



City of Cambridge

17.

IN CITY COUNCIL

December 10, 1979

COUNCILLOR WYLIE

ORDERED: That this City Council go on record formally referring the proposed rezoning petition of the Planning Board relative to the Alewife Brook area to the Planning Board for appropriate statutory action and to further refer this proposed petition to the 1980 City Council for a hearing.

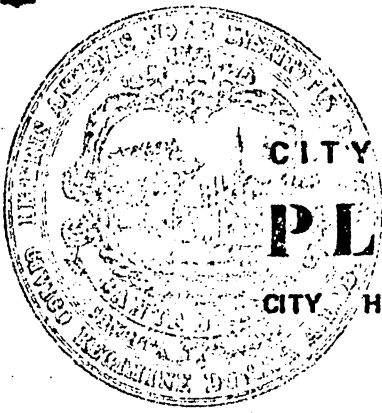
In City Council December 10, 1979
Adopted by the affirmative vote of 7 members.
Attest: Paul E. Healy, City Clerk

A true copy,

ATTEST:

A handwritten signature in cursive script that reads "Paul E. Healy".

Mayor Danehy has requested to be recorded in the negative on this matter.



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE, MASS 02139

RECEIVED BY
OFFICE OF THE CITY CLERK
NOV 29 1979
CAMBRIDGE, MASS 02139

November 28, 1979

To the Honorable, the City Council

SUBJECT: Alewife Area Rezoning Petition

After a major three year planning effort, the Planning Board is pleased to file for your consideration a comprehensive rezoning proposal for the Alewife Industrial Area. This petition is one of the critical steps in the implementation of the Alewife Revitalization program. This proposal also responds to the Council's unanimous order in the spring of 1977 to have a new growth management program developed for this section of the city.

A preliminary version of this petition was filed by the Board in June. A public hearing on that proposal was held in August. Based on testimony received at that time, several adjustments have been made in the original petition. In particular, the configuration of the proposed office district along Concord Avenue and Smith Place was modified. The regulations for the Parkway Overlay District were revised and the extent of that district was changed.

Briefly, the proposed rezoning replaces the two outmoded industrial district designations which uniformly cover the area, with 10 new districts which provide a more appropriate and effective set of regulations. While this proposal would reduce the total amount of development potentially allowed in the area, it would still permit up to 10 million square feet of development. As in the case of the recently adopted East Cambridge comprehensive rezoning, the new zoning will create a more predictable and orderly regulatory framework which will still encourage economic development and enhance the deteriorated physical environment.

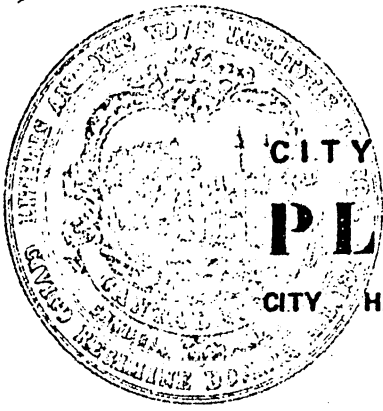
Sound land use policies are a necessary, though not sufficient, prerequisite for tax and job producing new development and for protecting Cambridge's natural amenities. The Planning Board believes that this rezoning package would establish such policies. We look forward to working with you on the formal review and adoption of this proposal.

Respectfully submitted,

For the Planning Board

Arthur C. Parris
Chairman

ACP:aml



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

ALEWIFE AREA REZONING PETITION

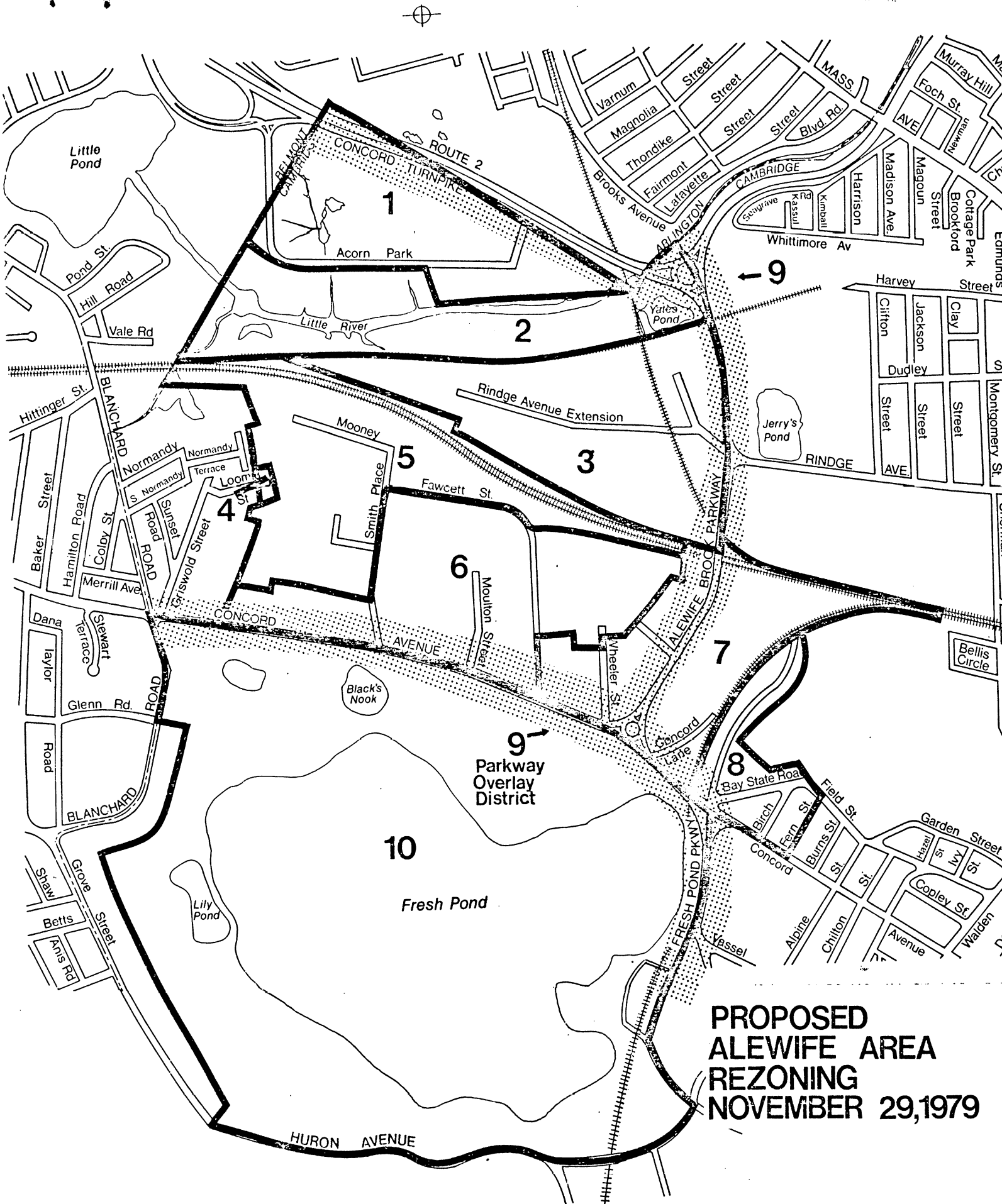
November 29, 1979

A. MAP CHANGES

1. A. D. Little Area: Industry A to Office 2
2. Alewife Reservation: Industry A and Industry B to Open Space
3. Triangle (Rindge Ave. Extension): Industry A and Industry B to Office 2 with a Planned Unit Development Overlay (PUD-5)
4. Cambridge Highlands Edge: Industry A to Residence B
5. Western Quadrangle: Industry A and B to Industry B-2
6. Concord Avenue/Eastern Quadrangle: Industry A and B to Office 2.
7. Fresh Pond Shopping Center Area: Industry A to Business C
8. New Street/Bay State Road Area: Industry A to Industry A-1
9. Alewife Brook Parkway/Concord Avenue: Parkway Overlay District
10. Fresh Pond Reservation: Residence A-2 to Open Space

B. TEXT CHANGES

1. Establish Industry B-2 district.
- 2-3. Establish Industry B-2 district use regulations
4. Require special permit for residential uses in O-2 districts
5. Permit "accessory" restaurants in O-2 districts
- 6-7. Establish industrial performance standards for the Industry B-2 district
8. Require special permits for warehouses and heavy manufacturing in the Industry B-2 district.
9. Change Office 2 district FAR limitation from 1.75 to 2.0.
10. Establish Industry B-2 district dimensional regulations.
- 11-12. Establish Industry B-2 district parking regulations.
- 13-14. Establish Parkway Overlay District regulations.
- 15-16. Recodify Articles 12.000 and 13.000.
17. Establish PUD-5 District Regulations.



**PROPOSED
ALEWIFE AREA
REZONING
NOVEMBER 29, 1979**

ALEWIFE AREA REZONING PETITION

November 1979

Cambridge, November 29, 1979

To the Honorable, the City Council of the
City of Cambridge:

The undersigned respectfully pray

that the Zoning Ordinance of the City of Cambridge be amended as follows:

A. AMEND THE ZONING MAP BY CHANGING THE DISTRICT DESIGNATIONS FOR THE
FOLLOWING AREAS:

1. Rezone to Office 2 that area presently zoned Industry A and which is circumscribed by a line beginning at a point, said point being the City Bound as shown on Assessors' Plat #269½ (2 of 2) and proceeding along the Arlington/Cambridge City line for a distance of approximately 2730 feet to the point of intersection with the Belmont/Cambridge city line;

Thence turning and proceeding in a generally southwesterly direction along the Belmont/Cambridge city line for a distance of approximately 1330 feet to the point of intersection with the southerly sideline of Acorn Park;

Thence turning and proceeding in a generally easterly direction along the southerly sideline of Acorn Park for a distance of approximately 1360 feet to the point of intersection of the southerly sideline of Acorn Park and the western boundary line of lot numbered 260 on Assessors' Plat #267, (2 of 4);

Thence turning and proceeding in a generally southeasterly direction along the western boundary lines of lots numbered 260 and 197 on Assessors' Plat #267 (2 of 4) for a distance of approximately 260 feet to the point of intersection with the southern boundary line of lot numbered 197 on Assessors' Plat #267, (2 of 4);

Thence turning and proceeding in a generally easterly direction for a distance of approximately 1640 feet along the southern boundary lines of lots numbered 197 and 258 on Assessors' Plat #267 (2 of 4) and their projection to its point of intersection with the City Bound shown on Assessors' Plat #269½, 2 of 2, the point of origin.

