

AN ORDINANCE AMENDING ARTICLE III
OF THE WORCESTER ZONING ORDINANCE ADOPTED APRIL
2, 1991 RELATIVE TO SIGN OVERLAY DISTRICTS

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

SECTION 1. The list of Overlay Districts in Article III, Section 1 of the Worcester Zoning Ordinance is hereby amended to include the following overlay district designations at the end of said list:

DSOD:	Downtown/Blackstone Canal Sign Overlay District
BSOD	Blackstone River Parkway Sign Overlay District
USOD	Union Station View Corridor Sign Overlay District

SECTION 2. 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 Downtown/Blackstone Canal Sign Overlay District.

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;

Thence, Easterly 1,095 feet, more or less, along the boundary line separating the properties now or formerly of Proprietors of Rural Cemetery and 150 Grove Street Realty LLC to the centerline of Prescott Street, to a point;

Thence, Southerly 710 feet, more or less, along the centerline of Prescott Street to its intersection with the centerline of Garden Street, to a point;

Thence, Easterly 390 feet, more or less, along the centerline of Garden Street until its intersection with the railroad tracks, now or formerly of the Boston and Maine Railroad, to a point;

Thence, Southerly 1,230 feet, more or less, along the above-described railroad tracks until the intersection with the centerline of Goldsberry Street, to a point;

Thence, Southerly 1,240 feet, more or less, along the centerline of Goldsberry Street, to a point;

Thence, Southerly 926 feet, more or less, continuing along the centerline of Summer Street until its intersection with centerline of Prospect Street, to a point;

Thence, Easterly 680 feet, more or less, along the centerline of Prospect Street to its intersection with the centerline of I-290, to a point;

Thence, Southerly 1,880 feet, more or less, along the centerline of I-290 until its intersection with the centerline of Shrewsbury Street, to a point;

Thence, Southerly 450 feet, more or less, along the centerline of I-290, to a point;

Thence, Easterly 266 feet, more or less, across I-290 and along the northern boundary line of the property now or formerly of CSX Transportation Inc., to a point;

Thence, Southerly 250 feet, more or less, along the eastern boundary line of the property now or formerly of CSX Transportation Inc., to the intersection with the centerline of Franklin Street, to a point;

Thence, Southerly 1,630 feet, more or less, along the existing zone line separating the MG-2 and the abutting zones, to a point;

Thence, Southerly 72 feet, more or less, along the of the centerline of Grafton Street and its intersection with the centerline of Coral Street, to a point;

Thence, Northwesterly 460 feet, more or less, along centerline of Grafton Street to its intersection with the southerly sideline of I-290, to a point;

Thence, Northwesterly 120 feet, more or less, across I-290, to a point;

Thence, Southerly 1,400 feet, more or less, along the eastern boundary lines of properties fronting the western sideline of I-290 to the intersection with the centerline of Harrison Street, to a point;

Thence, Southerly 55 feet, more or less, crossing the centerline of Harrison Street to the eastern corner of the property now or formerly of Arthur Mooradian, Trustee, to a point;

Thence, Southerly 731 feet, more or less, along eastern boundary lines of properties fronting the western sideline of I-290 crossing over Columbia Street and Fox Street, to a point;

Thence, Westerly 75 feet, more or less, from the southern corner of property now or formerly of Kelley Square Realty Inc., to the centerline of Vernon Street, to a point;

Thence, Southerly, 150 feet, more or less, along the centerline of Vernon Street to the centerline of I-290, to a point;

Thence, Southerly 2,423 feet, more or less, along the centerline of I-290, to a point;

Thence, Westerly 315 feet, more or less, along the centerline of Ashmont Avenue, to a point;

Thence, Northerly 1,700 feet, more or less, along the centerline of Harding Street, to a point;

Thence, Northerly 2,307 feet, more or less, along the entire length of the centerline of Washington Street, to a point;

Thence, Northerly 130 feet, more or less, along the southern boundary line of the property now of formerly of New York Central Lines LLC, to a point;

Thence, Southwesterly 2,270 feet, more or less, along the northern boundary line of the property now of formerly of New York Central Lines LLC, to a point;

Thence, Southwesterly 710 feet, more or less, along a line parallel to and 20 feet east of the railroad tracks, now or formerly of the New York Central Lines, LLC, to a point;

Thence, Northwesterly 35 feet, more or less, to the eastern sideline of LaGrange Street, to a point;

Thence, Northerly 2,086 feet, more or less, along the boundary lines separating the properties now of formerly of New York Central Lines LLC; now of formerly of US Sprint Communications Company; across Jackson Street; now of formerly of Bridgesouth Real Estate Development; across Herman Street; now of formerly of Napac Holdings, LTD; now of formerly of Frank A. Zitomersky, Trustee; now of formerly of Madison Square Corporation; and now of formerly of the City of Worcester, to its intersection with the centerline of Madison Street, a point;

