating the RG-5 and BL-1.0 zones, to its intersection with the centerline of Grafton Street, to a point;

Thence, Northwesterly 19 feet, more or less, along the existing zone line separating the RG-5 and MG-2.0 zones, to a point;

Thence, Northwesterly and then Southerly 4,840 feet, more or less, along the existing zone line separating the RG-5 and BG-3.0 zones, to its intersection with the centerline of Millbury Street, to a point;

Thence, Westerly 160 feet, more or less, along the centerline of Millbury Street to its intersection with the centerline of Olde Millbury Street, to a point;

Thence, Westerly 140 feet, more or less, continuing along the centerline of Ashmont Avenue to its intersection with the centerline of Harding Street, to a point;

Thence, Northerly 1,615 feet, more or less, along the existing zone line separating the RG-5 and BG-3.0 zones, to a point;

Thence, Easterly 61 feet, more or less, along the northern boundary line of property now or formerly of Julie A. Geddes, Trustee of JG Trust u/d/t, and along the southern boundary line of property now or formerly of New Wave Holdings, LLC, to its intersection with the Washington Street centerline, to a point;

Thence, Northerly 731 feet, more or less, along the centerline of Washington Street, to a point of intersection with Lamartine Street;

Thence, Westerly 846 feet, more or less, along the centerline of Lamartine Street, to a point;

Thence, Northwesterly 718 feet, more or less, along Hermon Street, to a point;

Thence, Southwesterly and then Northerly 2,260 feet, more or less, along the existing zoning district line separating the MG-2.0 and BG-6.0 zones, to a point;

Thence, Northwesterly and then Southwesterly 1,390 feet, more or less, along the existing zoning line separating the MG-2.0 and BG-3.0 zones, to a point;

Thence, Southwesterly 1,380 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to a point;

Thence, Southwesterly 5,015 feet, more or less, along the existing zoning district line separating the RG-5 and BL-1.0 zones, to a point;

Thence Southwesterly 2,200 feet, more or less, along the existing zoning district line separating the RG-5 and BG-2.0 zones, to a point;

Thence, Northwesterly 350 feet, more or less, along the existing zoning district line separating the ML-2.0 and BG-2.0 zones, to a point;

Thence, Westerly 2,650 feet, more or less, along the existing zoning district line separating the MG-2.0 and BG-2.0 zones, to a point;

Thence, Northerly 40 feet, more or less, along the existing zoning line separating the BG-2.0 and RG-5 zones, to its intersection with the southern boundary line of the Stafford Street right of way, to a point;

Thence, Northeasterly 465 feet, more or less, along the southern boundary line of the Stafford Street right of way, to its intersection with the northeastern boundary line of property now or formerly of Stafford Realty Corporation, which is also the northwestern boundary line of property now or formerly of Jorge R. Acero, to a point;

Thence, Northerly 115 feet, more or less, through the Stafford Street right of way, to the intersection of the centerlines of Main Street and Lakewood Street, to a point;

Thence, Easterly 150 feet, more or less, along the centerline of Park Avenue, to a point;

Thence, Northeasterly 2,230 feet, more or less, along the existing zoning district line separating the BG-4.0 and BG-2.0 zones, to a point;

Thence, Southerly 600 feet, more or less, along the existing zoning district line separating the BG-4.0 and RG-5 zones, to a point;

Thence, Southeasterly and then Northeasterly 1,440 feet, more or less, along the existing zoning district line separating the BG-2.0 and RG-5 zones, to a point;

Thence, Easterly 75 feet, more or less, along a line parallel to Main Street, to its intersection with the centerline of Marble Street, to a point;

Thence, Southerly 20 feet, more or less along the centerline of Marble Street, to a point;

Thence, Easterly 275 feet, more or less, along a line parallel to Main Street, to its intersection with the centerline of Clement Street, to a point;

Thence, Southerly 30 feet, more or less, along the centerline of Clement Street, to a point;

Thence, Northeasterly 575 feet, more or less, along the existing zoning district line separating the BL-1.0 and RG-5 zones, to its intersection with the centerline of Beaver Street, to a point;