- 1) Premises shown on Assessors' Plat #267 (1 of 4): numbers 199, 205, 207, 209, 213, 217, 223, 225, 231, 235 and 243 Concord Turnpike which include all or parts of lots numbered 267, 157, 239, 268, 233, 232, 269, 270, 180, 181, 182, 190, 200, 201, 206 and 207 as designated on Assessors' Plat #267, (1 of 4);
- 2) Premises shown on Assessors' Plat #267 (2 of 4): 26 Acorn Park and all or parts of lots numbered 253, 203, 230, 257, 256, 260, 259, 197 and 258 as designated on Assessors' Plat #267, (2 of 4).

- 2.0 Rezone to Open Space that area presently zoned Industry A and Industry B which is circumscribed by a line beginning at a point, said point being the intersection of the centerline of Alewife Brook Parkway and the southern sideline of the Boston and Maine Railroad (Central Division) Right-of-Way and proceeding in a generally westerly direction along the southern sideline of the Boston and Maine Railroad (Central Division) Right-of-Way for a distance of approximately 4130 feet to a point, said point being the intersection with the Belmont/Cambridge city line;
- 2.1 Thence turning and proceeding in a generally northeasterly direction along the Belmont/Cambridge city line for a distance of approximately 1200 feet to a point, said point being the intersection with the southern sideline of Acorn Park;
- 2.2 Thence turning and proceeding in a generally easterly direction along the southerly sideline of Acorn Park for a distance of approximately 1358 feet to a point, said point being the intersection with the western boundary of lot number 260 on Assessors' Plat #267, (2 of 4);
- 2.3 Thence turning and proceeding in a generally southeasterly direction along the western boundary lines of lots numbered 260 and 197 on Assessors' Plat #267 (2 of 4) for a distance of approximately 260 feet to a point, said point being the intersection with the southern boundary of lot number 197 on Assessors' Plat #267 (2 of 4);
- 2.4 Thence turning and proceeding in a generally easterly direction along the southern boundaries of lots numbered 197 and 258 on Assessors' Plat #267 (2 of 4) and their projection for a distance of approximately 1640 feet to a point, said point being the intersection of said projection with the City Bound shown on Assessors' Plat #269½ (2 of 2);
- 2.5 Thence turning and proceeding in a generally northeasterly direction along the Arlington/Cambridge city line for a distance of approximately 550 feet to its intersection with the northeasterly boundary of lot numbered 71 on Assessors Plat #269½ (2 of 2);
- 2.6 Thence turning and proceeding in a generally southeasterly direction along the northeastern boundary line of lot numbered 71 on Assessors' Plat #269½ (2 of 2) for approximately 150 feet to its point of intersection with the centerline of the Alewife Brook Parkway;
- 2.7 Thence turning and proceeding in a generally southerly direction along the centerline of Alewife Brook Parkway for a distance of approximately 570 feet to a point, said point being the intersection with the southern sideline of the Boston and Maine Railroad (Central Division) Right-of-Way, the point of origin.

2.00 Said area includes all or parts of the following parcels of land:

2.01 Premises shown on Assessors' Plat #269½ (2 of 2): lot
numbered 71;

2.02 Premises shown on Assessors' Plat #267 (3 of 4): lot
numbered 151;

2.03 Premises shown on Assessors' Plat #267 (2 of 4): lots
numbered 231 and 240.

- 3.0 Rezone to Office 2 (with a Planned Unit Development Overlay District-5) that area presently zoned Industry A and Industry B, which is circumscribed by a line beginning at a point, said point being the intersection of the centerline of Alewife Brook Parkway and the vertical projection of the northern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way and proceeding in a generally northerly direction along the centerline of Alewife Brook Parkway for a distance of approximately 1520 feet to its point of intersection with the vertical projection of the southern sideline of the Boston and Maine Railroad (Central Division) Right-of-Way;
- 3.1 Thence turning and proceeding in a generally westerly direction along the southern sideline of the Boston and Maine Railroad (Central Division) Right-of-Way for a distance of approximately 3240 feet to its point of intersection with the northern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way.
- 3.2 Thence turning and proceeding in a generally southeasterly direction along the northern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way for a distance of approximately 1320 feet to a point, said point being the intersection with the western boundary line of lot 256 on Assessors' Plat #267, (4 of 4);
- 3.3 Thence turning and proceeding in a generally southerly direction along the western boundary line of lot 256 on Assessors' Plat #267, 4 of 4, for a distance of approximately 70 feet to its point of intersection with the northern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way;
- 3.4 Thence turning and proceeding in a generally southeasterly direction along the northern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way a distance of approximately 2285 feet to its point of intersection with the vertical projection of the centerline of Alewife Brook Parkway, the point of origin.
- 3.00 Said area includes all or parts of the following parcels of land:
 - 3.01 Premises as designated on Assessors' Plat #269 (1 of 2): numbers 109, 113, 117, 121, 125, 129, 131, 135, 141 Alewife Brook Parkway which includes all or parts of lots numbered 75, 76, 78, 79, 81, 80, 82, 83, 84, 85, 86, 87 and 1 as shown on Assessors' Plat #269, (1 of 2);
 - 3.02 Premises as designated on Assessors' Plat #268-C: odd numbers 143, 149, 151, 153 and 157 Alewife Brook Parkway which includes all or parts of lots numbered 26, 29, 30, 32, 33 and 34 as shown on Assessors' Plat #268-C;

- 3.03 Premises as designated on Assessors' Plat #265-D: even numbers 30, 74, odd number 35 on Rindge Avenue Extension which includes all or parts of lots numbered 19, 38, 43, 45, 33 and 37 as shown on Assessors' Plat #265-D;
- 3.04 Premises as designated on Assessors' Plat #267, (4 of 4): lots numbered 176, 178, 186, 187, 167, 183, 256, and 267 as shown on Assessors' Plat #267, (4 of 4);
- 3.05 Premises as designated on Assessors' Plat #267, (3 of 4): lot number 164.
- 4.0 Rezone to Residence B that area presently zoned Industry A which is circumscribed by a line beginning at a point, said point being the intersection of the Northern sideline of lot 70 on Assessor's Plat#267c and the Eastern sideline of lot 65 on said plat;
- 4.1 Thence proceeding is a Northerly direction along the Eastern sideline of lot 65 and its extension and lot 67 on Assessor's Plat#267c for approximately 350 feet to its intersection with the Northern sideline of lot 67 on said plat;
- 4.2 Thence turning and proceeding is a Westerly direction along the Northern sideline of lot 67 and lot 66 on Assessor's Plat #267c for approximately 65 feet to its point of intersection with a line which is located approximately 100 feet East of the Eastern sideline of Normandy Terrace;
- 4.3 Thence turning and proceeding in a Southerly direction along a line which is approximately 100 feet East of and parallel to the Southerly projection of the Eastern sideline of Normandy Terrace for approximately 280 feet to its intersection with the Northern sideline of lot 76 on Assessor's Plat #267c;
- 4.4 Thence turning and proceeding in a Southeasterly direction along the Northern sideline of lot 76 and lot 70 on Assessor's Plat #267c for approximately 70 feet to its intersection with the Eastern sideline of lot 65 on said Plat, which is the point of origin.
- 4.00 Said area includes all or parts of the following parcels of land;
- 4.01 Premises shown on Assessor's Plat#267c: All or parts of lots numbered 56, 65, 67, and 66.

- 5.0 Rezone to Industry B-2 that area presently zoned Industry A and Industry B which is circumscribed by a line beginning at a point, said point being the intersection of the Belmont/Cambridge City line and the extension of the southerly sideline of the Boston and Maine Railroad (Central Division) Right-of-Way as shown on Assessors' Plat #267 (3 of 4) and which is the southwestern corner of lot #274 on said plat;
- 5.1 Thence proceeding in a easterly direction along the southerly sideline of the Boston and Maine Railroad (Central Division) Right-of-Way for approximately 890 feet to the point of intersection with the northerly sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way;
- 5.2 Thence turning and proceeding in a southeasterly direction along the northerly sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way for approximately 1410 feet to its intersection with the western side line of lot #256 on Assessors' Plat #267 (4 of 4);
- 5.3 Thence turning and proceeding in a southerly direction along the western sideline of lot #256 on Assessors' Plat #267 (4 of 4) for approximately 70 feet to its point of intersection with the southern boundary of said lot;
- 5.4 Thence turning and proceeding in an easterly direction along the northerly sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way for approximately 2115 feet to its intersection with the northerly projection of the eastern sideline of lot 54 on Assessors' Plat #265B;
- 5.5 Thence turning and proceeding in a southerly direction along the northerly projection of the eastern sideline of lot 54 on Assessors' Plat #265B for approximately 130 feet to its intersection with the southern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way;
- 5.6 Thence turning and proceeding in a westerly direction along the southern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way for approximately 1320 feet to its intersection with the centerline of Fawcett Street on Assessors' Plat #267F;
- 5.7 Thence turning and proceeding in a northwesterly then westerly direction along the centerline of Fawcett Street for approximately 1200 feet to its intersection with the centerline of Smith Place as shown on Assessors' Plat #267 (4 of 4);
- 5.8 Thence turning and proceeding in a southerly direction along the centerline of Smith Place for approximately 820 feet to its intersection with the easterly extension of the southern sideline of lot #324 on Assessors' Plat #267D;