Thence, Northwesterly 355 feet, more or less, along the centerline of Madison Street to a point;

Thence, Northwesterly 485 feet, more or less, along the centerline of Chandler Street, to a point;

Thence, Northerly 1,274 feet, more or less, along the centerline of Irving Street, to a point;

Thence, Northerly 1,500 feet, more or less, along the centerline of Linden Street, to a point;

Thence, Easterly 130 feet, more or less, along the centerline of Bowdoin Street, to a point;

Thence, Northeasterly 266 feet, more or less, along the centerline of Chestnut Street, to a point;

Thence, Northerly 1,100 feet, more or less, along the centerline of Harvard Street, to a point;

Thence, Westerly 336 feet, more or less, along the centerline of Highland Street, to a point;

Thence, Northerly 2,235 feet, more or less, along the centerline of Lancaster Street, to a point;

Thence, Northwesterly 540 feet, more or less, along the centerline of Grove Street to the point of beginning.

SECTION 3. 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 Blackstone River Parkway Sign Overlay District.

Beginning at a point on the centerline of McKeon Road, said point being at its intersection with the centerline of I-290;

Thence, Southerly 3,690 feet, more or less, along the centerline of McKeon Road 85 feet from its intersection with the centerline of McGill Street, to a point;

Thence, Westerly 1,120 feet, more or less, in a straight line to the northeast corner of the property now or formerly of Brian J. McLaughlin, to a point;

Thence, Northeasterly 60 feet, more or less, to its intersection with the centerline of Blackstone River Road at the southwest corner of property now or formerly of the Commonwealth of Massachusetts Highway Department, to a point;

Thence, Southeasterly 910 feet, more or less, along the western boundary of the property now or formerly of the Providence and Worcester Railroad Company, to a point;

Thence, Southeasterly 400 feet, more or less, along the northern and eastern boundary line of the property now or formerly of Madison Worcester Holdings LLC, to a point;

Thence, Southerly 1,200 feet, more or less, along the southern boundary line of the property now or formerly of Madison South Holdings, LLC, to a point;

Thence, Southwesterly 500 feet, more or less, along the southwestern boundary line of the property now or formerly of Madison Worcester Holdings, LLC, to a point;

Thence, Westerly 535 feet, more or less, along the western border of property now or formerly of Madison Worcester Holdings LLC, to a point;

Thence, Southerly 50 feet, more or less, across the Blackstone River Road, to a point;

Thence, Westerly 615 feet, more or less, along the western boundary line of the property now or formerly of Liberty MA Portfolio Fee LLC, to a point;

Thence, Southerly 2,375 feet, more or less, along the southern boundary line of the property now or formerly of Liberty MA Portfolio Fee LLC, to a point;

Thence, Southerly 1,280 feet, more or less, crossing the property now or formerly of the Providence and Worcester Railroad Company, to a point;

Thence, Southerly 1,155 feet, more or less, along the western side of the property now or formerly owned by the Providence and Worcester Railroad Company to its intersection with the Worcester-Millbury border line, to a point;

Thence, Southeasterly 1,335 feet, more or less, along southern boundary lines of the Worcester properties along the Worcester-Millbury line, to a point;

Thence, Northerly and then Northwesterly 12,400 feet, more or less, along a line running parallel to Route 146 and 400 feet east of it, until its intersecting with the centerline of Whitney Street, to a point;

Thence, Northwesterly 250 feet, more or less, along the centerline of Whitney Street, to its intersection with the sideline of I-290, to a point;

Thence, Northwesterly 200 feet, more or less, continuing along the same straight line, crossing I-290, to a point;

Thence, Westerly 2,200 feet, more or less, along the centerline of I-290 to the point of beginning.

SECTION 4. 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 Union Station View Corridor Sign Overlay District.

Beginning at a point on the centerline of Summer Street, said point being 142 feet, more or less, north of the intersection of Summer Street and Laurel Street centerlines;

Thence, Southerly 544 feet, more or less, along the centerline of Summer Street, to a point;

Thence, Easterly 715 feet, more or less, along the centerline of Prospect Street, to a point;

Thence, Southerly 580 feet, more or less, along the centerline of I-290, to a point;

Thence, Easterly 3,700 feet, more or less, along the existing zone line of the Shrewsbury Street Parking Overlay District zone, to a point;

Thence, Northeasterly 285 feet, more or less, parallel to and 250 feet north of the centerline of Shrewsbury Street, to a point;

Thence, Easterly 1,960 feet, more or less, along the existing zone line of Shrewsbury Street Parking Overlay District zone, to a point;

Thence, Northeasterly 385 feet, more or less, parallel to the western-bound centerline of Shrewsbury Street, and north of it 230 feet, more or less, between the centerlines of Imperial Street and Granby Street, to a point;