Thence, Easterly 1,740 feet, more or less, along the existing zoning district line separating the BL-1.0 and IN-S zones, to its intersection with the Centerline of Hawthorne Street, to a point;

Thence, Northeasterly 2,150 feet, more or less, along the existing zoning line separating the BL-1.0 and RG-5 zones, to its intersection with the centerline of May Street, to a point;

Thence, Northeasterly and then Westerly 5,480 feet, more or less, along the existing zoning district line separating the BG-3.0 and RG-5 zones, to its intersection with the centerline of Queen Street, to a point;

Thence, Northerly 460 feet, more or less, along the existing zoning line separating the BG-3.0 and IN-H zones, to a point;

Thence, Westerly 410 feet, more or less, along the existing zoning district line separating the BG-3.0 and ML-2.0 zones, to its intersection with the centerline of King Street, to a point;

Thence, Westerly 670 feet, more or less, along the existing zoning district line separating the BG-3.0 and RG-5 zones, to its intersection with the centerline of Mason Street, to a point;

Thence, Northerly 40 feet, more or less, along the centerline of Mason Street, to a point;

Thence, Westerly 30 feet, more or less, along a line perpendicular to Mason Street, to its intersection with the western boundary line of the Mason Street right of way, to a point;

Thence, Westerly 165 feet, more or less, along a line parallel to Chandler Street, which is the northerly boundary line of property now or formerly of Comfort Roberts, and which is also the southern boundary of properties now or formerly of Daniel M. Kachadoorian, Trustee of Chandler Mason Realty Trust, Richmond Realty Trust, and Vasken Chagaian, to a point;

Thence, Southerly 20 feet, more or less, along the western boundary line of property now or formerly of Comfort Roberts, which is also the eastern boundary line of property now or formerly of Edythe Babcock, Trustee of Batten Kill Realty Trust, to a point;

Thence, Westerly 60 feet, more or less, along the northern boundary line of property now or formerly of Lawrence M. Hammond, which is also the southerly boundary line of property now or formerly of Edythe Babcock, Trustee of Batten Kill Realty Trust, to a point;

Thence, Southerly 220 feet, more or less, along a line parallel to and 150 feet, more or less, easterly of Dewey Street;

Thence, Westerly, 68 feet, more or less, along the southerly boundary line of property now or formerly of Earl E. Bellville, which is also the northerly boundary line of property now or formerly of JL Group, LLC, to a point;

Thence, Southerly 100 feet, more or less, along the easterly boundary line of property now or formerly of Hang B. Luong, which is also the westerly boundary line of property now or formerly of JL Group, LLC, to its intersection with the northerly boundary of the Winfield street right of way, to a point;

Thence, Southwesterly 25 feet, more or less, along a line parallel to Dewey Street, to its intersection with the centerline of Winfield street, to a point;

Thence, Westerly 365 feet, more or less, along the centerline of Winfield, to its intersection with Park Avenue, to a point;

Thence, North 320 feet, more or less, along the existing zoning district line separating the BG-4.0 and BG-3.0 zones, to a point;

Thence, Westerly 245 feet, more or less, along a line parallel to Chandler Street, to its intersection with the centerline of Abbott Street, to a point;

Thence, Northerly 315 feet, more or less, along the Centerline of Abbott Street, to its intersection with Chandler Street, to a point;

Thence, Northerly 160 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to a point;

Thence, Easterly 20 feet, more or less, along a line perpendicular to Abbott Street, to its intersection with the eastern boundary line of the Abbott Street right of way, to a point;

Thence, Easterly 100 feet, more or less, along the northern boundary line of property now or formerly of Athena Petsas and southerly boundary line of property now or formerly of Park Management Group, LLC, to its intersection with the westerly boundary of property now or formerly of Audrey M. Foster and Ernest W. Foster, Trustees of A&E Realty Trust, to a point;

Thence, Northerly 10 feet, more or less, along the western boundary line of property now or formerly of Audrey M. Foster and Ernest W. Foster, Trustees of A&E Realty Trust, which is also the easterly boundary line of property now or formerly of Park Management Group, LLC, to a point;