- 5.9 Thence turning and proceeding in a westerly direction along the southern sideline of lot 324 on Assessors' Plat #267D and its extension for approximately 80 feet to its intersection with the centerline of the unnamed 40 foot way shown on said plat;
- 5.10 Thence continuing in a westerly direction along the centerline of the 40 foot unnamed way shown on Assessors' Plat #267D for approximately 700 feet to its intersection with the centerline of the unnamed way designated as lot #302 on Assessors' Plat #267D;
- 5.11 Thence turning and proceeding in a southerly direction along the centerline of an unnamed way (lot #302 on Assessors' Plat #267D) for approximately 50 feet to its point of intersection with the easterly projection of the southern sideline of lot #303 on Assessors' Plat #267D;
- 5.12 Thence turning and proceeding in a westerly direction along the southern sideline of lot #303 and its easterly projection on Assessors' Plat #267D for approximately 260 feet to its intersection with the western sideline of lot #303 on said plat;
- 5.13 Thence turning and proceeding in a northeasterly direction along the western sideline of lots #303, 332 and 329 on Assessors' Plat #267D for approximately 420 feet to its intersection with the southern sideline of lot #76 on Assessors' Plat #267C;
- 5.14 Thence turning and proceeding in a westerly direction along the southern sideline of lot #76 on Assessors' Plat #267C for approximately 100 feet to its intersection with the western sideline of said lot;
- 5.15 Thence turning and proceeding in a northerly direction along the western sideline of lot #76 on Assessors' Plat #267C for approximately 125 feet to its intersection with the northern sideline of said lot;
- 5.16 Thence turning and proceeding in an easterly direction along the northern sideline of lot #76 and its extension on Assessors' Plat #267C for approximately 130 feet to its intersection with the eastern sideline of lot #65 on said plat;
- 5.17 Thence turning and proceeding in a northerly direction along the eastern sideline of lot #65 and its extension and the eastern sideline of lot #67 on Assessors' Plat #267C for approximately 310 feet to its intersection with the northern sideline of lot #67 on said plat;
- 5.18 Thence turning and proceeding in a westerly direction along the northern sidelines of lots #67, #66 and #55 on Assessors' Plat #267C for approximately 120 feet to its intersection with the eastern sideline of lot #243 on Assessors' Plat #267A;
- 5.19 Thence turning and proceeding in a northerly direction along the eastern sideline of lots #243, #201, #200, #199, #257 and #258 on Assessors' Plat #267A for approximately 300 feet to its intersection with the northern boundary line of lot #258 on said plat;

- 5.20 Thence turning and proceeding in a westerly direction along the northern sideline of lot #258 on Assessors' Plat #267A and its extension for approximately 120 feet to its intersection with the western sideline of lot #141 on Assessors' Plat #267 (3 of 4);
 - 5.21 Thence turning and proceeding in a northerly direction along the western sideline of lot #141 on Assessors' Plat #267 (3 of 4) for approximately 400 feet to its intersection with the southern sideline of the Boston and Maine Railroad (Fitchburg Division) Right of Way;
 - 5.22 Thence turning and proceeding in a westerly direction along the southerly sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way for approximately 400 feet to its intersection with the Belmont/Cambridge City line on Assessors' Plat #267 (3 of 4);
 - 5.23 Thence turning and proceeding in a northeasterly direction along the Belmont/Cambridge City line for a distance of approximately 210 feet to its point of intersection with the southwestern corner of lot #274 on Assessors' Plat #267 (3 of 4), the point of origin.
- 5.00 Said area includes all or parts of the following parcels of land:
- 5.01 Premises designated on Assessors' Plat #267 (3 of 4): odd numbers 71 through 127 Smith Place, odd numbers 13 through 47 Mooney Street and even numbers 30 through 52 Mooney Street and which includes all or parts of the following parcels of land: lots 31, 141, 266, 270, 272, 268, 265, 264, 249, 248, 227, 226, 228, 211, 267, 268, 270, 261, 269 and the Boston and Maine Railroad (Fitchburg Division) Right-of-Way;
 - 5.02 Premises designated on Assessors' Plat #267 (4 of 4): even numbers 130 through 180 Fawcett Street and which includes all of parts of the following parcels of land: lots 54, 263, 225, 218, 221, 184, 247, and the Boston and Maine Railroad (Fitchburg Division) Right-of-Way;
 - 5.03 Premises designated on Assessors' Plat #267D: odd numbers 35 through 67 Smith Place and numbers 763, 763A, 763B, 763C, 767, 767A and 767B Sunny Road and which includes all or parts of the following parcels of land: lots 324, 313, 312, 321, 325, 293, 294, 318, 338, 319, 334, 333, 302, 303, 332, 329 and an unnamed 40 foot way.
 - 5.04 Premises designated on Assessors' Plat #267C: lots numbered 76, 70, 72, 73, 74, 71, 78, 75, 62 and 68 and an unnamed way;
 - 5.05 Premises designated on Assessors' Plat #265B: a portion of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way.

- 6.1 Rezone to Office 2 that area presently zoned Industry A and Industry B which is circumscribed by a line beginning at a point said point being the intersection of the southern extension of the centerline of Fawcett Street and the centerline of Concord Avenue as shown on Assessors' Plat #267F;
- 6.2 Thence proceeding in a northerly direction along the centerline of Fawcett Street on Assessors' Plat #267F for approximately 500 feet to its intersection with the westerly projection of the northern sideline of lot #302 on said plat;
- 6.3 Thence turning and proceeding in an easterly direction along the northern sideline of lot #302 and its projection on Assessors' Plat #267F for approximately 250 feet to its intersection with the western sideline of lot #287 on said Assessors' Plat;
- 6.4 Thence turning and proceeding in a southerly direction along the western sideline of lot #287 on Assessors' Plat #267F for approximately 70 feet to its intersection with the southern sideline of said lot;
- 6.5 Thence turning and proceeding in an easterly direction along the southern sideline of lot #287 on Assessors' Plat #267F and its extension for approximately 280 feet to its intersection with the centerline of Wheeler Street;
- 6.6 Thence turning and proceeding in a northerly direction along the centerline of Wheeler Street for approximately 20 feet to its intersection with the western projection of the southern sideline of lot #29 on Assessors' Plat #265B;
- 6.7 Thence turning and proceeding in an easterly direction along the southern sideline of lot #29 and its projection on Assessors' Plat #265B for approximately 160 feet to its intersection with the northwestern sideline of lot #36 on said plat;
- 6.8 Thence turning and proceeding in a northeasterly direction along the northwestern sideline of lot #36 on Assessors' Plat #265B for approximately 50 feet to its intersection with the northeastern sideline of said lot;
- 6.9 Thence turning and proceeding in a southeasterly direction along the northeastern sideline of lot #36 on Assessors' Plat #265B for approximately 20 feet to its intersection with the southeastern sideline of lot #54 on Assessors' Plat #265B;
- 6.10 Thence turning and proceeding in a northeasterly direction along the southeastern sideline of lot #54 on Assessors' Plat #265B for approximately 650 feet to its intersection with southwest corner of lot #40 on said plat;

- 6.11 Thence turning and proceeding in a northerly direction along the western sideline of lot #40 on Assessors' Plat #265B for approximately 170 feet to its intersection with the southern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way;
- 6.12 Thence turning and proceeding in a westerly direction along the southern sideline of the Boston and Maine Railroad (Fitchburg Division) Right-of-Way on Assessors' Plats #265B and #267F for approximately 1320 feet to its intersection with the centerline of Fawcett Street;
- 6.13 Thence turning and proceeding in a northwesterly direction along the centerline of Fawcett Street and its extension for approximately 740 feet to its intersection with the centerline of Smith Place as shown on Assessors' Plat #267 (4 of 4);
- 6.14 Thence turning and proceeding in a southerly direction for approximately 590 feet along the centerline of Smith Place as shown on Assessors' Plats #267 (3 of 4) and #267D to its intersection with the easterly projection of lot #324 on Assessors' Plat #267D;
- 6.15 Thence turning and proceeding in a westerly direction along the southern sideline of lot #324 and its extension on Assessors' Plat #267D for approximately 80 feet to its intersection with the centerline of the unnamed 40 foot way shown on said plat;
- 6.16 Thence continuing in a westerly direction along the centerline of 40 foot unnamed way on Assessors' Plat #267D for approximately 700 feet to its intersection with the centerline of the unnamed way designated as lot 302 on said plat;
- 6.17 Thence turning and proceeding in a southerly direction along the centerline of an unnamed way (lot #302) on Assessors' Plat #267D for approximately 50 feet to its intersection with the easterly projection of the northern sideline of lot #304 on said plat;
- 6.18 Thence turning and proceeding in a westerly direction along the northern sideline of lot #304 and its projection on Assessors' Plat #267D for approximately 260 feet to its intersection with the eastern sideline of lot #323 on said plat;
- 6.19 Thence turning and proceeding in a southerly direction along the eastern sideline of lot #323 and its extension on Assessors' Plat #267D for approximately 450 feet to its intersection with the centerline of Concord Avenue;
- 6.20 Thence turning and proceeding in an easterly direction along the centerline of Concord Avenue as shown on Assessors' Plats #267D, #267E and #267F for approximately 2650 feet to its point of intersection with the southern extension of the centerline of Fawcett Street, the point of origin.