Thence, Northeasterly 250 feet, more or less, parallel to the western-bound centerline of Shrewsbury Street, and north of it 120 feet, more or less, between the centerlines of Granby Street and Prentice Street, to a point;

Thence, Northeasterly 255 feet, more or less, along the existing zone line of Shrewsbury Street Parking Overlay District zone, to a point;

Thence, Northeasterly 355 feet, more or less, continuing along a straight line to the centerline of Daniel Street, to a point;

Thence, Northerly 134 feet, more or less, along the centerline of Daniel Street, to a point;

Thence, Northeasterly 625 feet, more or less, parallel to and 270 feet north of the centerline of Shrewsbury Street, to a point;

Thence, Southerly 753 feet, more or less, through the intersection of the centerlines of Shrewsbury Street and Aitchison Street and continuing along the centerline of Aitchison Street, to a point;

Thence, Southerly 100 feet, more or less, along the centerline of Plantation Street, to a point;

Thence, Southwesterly 1,400 feet, more or less, along the railroad tracks, now or formerly of New York Central Lines LLC, to a point;

Thence, at a point 130 feet, more or less, southerly of the intersection of the centerline of Atlanta Street and the above-referenced railroad tracks; southeasterly 118 feet, more or less, to a point;

Thence, Southwesterly and then Northwesterly, 418 feet, more or less along the southern and western boundary lines of the property now or formerly of George N. Laconte, to a point;

Thence, Southwesterly 1,130 feet, more or less, along the railroad tracks, now or formerly of New York Central Lines LLC, to a point;

Thence, Southerly 640 feet, more or less, along the centerline of Putnam Lane, to a point;

Thence, Southwesterly 3,247 feet, more or less, along the centerline of Franklin Street, to a point;

Thence, Westerly 1,630, more or less, along the centerline of Franklin Street, to a point;

Thence, Southerly 600 feet, more or less, along the I-290 ramp and sideline, to a point;

Thence, Southeasterly 500 feet, more or less, to the westerly intersection of two properties, now or formerly owned by CSX Transportation Inc. and Charles W. and Helen M. Walsh, Trustees, to a point;

Thence, Southeasterly 597 feet, more or less, to a point on the railroad tracks, now or formerly of CSX Transportation Inc., to a point;

Thence, Southeasterly 182 feet, more or less, to a point on the centerline of Grafton Street, to a point;

Thence, Northwesterly 1,250 feet, more or less, along the centerline of Grafton Street, to a point;

Thence, Southerly 920 feet, more or less, along the existing zone line separating the BG-3.0 and RG-5 zones, to a point;

Thence, Northwesterly 430 feet, more or less, crossing the BG-3.0 from its intersection with the RG-5 zone to the intersection with the MG-2 zone, to a point;

Thence, Northerly 1,040 feet, more or less, along the centerline of Harding Street, to a point;

Thence, Westerly 775 feet, more or less, along the centerline of Temple Street, to a point;

Thence, Southwesterly 2,231 feet, more or less, along southerly set of the above-referenced railroad tracks, to a point;

Thence, Northerly 295 feet, more or less, along the centerline of Hermon Street, to a point;

Thence, Northeasterly 1,000 feet, more or less, to a point on the centerline of Madison Street, 275 feet, more or less, south of the intersection of the centerlines of Madison Street and Southbridge Street, to a point;

Thence, Northeasterly 550 feet, more or less, to a point on the centerline of Myrtle Street, 35 feet, more or less, south of the intersection of the centerlines of Myrtle Street and Salem Street, to a point;

Thence, Westerly 865 feet, more or less, to a point 325 feet, more or less, north of the intersection of the centerlines of Franklin Street, Foster Street, and Francis J. McGrath Highway, to a point;

Thence, Southerly 325 feet, more or less, along the centerline of Franklin Street, to a point;

Thence, Northerly 1,300 feet, more or less, along the centerline of Foster Street, to a point;

Thence, Easterly 225 feet, more or less, along the centerline of Bridge Street, to a point;

Thence, Northerly 1,625, more or less, parallel to the centerline of Summer Street, to a point on the centerline of Thomas Street, 288 feet, more or less, west of the intersection with the centerlines of Summer Street and Prospect Street, to a point;

Thence, Northerly 350 feet, more or less, to a southwestern corner of property now or formerly of A. L. Prime Energy Consultant Inc, to a point;

Thence, Northeasterly 171 feet, more or less, along the western and northern boundary of the property now or formerly of A. L. Prime Energy Consultant Inc., to the point of beginning.

**In City Council April 26, 2011
Passed to be Ordained by a ye and nay vote of Nine Yeas and No Nays.**

**A Copy. Attest: David J. Rushford
David J. Rushford
City Clerk**