Thence, Easterly 100 feet, more or less, along the northerly boundary line of property now or formerly of Audrey M. Foster and Ernest W. Foster, Trustees of A&E Realty Trust, which is also the southern boundary line of property now or formerly of Park Management Group, LLC, to its intersection with the western boundary line of the Park Avenue right of way, a point;

Thence, Easterly 40 feet, more or less, along a line perpendicular to the centerline of Park Avenue, to its intersection with the centerline of Park Avenue, to a point;

Thence, Northerly 70 feet, more or less, along the centerline of Park Avenue, to a point;

Thence, Easterly 40 feet, more or less, along a line perpendicular to the centerline of Park Avenue, its intersection with the eastern boundary line of the Park Avenue right of way, to a point;

Thence, Easterly 70 feet, more or less, along a line perpendicular to the centerline of Park Avenue, which is also the northern boundary line of property now or formerly of 309 Park, LLC, and the southerly boundary line of property now or formerly of 301 Park, LLC, to a point;

Thence, Easterly 100 feet, more or less, along a line perpendicular to the centerline of Park Avenue, which is also the northern boundary line of property now or formerly of Chandler 237 Realty Inc and the southerly boundary line of property now or formerly of First Massachusetts Bank, to its intersection with the western boundary line of the Dewey Street right of way, to a point;

Thence, Easterly 20 feet, more or less, to its intersection with the centerline of Dewey Street,;

Thence, Northerly 30 feet, more or less, along the centerline of Dewey Street, to its intersection with the centerline of Austin Street, to a point;

Thence, Easterly 740 feet, more or less, along the centerline of Austin Street, to its intersection with the centerline of Bellevue Street, to a point;

Thence, Easterly 2,180 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to a point;

Thence, Easterly 245 feet, more or less, along a line parallel to the centerline of Austin Street, to its intersection with the western boundary of property now or formerly of Ken Jones Inc., to a point;

Thence, Northerly 105 feet, more or less, along a line perpendicular to the centerline of Austin Street, which is also the western boundary line of property now or formerly of Ken Jones Inc., and the easterly boundary line of property now or formerly of Iglesia Christiana De La Comunidad, to its intersection with the southern boundary line of the Austin Street right of way, to a point;

Thence, Northerly 20 feet, more or less, along a line perpendicular to the centerline of Austin Street, to its intersection with the centerline of Austin Street, to a point;

Thence, Easterly 540 feet, more or less, along the centerline of Austin Street, to its intersection with the centerline of Irving Street, to a point;

Thence, Northerly 155 feet, more or less, along the existing zoning district line separating the BG-3.0 and BG-6.0 zones, to a point;

Thence, Northerly 740 feet, more or less, along the existing zoning district line separating the RG-5 and BG-6.0 zones, to a point;

Thence, Westerly 2,950 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to its intersection with the centerline of Bellevue Street, to a point;

Thence, Southerly 15 feet, more or less, along the centerline of Bellvue Street, to a point;

Thence, Westerly 30 feet, more or less, along a line perpendicular to the centerline of Bellevue Street, to its intersection with the westerly boundary line of Bellevue Street, to a point;

Thence, Westerly 80 feet, more or less, along a line perpendicular to the centerline of Bellevue Street, which is the southern boundary of property now or formerly of Olga Baltas and the northerly boundary of property now or formerly of David P. Plourde, to its intersection with the easterly boundary of property now or formerly of Rabash International, LLC, to a point;

Thence, Southerly 255 feet, more or less, along a line parallel to, the centerline of Mason Street, to its intersection with the northerly boundary line of property now or formerly of Ostrow Electrical Company, to a point;

Thence, Westerly 110 feet, more or less, along a line perpendicular to the centerline of Mason Street, which is also the northerly boundary line of property now or formerly of Ostrow Electrical Company, and the southerly boundary line of property now or formerly of 42 Mason Street, LLC, to its intersection with the easterly boundary of the Mason Street right of way, to a point;

Thence, Westerly 25 feet, more or less, along a line perpendicular to the centerline of Mason Street, to its intersection with the centerline of Mason Street;

Thence, Northerly 65 feet, more or less, along the centerline of Mason Street, to a point;