6.00 Said area includes all or parts of the following parcels of land:

6.01 Premises designated on Assessors' Plat #267F:

Odd numbers 1 through 95 Fawcett Street, even numbers 42 through 98 Fawcett Street, even numbers 2 through 68 Moulton Street, odd numbers 599 through 633 Concord Avenue and odd numbers 51 through 59 Wheeler Street and which includes all or parts of lots numbered 274, 389, 390, 272, 283, 284, 285, 394, 395, 305, 304, 306, 287, 286, 396, 293, 391, 392, 279, 288, 289, 290, 281, 291, 295, 384 and 296;

6.02 Premises designated on Assessors' Plat #265B:

All or parts of lots numbered 29, 34, 32, 46 and 54;

6.03 Premises designated on Assessors' Plat #267E:

Odd numbers 641 through 681 Concord Avenue, even numbers 6 through 40 Smith Place and odd numbers 5 thru 61 Moulton Street and which includes all or parts of lots numbered 242, 17, 18, 269, 270, 283, 261, 262, 263, 264, 277, 279, 234, 235, 281, 245, 244, 250, 284, 285, 286, 282, 279 and 280, and a portion of the Boston and Maine Railroad Right-of-Way;

6.04 Premises designated on Assessors' Plat #267 (4 of 4):

Even numbers 90 through 100 Smith Place and odd number 115 through 155 Fawcett Street and which includes all or parts of lots numbered 268, 269, 270, 254, 264, 265, and 209 and a portion of the Boston and Maine Railroad Right-of-Way;

6.05 Premises designated on Assessors' Plat #267D:

Odd numbers 11 through 25 Smith Place and odd numbers 687 through 777 Concord Avenue and which includes all or parts of lots numbered 258, 257, 256, 309, 314, 251, 263, 308, 305, 304, 282, 327, 328, 289, 259, 264, 302, 299, 300, 315, 316, 307, 285, 287, 286, 291, 310, 311, 259, 289, 328, 327, 282 and a portion of an unnamed 40 foot way.

- 7.0 Rezone to Business C that area presently zoned Industry A, which is circumscribed by a line beginning at a point, said point being the intersection of the southerly projection of the centerline of Fawcett Street and the centerline of Concord Avenue;
- 7.1 Proceeding in a generally northerly direction along the centerline of Fawcett Street for a distance of approximately 500 feet to the point of intersection with the extension of the northern boundary line of lot numbered 302 on Assessors' Plat #267F;
- 7.2 Thence turning and proceeding in a generally easterly direction along the northern boundary line of lot numbered 302 and its extension on Assessors' Plat #267F for a distance of approximately 245 feet to the point of intersection with the eastern boundary line of said lot;
- 7.3 Thence turning and proceeding in a generally southerly direction along the eastern boundary line of lot numbered 302 on Assessors' Plat #267F for a distance of approximately 65 feet to the point of intersection with the northern boundary line of lot numbered 286 on said plat;
- 7.4 Thence turning and proceeding in a generally easterly direction along the northern boundary line of lot numbered 286 and its extension on Assessors' Plat #267F for a distance of approximately 265 feet to the point of intersection with the centerline of Wheeler Street;
- 7.5 Thence turning and proceeding in a generally northerly direction along the centerline of Wheeler Street for a distance of approximately 5 feet to the point of intersection with the southern boundary line of lot numbered 29 and its extension on Assessors' Plat #265B;
- 7.6 Thence turning and proceeding in a generally easterly direction along the southern boundary line and its extension of lot numbered 29 on Assessors' Plat #265B for a distance of approximately 155 feet to the point of intersection with eastern boundary line of said lot;
- 7.7 Thence turning and proceeding in a generally northerly direction along the eastern boundary line of lot numbered 29 on Assessors' Plat #265B for a distance of approximately 50 feet to the point of intersection with the northern boundary line of lot numbered 36 on said plat;
- 7.8 Thence turning and proceeding in a generally southeasterly direction along the northern boundary line of lot numbered 36 on Assessors' Plat #265B for a distance of approximately 20 feet to the point of intersection with the southeastern boundary line of lot numbered 54 on said plat;

- 7.9 Thence turning and proceeding in a generally northeasterly direction along the southeastern boundary line of lot numbered 54 on Assessors' Plat #265B for a distance of approximately 650 feet to the point of intersection with the eastern boundary line of said lot;
- 7.10 Thence turning and proceeding northerly along the eastern boundary line of lot numbered 54 and its extension on Assessors Plat #265B and 268C for a distance of approximately 330 feet to the point of intersection with the northern sideline of the Boston and Maine Railroad Right-of-Way (Fitchburg Division); on Assessors' Plat #268C;
- 7.11 Thence turning and proceeding in a generally easterly direction along the northern sideline of the Boston and Maine Railroad Right-of-Way (Fitchburg Division) for a distance of approximately 122 feet to the point of intersection with the centerline of Alewife Brook Parkway on Assessors' Plat #268-C;
- 7.12 Thence turning and proceeding in a generally northerly direction along the centerline of Alewife Brook Parkway for a distance of approximately 95 feet to the point of intersection with the western sideline of the Boston and Maine Railroad Right-of-Way (Central Division);
- 7.13 Thence turning and proceeding in a generally southeasterly direction along the northeastern sideline of the Boston and Maine Railroad Right-of-Way (Central Division) for a distance of approximately 315 feet to its point of intersection with the northern sideline of the Boston and Maine Railroad Right-of-Way (Fitchburg Division) and continuing along said northern sideline for a distance of approximately 1395 feet to its point of intersection with the projection of the western boundary line of lot numbered 44 on Assessors' Plat #271;
- 7.14 Thence turning and proceeding in a generally southerly direction along the projection of the western boundary line of lot numbered 44 on Assessors' Plat #271 for a distance of approximately 75 feet to the point of intersection with the southern sideline of the Boston and Main Railroad Right-of-Way (Watertown Branch);
- 7.15 Thence turning and proceeding in a generally southwesterly direction along the southern sideline of the Boston and Maine Railroad Right-of-Way (Watertown Branch) for a distance of approximately 2730 feet to the point of intersection with the centerline of Concord Avenue;
- 7.16 Thence turning and proceeding in a generally northwesterly direction along the centerline of Concord Avenue for a distance of approximately 1410 feet to the point of intersection with the southerly projection of the centerline of Fawcett Street, the point of origin.

- 7.00 Said area includes all or parts of the following parcels of land:
- 7.01 Premises shown on Assessors' Plat #267F: even numbers 2, 12, 22 and 32 Fawcett Street, odd numbers 1, 19, 29 and 43 Wheeler Street and which includes all or parts of lots numbered 302, 301, 299, 298, 297, 275 and 286 as designated on Assessors' Plat #267F;
- 7.02 Premises shown on Assessors' Plat #265B: odd numbers 161, 175, 181, 185, 187, 195, 197, 203, 201, 211 and 221 Alewife Brook Parkway which includes all or parts of lots numbered 26, 37, 36, 28, 25, 30, 34, 33, 46, 45, 44, 51, 52, 53, 43, 40, 31, 27 and 47 as designated on Assessors' Plat #265B;
- 7.03 Premises shown on Assessors' Plat #265C-E: even numbers 194 to 210 Alewife Brook Parkway which includes all or parts of lots numbered 14, 23 and 25 as designated on Assessors' Plat #265C-E;
- 7.04 Premises shown on Assessors' Plat #265A: odd numbers 507, 511, 517, 527 and 537 Concord Avenue, even numbers 212 and 220 Alewife Brook Parkway and which includes all or parts of lots numbered 31, 41, 43, 44, 35, 36, 40, 38, 34, 39, 33, 29, 45, and 7 as designated on Assessors' Plat #265A.

- 8.0 Rezone to Industry A-1 that area presently zoned Industry A, which is circumscribed by a line beginning at a point, said point being the intersection of the centerline of Concord Avenue and the southerly sideline of the Boston and Maine Railroad Right-of-Way (Watertown Branch), and proceeding in a generally northerly and northeasterly direction along the southerly sideline of the Boston and Maine Railroad Right-of-Way (Watertown Branch) for a distance of approximately 1350 feet, to its point of intersection with the extension of the centerline of the proposed New Street as depicted on a map entitled "Grading Plan for the Preliminary Master Plan for the Cambridge City Dump," dated December 1, 1977 and prepared for the City of Cambridge by Carol Johnson and Associates, Inc.;
- 8.1 Thence turning and proceeding in a generally southwesterly direction along the centerline of the proposed New Street as shown on map cited above for a distance of approximately 940 feet to its point of intersection with the northeastern boundary line of lot numbered 32 on Assessors' Plat #264;
- 8.2 Thence turning and proceeding in a generally southeasterly direction along the northeastern boundary line of lot numbered 32 on Assessors' Plat #264 for a distance of approximately 460 feet to its point of intersection with the northern boundary line of lot numbered 24 on said plat;
- 8.3 Thence turning and proceeding in a generally easterly direction along the northern boundary lines of lots numbered 24, 25, 26, 27, 28 and 29 on Assessors' Plat #264 for a distance of approximately 193 feet to their point of intersection with the eastern boundary line of lot 29 on said plat;
- 8.4 Thence turning and proceeding in a generally southerly direction along the eastern boundary line of lot numbered 29 on Assessors' Plat #264 for a distance of approximately 78 feet to its point of intersection with the southern boundary line of lot numbered 100 on said plat;
- 8.5 Thence turning and proceeding in a generally easterly direction along the southern boundary line of lot numbered 100 on Assessors' Plat #264 for a distance of approximately 20 feet to its point of intersection with the extension of the centerline of Field Street;
- 8.6 Thence turning and proceeding in a generally southerly and southeasterly direction along the centerline of Field Street for a distance of approximately 220 feet to its point of intersection with the centerline of Fern Street;
- 8.7 Thence turning and proceeding in a generally southwesterly direction along the centerline of Fern Street for a distance of approximately 510 feet to its point of intersection with the centerline of Concord Avenue;

- 8.8 Thence turning and proceeding in a generally northwesterly direction along the centerline of Concord Avenue for a distance of approximately 885 feet to its point of intersection with the southerly sideline of Boston and Maine Railroad Right-of-Way (Watertown Branch), the point of origin.
- 8.00 Said area includes all or parts of the following parcels of land:
- 8.01 Premises designated on Assessors' Plat #264: odd numbers 3 through 77 Bay State Road, even numbers 16, 22, 30, 48, and odd numbers 1, 19, 25, 31, 43, 47, 51, 55, and 67 New Street and odd numbers 495 and 503 Concord Avenue and which includes all or parts of lots numbered 98, 95, 35, 3, 2, 1, 32, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29 as shown on Assessors' Plat #264;
- 8.02 Premises designated on Assessors' Plat #261: even numbers 88, 90, 92 and 94 Field Street, odd numbers 5, 7, 11, 13, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41 Fern Street, even numbers 6, 8, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 68 and odd numbers 5, 7, 9, 11, 13, 15, 17, 19, 21, 25, 27 and 37 Birch Street, odd numbers 437, 441, 447, 257, 259, 461, 465, 469, 471, 475, 477, 483, 485, 489 and 493 Concord Avenue and even numbers 8, 14, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 46, 48 and 54 Bay State Road and which includes all or parts of lots numbered 97, 98, 167, 166, 155, 184, 72, 71, 180, 187, 186, 181, 83, 84, 85, 86, 70, 69, 68, 67, 169, 161, 77, 78, 76, 182, 183, 74, 73, 168, 65, 6 and 7 as shown on Assessors' Plat #261.

- 9.0 Amend the Zoning Map by establishing an overlay zone designated "Parkway Overlay District" over the existing district designations for the area of land located in the City of Cambridge circumscribed by a line, beginning at a point, said point being the intersection of the Belmont-Cambridge city line and a line 200 feet north of and parallel to the centerline of Concord Avenue, as shown on Assessors' Plat #267B, and proceeding in an easterly direction along a line 200 feet north of and parallel to the centerline of Concord Avenue for a distance of approximately 3910 feet to its point of intersection with a line 200 feet west of and parallel to the centerline of Alewife Brook Parkway;
- 9.1 Thence turning and proceeding in a northerly direction along a line 200 feet west of and parallel to the centerline of Alewife Brook Parkway, approximately 2960 feet to its intersection with a line 200 feet southwest of and parallel to the centerline of the Concord Turnpike as shown on Assessors' Plat #269½;
- 9.2 Thence turning and proceeding in a northwesterly direction along a line 200 feet southwest of and parallel to the centerline of the Concord Turnpike for approximately 3110 feet to its intersection with the Belmont-Cambridge city line as shown on Assessors' Plat #267 (1 of 4);
- 9.3 Thence turning and proceeding in a northeasterly direction along the Belmont-Cambridge cityline and its projection for approximately 400 feet to its intersection with a line 200 feet north of and parallel to the centerline of the Concord Turnpike as shown on Assessors' Plat #267 (1 of 4);
- 9.4 Thence turning and proceeding for approximately 3040 feet in an easterly then northeasterly direction along a line 200 feet north of and parallel to the centerline of the Concord Turnpike, Dewey-Almy Circle, and the Alewife Brook Parkway to its intersection with the westerly projection of the northern sideline of Whittemore Avenue as shown on Assessors' Plats #187 and 269½;
- 9.5 Thence turning and proceeding in an easterly direction along the northern sideline and its projection of Whittemore Avenue for approximately 400 feet to its point of intersection with a line 200 feet east of and parallel to the centerline of Alewife Brook Parkway;
- 9.6 Thence turning and proceeding in a southerly direction along a line 200 feet east of and parallel to the centerline of Alewife Brook Parkway for approximately 3910 feet to its point of intersection with a line 200 feet north of and parallel to the centerline of Concord Avenue;
- 9.7 Thence turning and proceeding in a southeasterly direction along a line 200 feet north of and parallel to the centerline of Concord Avenue for approximately 850 feet to its point of intersection with the northerly projection of a line 200 feet east of and parallel to the centerline of Fresh Pond Parkway;

- 9.8 Thence turning and proceeding in a southwesterly direction along a line 200 feet east of and parallel to the centerline of Fresh Pond Parkway for a distance of approximately 1850 feet to its point of intersection with a line which is perpendicular to the centerline of Fresh Pond Parkway and tangent to the intersection of the westerly projection of the southern boundary of lot number 82 as shown on Assessors' Plat #248 and the centerline of Fresh Pond Parkway.
- 9.9 Thence turning and proceeding in a northwesterly direction along a line which is perpendicular to the centerline of Fresh Pond Parkway and tangent to the intersection of said centerline with the westerly projection of lot number 82 as shown on Assessors' Plat #248 for approximately 400 feet to its point of intersection with a line 200 feet west of and parallel to the centerline of Fresh Pond Parkway.
- 9.10 Thence turning and proceeding in a northeasterly direction along a line 200 feet west of and parallel to the centerline of Fresh Pond Parkway for approximately 1450 feet to its point of intersection with a line 200 feet south of and parallel to the centerline of Concord Avenue;
- 9.11 Thence turning and proceeding in a northwesterly direction along a line 200 feet south of and parallel to the centerline of Concord Avenue for approximately 4500 feet to its point of intersection with the Belmont-Cambridge city line;
- 9.12 Thence turning and proceeding in a northerly direction along the Belmont-Cambridge city line for approximately 400 feet to its point of intersection with a line 200 feet north of and parallel to the centerline of Concord Avenue, the point of origin.
- 9.00 Said area includes all or parts of the following parcels of land:
 - 9.01 Premises designated on Assessors' Plat #187: numbers 148, 150, 152 Whittemore Avenue, and lots numbered 15, 16, 66, and 59;
 - 9.02 Premises designated on Assessors' Plat #234: 255 Lexington Avenue and parts of lots numbered 63 and 178.
 - 9.03 Premises designated on Assessors' Plat #248: Numbers 5, 6, 9 Poplar Road, even numbers 246 through 258 Lexington Avenue, and which includes all or parts of lots numbered 82, 59, 58, 53, 81, 80, 57, 48 as designated on Assessors' Plat #248;
 - 9.04 Premises designated on Assessors' Plat #260: numbers 307, 309, 313, 317, 319, 323, 327, 329, 333, 339, 341, 345, 351, 355, 359 365, 369, 373 Fresh Pond Parkway and numbers 476, 472 and 448 Concord Avenue and lots numbered 44, 77, 32, 45, 46, 47, 48, 49, 73, 74, 51, 76, 79 and 80 as designated on Assessors' Plat #260;
 - 9.05 Premises designated on Assessors' Plat 265A: numbers 212 and 220 Alewife Brook Parkway, numbers 507, 511, 517, 527, and 537 Concord Avenue and lots numbered 43, 41, 44, 31, 35, 36, 40, 29, 7, and 45 as designated on Assessors' Plat #265A;

- 9.06 Premises as designated on Assessors' Plat #265B: numbers 175, 181, 185, 187, 195, 197, 201, 203, 211 and 221 Alewife Brook Parkway and numbers 634, 1052 and 1835 Wheeler Street and lots numbered, 40, 43, 53, 54, 52, 51, 46, 33, 30, 26, 25 and 28 as designated on Assessors' Plat #265B;
- 9.07 Premises as designated on Assessors' Plat #265C-E: even numbers 194, 200 and 210 Alewife Brook Parkway, and lots numbered 25 and 14 as designated on Assessors' Plat #265C-E;
- 9.08 Premises as designated on Assessors' Plat #265F: lots numbered 17, 18 and 3;
- 9.09 Premises as designated on Assessors' Plat #266: lots numbered 31, 33, 34 and 35;
- 9.010 Premises as designated on Assessors' Plat #267B: even numbers 2, 6, 10, 12, 14, 16, 18, 20 and 22 Griswold Street and odd numbers 815 through 821 and 825 Concord Avenue, odd numbers 13 through 17 Blanchard Road and lots numbered 177, 158, 159, 160, 161, 162, 163, 164, 165, 166, 32, 33, 34, 35, 36, 37, 26, 27, 28, 29, 30 and 31 as designated on Assessors' Plat #267B;
- 9.011 Premises as designated on Assessors' Plat #267D: numbers 687, 689, 691, 711, 717, 725, 735, 745, 755, 763, 769, 773, 777, 799 Concord Avenue and lots numbered 323, 282, 327, 328, 304, 289, 259, 264, 302, 299, 300, 315, 316, 307, 285, 287, 286, 310, 308, 311 and 358 as designated on Assessors' Plat #267D;
- 9.012 Premises as designated on Assessors' Plat #267E: odd numbers 641 through 647, 651 through 657, 665, 671, 675, 679 and 681 Concord Avenue, even numbers 6 through 10 Smith Place, odd numbers 5 and 7 Moulton Street and lots numbered 281, 235, 234, 279, 277, 261, 262, 263, 283, 270, 269, 17, 242 and 18 as designated on Assessors' Plat #267E;
- 9.013 Premises as designated on Assessors' Plat #267F: numbers 599, 619, 621, 625, 629, 633 Concord Avenue, numbers 2, 12, 1, 11 Fawcett Street, numbers 2, 6, 10, 12 Moulton Street and lots numbered 293, 391, 396, 274, 301, 299, 297 and 298 as designated on Assessors' Plat #267F;
- 9.014 Premises as designated on Assessors' Plat #268C: odd numbers 143, 149, 151, 153 and 157 Alewife Brook Parkway and lots numbered 30, 32 and 33 as designated on Assessors' Plat #268C;
- 9.015 Premises as designated on Assessors' Plat #269½ (1 of 2): odd numbers 109, 113, 117, 121, 125, 129, 131, 135 and 141 Alewife Brook Parkway and lots numbered 84, 83, 82, 80, 79, 81, 65, 79, 78 and 76 as designated on Assessors' Plat #269½ (1 of 2);
- 9.016 Premises as designated on Assessors' Plat #269½ (2 of 2): lots numbered 63, 71, 61 and 88, as designated on Assessors' Plat #269½ (2 of 2);

- 9.017 Premises as designated on Assessors' Plat #273: numbers 495, 503, 2 and 10 New Street, 9 Bay State Road and lots numbered 1 and 42 as designated on Assessors' Plat #273.
- 9.018 Premises as designated on Assessors' Plat #261: even numbers 8, 14, 18, 20, 22 and 24 Bay State Road and odd numbers 475, 477, 483, 485, 489 and 493 Concord Avenue and which includes all or parts of lots numbered 7, 6, 65, 168, 169, 73, 74, 183, and 182 as designated on Assessors' Plat #261;
- 9.019 Premises as designated on Assessors' Plat #267 (2 of 4):
All or parts of lots numbered 257, 203, 253, 231, a portion of an unnamed 20 foot way, and a portion of the Boston and Maine Railroad (Lexington Branch) right-of-way;
- 9.020 Premises as designated on Assessors' Plat #267 (1 of 4):
Odd numbers 199 through 243 Concord Turnpike and which includes all or parts of lots numbered 181, 182, 180, 270, 269, 268, 157, and 267.