Thence, Northwesterly 410 feet, more or less, along a line parallel to and 435 feet, more or less, northerly of the centerline of Austin Street, to its intersection with the centerline of Dewey Street, to a point;

Thence, Southerly 435 feet, more or less, along the centerline of Dewey Street, to its intersection with Austin Street, to a point;

Thence, Southerly 30 feet, along the centerline of Dewey Street, to a point;

Thence, Westerly 20 feet, along a line perpendicular to the centerline of Park Avenue, to its intersection with the westerly boundary line of the Dewey Street right of way, to a point;

Thence, Westerly 100 feet, more or less, along a line perpendicular to the centerline of Park Avenue, which is also the northern boundary line of property now or formerly of Chandler 237

Realty Inc and the southerly boundary line of property now or formerly of First Massachusetts Bank, to a point;

Thence, Westerly 70 feet, more or less, along a line perpendicular to the centerline of Park Avenue, which is also the northern boundary line of property now or formerly of 309 Park, LLC, and the southerly boundary line of property now or formerly of 301 Park, LLC, to its intersection with the easterly boundary line of the Park Avenue right of way, to a point;

Thence, Westerly 40 feet, more or less, along a line perpendicular to the centerline of Park Avenue, to its intersection with the centerline of Park Avenue, which is 230 feet, more or less, North northeasterly of the intersection of the centerlines of Park Avenue and Chandler Street, to a point;

Thence, Northerly 495 feet, more or less, along the centerline of Park Avenue, to a point;

Thence, Westerly 40 feet, more or less, along a line perpendicular to the centerline of Park Avenue, to its intersection with the westerly boundary line of the Park Avenue right of way, to a point;

Thence, Westerly 100 feet, more or less, along a line perpendicular to the centerline of Park Avenue, which is also the southerly boundary line of property now or formerly of Jawad Realty, LLC, and the northerly boundary line of property now or formerly of Park Avenue Management Group, LLC, to its intersection with the easterly boundary of property now or formerly of Manuel N. Vergara, to a point;

Thence, Northerly 765 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to a point;

Thence, Northeasterly 475 feet, more or less, along the centerline of Lois Lane, to its intersection with the centerline of Park Avenue, to a point;

Thence, Easterly 40 feet, more or less, along a line perpendicular to the centerline of Park Avenue, to its intersection with the easterly boundary line of the Park Avenue right of way, to a point;

Thence, Easterly 80 feet, more or less, along a line perpendicular to the centerline of Park Avenue, to a point;

Thence, Southerly 285 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to its intersection with the centerline of Townsend Street, to a point;

Thence, Easterly 1,280 feet, more or less, along the existing zoning district line separating the RG-5 and BL-1.0 zones, to its intersection with the centerline of Russell Street, to a point;

Thence, Easterly 1,410 feet, more or less, along the existing zoning district line separating the RG-5 and BG-3.0 zones, to a point;

Thence, Easterly 1,060 feet, more or less, along the existing zoning district line separating the BG-3.0 and BO-1.0 zones, to its intersection with the centerline of Linden Street, to a point;

Thence, Northerly 1,180 feet, more or less, along the existing zoning district line separating the BG-6.0 and BO-1.0 zones, to its intersection with the centerline of Williams Street, to a point;

Thence, Northeasterly 340 feet, more or less, , more or less, along the existing zoning district line separating the BG-6.0 and RG-5 zones, to its intersection with the centerline of Chestnut Street, to a point;

Thence, Northeasterly 1,395 feet, more or less, along the existing zoning district line separating the BG-6.0 and BO-1.0 zones, to its intersection with the centerline of State Street, to a point;

Thence, Westerly 270 feet, more or less, along the centerline of State Street, to its intersection with the centerline of Harvard Street, to a point;

Thence, Northerly 270 feet, more or less, along the centerline of Harvard Street, to a point;

Thence, Westerly 25 feet, more or less, along a straight line, to its intersection with the westerly boundary line of the Harvard Street right of way, to a point;