- 10.0 Rezone to Open Space that area presently zoned Residence A-2 which is circumscribed by a line beginning at a point, said point being the intersection of the centerline of Concord Avenue and the Cambridge-Belmont city line, and proceeding in a generally easterly and southeasterly direction along the centerline of Concord Avenue for a distance of approximately 4900 feet to its point of intersection with the centerline of Fresh Pond Parkway;
- 10.1 Thence turning and proceeding in a generally southerly and southwesterly direction along the centerline of Fresh Pond Parkway for a distance of approximately 2820 feet to its point of intersection with Huron Avenue;
- 10.2 Thence turning and proceeding in a generally westerly and northwesterly direction along the centerline of Huron Avenue for a distance of approximately 4000 feet to its point of intersection with the extension of the northeastern boundary line of lot numbered 18 on Assessors' Plat #266;
- 10.3 Thence turning and proceeding in a generally northwesterly direction along the northeastern boundary lines and their extensions of lots numbered 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 on Assessors' Plat #266 for a distance of approximately 1550 feet to their point of intersection with the northwestern boundary line of lot numbered 1 on said plat;
- 10.4 Thence turning and proceeding in a generally southwesterly direction along one of the northwestern boundary lines of lot numbered 1 on Assessors' Plat #266 for a distance of 20 feet to its point of intersection with the northeastern boundary line of said lot;
- 10.5 Thence turning and proceeding in a generally northwesterly direction along the northeastern boundary lines of lots numbered 1, 35 and 36 on Assessors' Plat #266 for a distance of approximately 150 feet to its point of intersection with the northeastern boundary line of lot numbered 37 on said plat;
- 10.6 Thence turning and proceeding in a generally easterly direction along the southern boundary lines of lots numbered 37, 38, 19, 20, and 21 on Assessors' Plat #266 for a distance of approximately 530 feet to their point of intersection with the southwestern boundary line of lot numbered 22 on said plat;
- 10.7 Thence turning and proceeding in a generally northerly direction along the eastern boundary lines of lots numbered 22, 23, 24, 25, 26, 27, 28, 29 and 30 on Assessors' Plat #266 for a distance of approximately 825 feet to their point of intersection with the northern boundary line of lot numbered 30 on said plat;
- 10.8 Thence turning and proceeding in a generally westerly direction along the northern boundary line of lot numbered 30 on Assessors' Plat #266 and its extension for a distance of approximately 160 feet to its intersection with the Belmont-Cambridge city line;

- 10.9 Thence turning and proceeding in a generally northerly direction along the Belmont-Cambridge city line for a distance of approximately 830 feet to its point of intersection with the centerline of Concord Avenue, the point of origin.
- 10.10 Said area includes all or parts of the following parcels of land:
- 10.01 Premises shown on Assessors' Plat #266: odd numbers 143, 149, 155, 161, 169, 177, 181, 191, 201, 207, 213, 219, 225, 231, 241, 249, 255, 261 and 265 Grove Street and numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12 Blanchard Road and which includes all or parts of the lots numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 35, 36, 37, 38, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 33, 31, 32, 34 and 35 ad designated on Assessors' Plat #266.

B. AMEND THE TEXT OF THE ORDINANCE AS FOLLOWS:

1. In subsection 3.11 of Section 3.10, Division of the City into Zoning Districts, change "twenty-four" to "twenty-five" in the first sentence. Renumber items 21 through 24 in the list of zoning district designations as 22 through 25 respectively and insert the following at its appropriate numerical location:

"21. Industry B-2.....Office, warehouse and manufacturing."

2. In Section 4.30, Table of Use Regulations, change the twelfth column heading from "Ind. B-1" to "Ind. B-1 and Ind. B-2."
3. In subsection 4.35i (Commercial Recreation) of the Table of Use Regulations, change the entry for the Industry B-1 column from "No" to "No*" and add the following footnote:

"*SP in Industry B-3."

4. For use categories 4.31(a) through 4.31f(2) in the Table of Use Regulations, add the following footnote to the entries for the Office 2 District:

"¹SP in the O-2 District."

5. Amend subsections 4.35e and 4.35f by placing asterisks in the Office column and add the following footnote to said designations:

"*Yes in an Office 2 district provided that the establishment is located within a building principally containing uses listed in subsection 4.34 and that the total gross floor area of all establishments included under items 4.35e and 4.35f in this table do not exceed 10% of the gross floor area of the building."

6. Amend the use listing in subsection 4.371 so that it reads as follows:

"1. Manufacture, processing, assembly and packaging the following provided that the following restrictions shall apply: (a) in Industry A, A-1, A-2, and B-2 districts any fully assembled product regularly produced shall not exceed two hundred pounds in weight, (b) in Industry A, A-1, A-2, B-2 and C districts no process shall involve coating with rubber, (c) all dust, fumes, odors, smoke or vapor are effectively confined to the premises or disposed of as to avoid air pollution and (d) any noise, vibration or flashing are not normally perceptible without instruments at a distance of fifty feet from the premises in Industry A-1 districts, at a distance of one hundred feet from the premises in Industry A, A-2, B-2 and Industry C districts or at a distance of five hundred feet from the premises in Industry B and B-1 districts."

7. Amend the use listing in subsection 4.38g so that it reads as follows:

"g. Manufacture, processing, assembly, packaging or other industrial operation, subject to Building Department and Health Department regulations without limit as to category or product except as otherwise listed in this paragraph (4.38) or as hereinafter prohibited, provided (a) all dust, fumes, odors, smoke or vapor are effectively confined to the premises or so disposed of as to avoid air pollution, and (b) any noise, vibration or flashing are not normally perceptible without instruments at a distance of five hundred feet from the premises, fifty feet from the premises in an Industry A-1 district or one hundred feet from the premises in an Industry A-2, Industry B-2 or an Industry C district, but the following are expressly prohibited:....."

8. Amend subsections 4.37 and 4.38 of the Table of Use Regulations by placing asterisks next to the entries in the IB-1/IB-2 column for uses 4.37a, 4.37j, 4.37k (warehouses) and 4.38g (heavy manufacturing) and by adding the following footnote:

"*SP in IB-2."

9. Amend Section 5.32, Office Districts by changing the maximum floor area for the Office 2 District from 1.75 to 2.0.

10. Amend Section 5.34, Industrial Districts, by adding the following new regulations to Table 5-4:

"District"	(1)	(2)	(3)	(4)	(5)			(6)	(7)
	Max. Ratio of Floor Area to Lot Area	Minimum Lot Size in Sq. Ft.	Min. Lot Area for Each D.U. in Sq. Ft.	Minimum Lot Width in Feet	Minimum Yard in Feet	Side	Rear	Maximum Height in Feet	Min. Ratio of Usable Op. Sp. to Lot Area
Ind. B-2	1.5	5000	----	50	0	0 ^(b)	0 ^(b)	65 ^(c)	5%

"(c) 35 foot height limit within 100 feet of a residential structure less than 35 feet in height or a residential district."

11. Amend the third row of Section 6.30, Table of Parking Requirements, by inserting "Ind B-2" after "Ind. B-1."

12. In Section 6.50, Location and Layout of Parking Facilities, amend the second sentence of subsection 6.51(2) so that it reads as follows:

"In Industry A-1, Industry A-2, Industry B-2 and Industry C districts, the required parking facilities may be provided on lots not more than one thousand feet away from the building to be served."

13. In Article 2.000, Definitions, add the following at its appropriate alphabetical location:

"Green area. A landscaped area of land associated with and located on the same tract of land as a major building or group of buildings in relation to which it serves to provide light and air, or scenic, recreational or similar purposes. Green area may include trees, shrubs, pervious ground covers and grass as well as water and natural features of the site. Such area may not include any portion of the lot used for parking access drives or other hardsurfaced areas, except walks and terraces designed and intended for non-vehicular use. However, in no case shall hardsurfaced walks and terraces exceed 50% of the total required green area."

14. In Article 11.000, Special Regulations, add the following new section:

"11.50 Parkway Overlay District

- 11.51 Establishment and Scope. There is hereby established a Parkway Overlay District which shall be governed by the regulations specified in this Section 11.50. It is the intent of this section that these regulations will apply to areas of the city where development is likely to occur near major public open spaces or along linear open space connectors, especially arterial roadways that could provide such connections.
- 11.52 Purpose. It is the purpose of this Section 11.50 to augment base zoning regulations in designated areas in order to create unified identifiable images of designated areas, to enhance public safety by reducing visual confusion and haphazard development, to encourage development which will protect and enhance the use and enjoyment of public open space resources. The Parkway Overlay District has been designed specifically for the areas adjacent to arterial roadways located in parklike settings such as the Fresh Pond Reservation.
- 11.53 Applicability. The Parkway Overlay District shall be an overlay district on the zoning map established by Section 3.20.
- 11.531 The buildings and land uses within said district shall be controlled by the pertinent regulations within the base zoning districts, except as modified by the requirements of this Section 11.50 which shall apply in addition to regulations imposed by the base zoning map designations. Where the base zoning regulations differ from requirements of this Section 11.50, the stricter provisions shall apply.
- 11.532 The requirements of this Section 11.50 shall not apply to planned unit development proposals filed, reviewed and regulated by Articles 12.000 and 13.000; however, said requirements shall apply to other development proposals in a PUD district which is also part of the Parkway Overlay District.
- 11.533 The requirements of this Section 11.50 shall not apply to lots containing one family, two family or three family residences as principal uses.
- 11.534 Construction within the Parkway Overlay District of any new building or building addition containing 80,000 square feet or more gross floor area, shall be permitted only upon issuance of a special permit from the Planning Board. In reviewing applications for such special permits, the Planning Board shall consider compliance with the requirements specified in this Section 11.50, the recommendations made in the Cambridge Community Development Department's 1979 report entitled Alewife Revitalization, and the criteria specified in Section 10.43.

11.535 The development standards specified in this Section 11.50 shall apply to all development within the Parkway Overlay District not exempted by subsections 11.532 and 11.533. Divergence from these standards may be allowed by special permit from the Planning Board if it is determined that such divergence will better serve the objectives of this Section 11.50 and provided that the criteria specified in Section 10.43 will be satisfied.

11.54 Dimensional Standards in the Parkway Overlay District

11.541 Front Yards. Front yards should be of sufficient size and appropriately landscaped so as to increase public safety and to positively contribute to the visual and environmental quality of the district. Therefore the following standards shall apply:

- (1) The minimum front yard setback for the principal front wall plane for any structure shall be 25 feet measured from the street line.
- (2) Required front yards shall consist entirely of green area as defined in Article 2.000 with the exception of paving necessary for vehicular access. Such paved access area shall be limited to one 24-foot driveway for each 100 feet of lot frontage or fraction thereof.
- (3) Front yards shall contain at least one 3" caliper tree for every 25 linear feet of street frontage.
- (4) Front yards may contain fences along front and side lot lines in accordance with the provisions of subsection 11.55.

11.542 Maximum Building Height. The transition from public open spaces to private development should not be abrupt. Therefore, the maximum height of the principal front wall plane of buildings in the Parkway Overlay District shall be 55 feet. Portions of buildings may be allowed to extend to 85 feet in height provided that those portions in excess of 55 feet are set back from the principal front wall plane at least 10 feet and that those portions also set back from one or more 60° building bulk control planes.

11.543 Building Facades. Building facades should be designed so as to enhance the visual quality of the district. The following standards shall apply:

- (1) Principal building entrances shall face the parkways and boulevards which serve to define the district.
- (2) Building facades and rooflines shall be articulated and expanses of unbroken wall planes shall be limited to 35 linear feet for those facades facing public open space and/or public roadways.
- (3) Ground floor levels shall include a minimum of 30% transparency to enliven and enrich the public environment.

- 11.55 Fences. In order to maintain a feeling of openness, to facilitate pedestrian enjoyment and use, and to maximize scenic views; fences along front and side lot lines shall comply with the following standards:
- (1) No fence along a front or side lot line and within 25 feet of a public right-of-way shall be more than four feet in height from the curb level of the street nor more than 30% opaque.
 - (2) Chainlink and wire fences are prohibited.
- 11.56 Signs. Business signs should not be visually intrusive or dominate the public environment. Therefore, signs shall be allowed in the Parkway Overlay District only in accordance with the requirements of this subsection 11.56.
- 11.561 Signs shall be restricted to advertising only the person or firm operating the use conducted on the lot or the products produced or sold on the premises.
- 11.562 For each lot only one single faced or double faced free-standing sign shall be permitted per street frontage; however, special purpose signs used to give directions to traffic or pedestrians are permitted if necessary in addition to said free-standing signs.
- 11.563 No sign or combination of signs shall exceed one square foot in area for each six hundred feet of lot area; however, no sign shall exceed two hundred feet in total area. An additional twenty square feet of sign area shall be allowed for each additional business located on the lot. Both sides of a double faced free-standing sign are to be counted in computing the maximum allowable sign area.
- 11.564 Projecting signs shall be limited to trademarks or symbols. All other signs attached to a building shall be flush mounted.
- 11.565 Signs may be lighted but shall not be internally illuminated. Signs shall not be constructed so as to rotate, gyrate, blink flash or more in any animated fashion.
- 11.566 A free-standing sign shall not exceed ten feet in height.
- 11.567 A sign advertising the sale, lease or rental of the property or a construction sign or any other temporary sign shall be permitted in addition to other signs listed in this section. However, the area of said sign shall not exceed 32 square feet.
- 11.57 Parking Standards. Development in the Parkway Overlay District shall conform to the Off-street Parking and Loading Requirements set forth in Article 6.000, except as modified by this Section 11.57.
- 11.571 Curb Cuts. Only one curb cut of a maximum of 40 feet shall be permitted per 100 linear feet of street frontage in the Parkway

Overlay District. Wherever possible, curb cuts should be on local streets rather than arterial roadways and in no case shall a curb cut be allowed within 100 feet of an intersection.

- 11.572 Siting of Parking Areas. Parking areas, whether accessory or non-accessory, shall not be located in the front yard required for any lot in the district. Enclosed parking facilities are encouraged. On-grade, open-air parking areas shall be located behind the building or buildings served or arranged in such a way to minimize their visibility from public ways.
- 11.573 General Landscaping of On-Grade, Open Parking. Landscaping of parking areas in the district should help to ensure public safety, moderate the microclimate, and minimize noise, glare and the unsightly intrusion of automobiles and unbuffered hard surfaces in the area of public open space. Therefore, any on-grade, open parking area for ten or more cars shall be required to meet the following landscape standards:
- (1) On-grade, open parking areas shall be arranged and landscaped to properly screen cars from adjacent properties as well as from public rights-of-way and pedestrian ways. Such screening shall consist of a fence or wall not less than 50% opaque and not less than 4 feet in height.
 - (2) At least 10% of the area devoted to on-grade open parking shall be landscaped. The area devoted to on-grade open parking shall be that portion of the lot containing parking spaces, driveways and landscaped area located between or adjacent to parking spaces and drives. No portion of the lot required as a setback between parking spaces and a building or lot line shall be counted in computing the 10% landscape requirement.
 - (3) Each landscape area shall have minimum dimensions of 3 feet.
 - (4) Landscaped areas at least 6 feet in width shall be used to divide parking areas into bays of not more than 20 spaces. Such landscaped areas may be counted as part of the 10% required landscape area.

11.574 Trees for Landscaping On-Grade, Open Parking Areas:

The landscaping necessary to meet the standards specified in subsection 11.573 shall include trees as follows:

- (1) For every ten on-grade, open parking spaces or fraction thereof, there shall be a minimum of one 3-inch caliper tree located within the area devoted to on-grade parking.
- (2) The trees required for the landscaping of on-grade, open parking areas--whether such trees are coniferous or deciduous, flowering or non-flowering--should be tolerant to urban environmental conditions, able to screen parking areas by virtue of their size, form, density of foliage and spread, and easy to maintain. A suggested list of trees which meet these criteria is listed in subsection 11.164 of this ordinance.

(3) Standards of Tree Protection.

- a. Each tree planted in a paved area shall have a minimum of 50 sq. ft. of porous surface area surrounding the tree.
- b. Trees which are planted along roadways or in parking lots shall be protected by a curbed planter strip or by pre-cast concrete curbs or railroad ties or by suitably designed concrete, steel, or wood bollards placed at least 4' from the tree.

11.58 Mechanical Equipment and Refuse Storage Areas:

- (a) No refuse storage areas nor mechanical equipment areas shall be located in a front yard within the district. Such areas shall be screened from view from street and parking areas, residential districts, open space areas, and designated parkways by a 6 foot high durable non-living barrier (or earth berm) planted with at least one shrub or vine for each 10 feet of barrier towards the abutting property.
- (b) Mechanical equipment on the roof of any building shall be permanently screened from view from the ground or other buildings in the area.

11.59 Development Consultation Procedures. It is the purpose of this Section 11.59 to provide for city professional staff review of and comment on development proposals in the Parkway Overlay District prior to the formulation of final plans. This development consultation procedure is intended to enable discussion of potential changes along the arterial roadways in the area which could alter the physical environment of the area. It will provide an informal mechanism for reviewing potential projects and, when appropriate, suggest ways in which such projects might better comply with various public plans and policies for the Parkway district.

Each application for a building permit for one of the categories of development specified in subsection 11.591 shall be accompanied by a written certification from the Cambridge Community Development Department indicating that the applicant has, within the previous six month period, participated in the development consultation procedure specified in this Section 11.59, for the proposal for which the permit is being sought. At the development consultation session, members of the staff of the Community Development Department will review the proposal and discuss the opportunities and problems it presents.

11.591 The following types of development proposals within the Parkway Overlay District shall be subject to development consultation unless a special permit is being sought for the proposal under subsection 11.534 or subsection 11.535 or unless the development is exempted under subsection 11.532 or 11.533:

- (1) construction of any new building;
- (2) construction of any other new structure;

- (3) any exterior building alteration increasing gross floor area by 1000 square feet or more;
- (4) construction of ten or more parking spaces, whether on grade or in a structure;
- (5) erection of a sign;
- (6) any other exterior alteration facing a street but not painting, brick repointing or masonry repairs, building cleaning, gutter replacement or similar routine maintenance.

11.592 Small Project Procedure. Prior to formal permit application, the applicant for a building permit for a development project, except those specified in subsection 11.593 shall contact the Community Development Department and request a development consultation session. Upon making such a request, the applicant shall present for review such written or graphic materials necessary to give a reasonably complete, though not necessarily detailed, indication of the nature and scope of the development proposal. In most cases the Community Development Department staff person will complete the review and issue the certification of compliance with this section 11.59 at the end of the consultation session. However, if questions arise during the session suggesting the need for advice and assistance of other city departments or others, the development proposal materials may be kept for further review. However, the final staff comments and compliance certification shall be made within two business days of the consultation session.

11.593 Large Project Procedure. Any development proposal involving the construction of a new building or an alteration increasing the gross floor area of an existing building by 2000 square feet or more shall follow the review procedure specified in this subsection 11.593. Prior to application for a building permit, the applicant shall submit the materials specified in subsection 11.594 to the Community Development Department for its review. Within five (5) business days of such submittal, the Department will schedule and hold a consultation session with the applicant or his designee and any parties listed in Section 11.595 who express interest in participating in the consultation. Within five (5) days of the consultation session, the Community Development Department shall issue to the applicant written comments on the development proposal and a consultation compliance certificate.