Thence, Westerly 142 feet, more or less, along the Southern boundary line of property now or formerly of Whitcomb Hall, LLC (20,787 SF), and the northerly boundary of property now or formerly of James Glickman and Peter Kovago, Trustees of Bluefin Realty, to its intersection with property now or formerly of Whitcomb Hall, LLC, to a point;

Thence, Northerly 26 feet, more or less, along the Western boundary line of property now or formerly of Whitcomb Hall, LLC (20,787 SF), and along the Eastern boundary line of property now or formerly of Whitcomb Hall, LLC, to its intersection with the Southern boundary line of property now or formerly of 39 Highland Street Associates, to a point;

Thence, Westerly 53 feet, more or less, along the Northern boundary line of property now or formerly of Whitcomb Hall, LLC, and along the Southern boundary line of property now or formerly of 39 Highland Street Associates, to its intersection with the Southern boundary line of property now or formerly of Gerry A. Blodgett and Katherine A. Blodgett, to a point;

Thence, Westerly 68 feet more or less, along the Northern boundary line of property now or formerly of Whitcomb Hall, LLC, and along the Southern boundary line of property now or formerly of Gerry A. Blodgett and Katherine A. Blodgett, to its intersection with the easterly boundary of the Lancaster Street right of way, to a point;

Thence, Westerly 25 feet, more or less, along a line perpendicular to the Lancaster Street centerline, to its intersection with the centerline of Lancaster Street, to a point;

Thence, Southerly 190 feet, more or less, along the existing zoning district line separating the BL-1.0 and BO-1.0 zones, to a point;

Thence, Westerly 2,590 feet, more or less, along the existing zoning district line separating the BL-1.0 and RG-5 zones, to a point;

Thence, Northerly 300 feet, more or less, along the existing zoning district line separating the BL-1.0 and RL-7 zones, to its intersection with the centerline of West Street, to a point;

Thence, Easterly 1,570 feet, more or less, along the existing zoning district line separating the BL-1.0 and RG-5 zones, to its intersection with the centerline of Lancaster Street, to a point;

Thence, Northerly 205 feet, more or less, along the existing zoning district line separating the BO-1.0 and RG-5 zones, to its intersection with the centerline of Institute Road, to a point;

Thence, Northerly 640 feet, more or less, along the existing zoning district line separating the BG-6.0 and RG-5 zones, to its intersection with the centerline of Salisbury Street, to a point;

Thence, Northerly 920 feet, more or less, along the existing zoning district line separating the BG-6.0 and BG-2.0 zones, to its intersection with the centerline of Humboldt Avenue, to a point;

Thence, Northerly 845 feet, more or less, along the existing zoning district line separating the BG-6.0 and RL-7 zones, to the point of beginning;

And;

Beginning at a point on the centerline of Acton Street which intersects with the centerline of Kenyon Avenue;

Thence, 4,580 feet, more or less, along the existing zoning district line separating the BL-1.0 and RG-5 zones, to the point of beginning;

And;

Beginning at a point on the centerline of Blackstone River Road at its intersection with the centerline of McKeon Road;

Thence, Southerly 920 feet, more or less, along the existing zoning district line separating the BL-1.0 and ML-1.0 zones, to a point;

Thence, Southerly 1,380 feet, more or less, along the existing zoning district line separating the BL-1.0 and ML-2.0 zones, to a point;

Thence, Southwesterly 380 feet, more or less, along the existing zoning district line separating the BL-1.0 and MG-2.0 zones, to a point;

Thence, Westerly and then Northerly 3,160 feet, more or less, along the existing zoning district line separating the BL-1.0 and RL-7 zones, to a point;

Thence, Northerly and then Easterly 435 feet, more or less, along the existing zoning district line separating the BL-1.0 and ML-2.0 zones, to a point;

Thence, Southerly 215 feet, more or less, along the existing zoning district line separating the BL-1.0 and ML-1.0 zones, to the point of beginning.

**In City Council February 3, 2015**

**Passed to be ordained by a yea and nay vote of Eleven Yeas and No Nays.**

**A Copy. Attest:**

**David J. Rushford, Clerk**  
*David J. Rushford*  
**City Clerk**

# City of Worcester - Proposed Commercial Corridors Overlay District

## May 13, 2014