11.594 Large Project Submittal Requirements. Development proposals submitted for review in accordance with subsection 11.593 shall include such written and graphic materials necessary to give a reasonably complete indication of the nature and scope of the development proposal. Each of the following shall be submitted as appropriate to the proposal:

- (1) A site plan indicating the general location and boundaries of the lot, major anticipated changes in natural features, existing and proposed buildings, existing and proposed curb cuts, off-street parking areas, loading and service facilities, and generalized landscaping scheme or other anticipated treatment of open spaces.
- (2) Cross section(s), generalized floor plans and other diagram(s) indicating the anticipated locations of various land uses and major pedestrian pathways.
- (3) Architectural elevations or sketches indicating anticipated facade treatment along public ways including the proposed entrances, fenestration, and signage.

11.595 Large Project Review Participants. Abutters and representatives of various agencies and interest groups shall be invited to participate in the consultation sessions for large scale development proposals submitted for review in accordance with subsection 11.593. The Community Development Department shall give notification of any scheduled development consultation to each abutting property owner and to any individual or organization who each year files with the Community Development Department a written request for such notification.

11.596 In reviewing each development application, the Community Development Department shall have the following powers and duties:

- (1) The Department shall evaluate the proposal for compliance with zoning requirements, for consistency with City development guidelines prepared for the proposal area and for appropriateness in terms of other planned or programmed public or private development activities in the vicinity. The Department shall consider the proposal in terms of the specific and general impact of the use and/or dimensions proposed therein on the Parkway Overlay District and adjoining areas where applicable. Such evaluation shall be conducted in light of the purposes of the Parkway Overlay District and adjoining areas where applicable. Such evaluation shall be conducted in light of the purposes of the Parkway Overlay District hereinbefore stated and shall further take account of the following considerations: scale, bulk, density, aesthetic qualities, land use, functional characteristics, parking, loading, and impact on public services and facilities.
- (2) In its written report the Department shall make recommendations to the applicant including general approval or disapproval of the proposal and in connection therewith may suggest specific project adjustment and alterations to further the purposes of this Section 11.50.

11.597 The Community Development Department may seek the advice and assistance of other city departments and of the organizations given notice in subsection 11.595 in reviewing a development proposal.

15. Recodify Article 13.000, Mixed Use Development District: Cambridge Center, as Article 14.000 and change all references to that Article throughout the Ordinance to be consistent with that recodification.
16. Change the name of Article 12.000 from "Planned Unit Development Districts" to "Planned Unit Development" and establish a new Article 13.000 entitled "Planned Unit Development Districts." Recodify Section 12.70 as Section 13.10, Section 12.60 as Section 13.20 and Sections 12.80 through 12.100 as Sections 13.30 through 13.50 respectively. Change all references to those sections throughout the Ordinance to be consistent with that recodification.

17. In Article 13.00, Planned Unit Development Districts, add the following new section establishing regulations for a PUD overlay district in the vicinity of the proposed Alewife transit station and garage.

13.60 PUD-5 DISTRICT CONTROLS

13.61 Purpose. The PUD-5 district is intended to encourage the creation of a highly active urban environment around the planned Alewife transit station and to promote mixed-use development with an emphasis on office, hotel, and retail uses. The intent of these regulations is to encourage larger scale development aggregating existing parcels and by integrating private projects with planned public improvements in accordance with the development guidelines outlined in the 1979 Alewife Revitalization Plan prepared by the Cambridge Community Development Department.

13.62 Uses Allowed in a PUD-5 District. The following uses alone or in combination with each other shall be allowed upon permission of the Planning Board subject to the limitations of this subsection 13.62.

13.621 The amount of certain uses should not exceed the limitations specified in this subsection 13.62. These limitations shall apply to the total amount of such uses within the PUD-5 district, not only to the development parcel. In determining whether or not the proposed development would exceed the limitation of this subsection 13.62, the Planning Board shall consider the amount of such development which is then located within the district, which is being constructed or may be constructed in the district, and which is being proposed in other development proposals within the district.

13.622 Residential uses specified in Sections 4.31(c) (Townhouse development) and Section 4.31(d) (Multi-family dwellings): 600 dwelling units.

13.623 Hotel and motel: 1100 guest sleeping rooms; 500,000 square feet of related conference facilities.

13.624 Institutional Uses. All uses listed in subsection 4.33.

13.625 Office and Laboratory Uses. All uses listed in subsection 4.34 provided that the total gross floor area of such uses does not exceed 2,250,000 square feet.

13.626 Retail, Business and Consumer Service Establishments. All uses listed in subsection 4.35 provided that the total gross floor area of such uses does not exceed 750,000 square feet.

13.627 Open-Air or Drive-In Retail and Service Uses.

- (1) sales place for flowers, garden supplies, agricultural produce conducted partly or wholly outdoors; commercial greenhouse and warehouse;

- (2) drive-in bank and other retail or consumer service where the motorist does not have to leave his car;
- (3) open-air place of entertainment;
- (4) automobile service station where no major repairs are made provided that all lubrication and repairs are carried out within the building and further provided the service station will be located within or attached to a parking garage or other structure as an accessory use.

The total gross floor area of all such uses shall not exceed 50,000 square feet.

- 13.628 Other Uses. Any use not listed in subsections 13.621-13.628 shall be allowed only upon the written determination by the Planning Board that such use is compatible with the development guidelines for the Alewife Station and Alewife Boulevard districts as described in the Alewife Revitalization Plan (1979) and that such use is necessary to support the predominant uses in the PUD-5 district.
- 13.629 The gross floor area of institutional uses allowed under subsection 13.624 and other uses allowed by subsection 13.628 shall not exceed 160,000 square feet within the PUD-5 district.
- 13.63 District Dimensional Regulations.
- 13.631 The minimum size of the development parcel for PUD-5 shall be 20 acres.
- 13.632 The maximum ratio of gross floor area of all structures in the planned unit development to the total area of the development parcel shall be determined by the size of the development parcel according to the following schedule:
- (1) Development parcel containing 20 acres or more but less than 25 acres: maximum FAR = 2.2
 - (2) Development parcel containing 25 acres or more but less than 35 acres: maximum FAR = 2.4
 - (3) Development parcel containing 35 acres or more: maximum FAR = 3.0.
- 13.633 There shall be no minimum width for the development parcel and no minimum width for lots located within the development parcel. No building shall be located closer to a designated Open Space District than 25 feet. Buildings in the district should be uniformly set back from any major arterial roadways, and from any public open space and waterbodies developed in the district. There shall be no other minimum required front, rear, and side yard requirements for a development parcel or lots located within a development parcel. The Planning Board shall approve all such building setbacks.

13.634 The maximum allowable height for any building in the planned unit development shall be determined by the size of the development parcel according to the following schedule:

- (1) Development parcel containing 20 acres or more but less than 25 acres: 125 feet maximum height.
- (2) Development parcel containing 25 acres or more but less than 35 acres; 150 feet maximum height.
- (3) Development parcel containing 35 acres or more: 200 feet maximum height.

13.64 Open Space Requirements.

13.641 Definition of Open Space. For the purpose of this subsection, 13.64, open space shall mean a part or parts of a development parcel, lot or building reserved for the purposes of providing light and air, or scenic, recreational, or similar purposes. Such open space shall, in general, be available for entry and use by the occupants of the building(s) with which it is associated or the general public. Open space shall include parks, plazas, lawns, landscaped areas, water bodies, decorative plantings, pedestrian ways as listed in subsection 14.452 (old subsection 13.452), and active and passive recreation areas, including playgrounds and swimming pools.

13.642 Minimum Open Space Requirements.

- (1) The minimum amount of open space to be provided on each development parcel shall be equal to 15 percent of the applicable land area. Applicable land area shall be determined by subtracting the area of standing waterbodies as existing at the time of filing the development proposal from the total area of the development parcel. No part or parts of such existing waterbodies shall be counted toward the 15% open space requirement. New or created waterbodies can be counted toward the required open space up to 50% of that requirement;
- (2) Required open space on the ground level shall have a minimum dimension of 20 feet; not more than 50% of such required open space shall have a slope greater than 10%;
- (3) Open space at other levels must be open to the sky and, except for balconies, generally accessible to the public. These areas shall have a minimum dimension of 10 feet and a minimum area of 200 square feet;
- (4) No more than 30 percent of the amount of open space required in paragraph (1) above shall be areas designated and mapped as storm water retention areas under subsection 13.663(s);

- (5) At least 50 percent of the open space required in this subsection 13.642 shall be provided at finished grade level; and
- (6) Each square foot of area in a plaza or a pedestrian way, such as those defined in subsection 14.452 (old Sec. 13.452), shall be counted as two square feet in determining the minimum amount of required open space for the development parcel.

13.65 Landscaping Requirements.

13.651 Purpose. The intent of this subsection 13.65 and subsection 13.66 is to promote a quality development through landscape improvements as a part of construction and use of a planned unit development. The landscape improvements required, herein, are intended to reduce wind and air turbulence, heat and noise; to protect and preserve ground water reservoirs and other critical environmental resources; to act as a natural drainage system, ameliorating storm water drainage problems; to prevent unnecessary soil erosion; to provide shade; and to generally create a safe, healthful, and pleasing environment.

13.652 Landscape Improvement Plans.

- (1) Landscape plans required by subsection 12.343(3i) shall conform with the requirements of this subsection 13.65 and subsection 13.66.
- (2) Landscape plans shall be prepared by a Landscape Architect.
- (3) The plan shall include a plot plan on which space arrangement, wall location and height, and landscaping location and detail, as well as lighting and directional sign locations as necessary are shown.
- (4) Plans shall show sufficient information to determine their compliance with the requirements of this subsection 13.65 and subsection 13.66. The plans shall show:
 - (a) methods of handling storm water drainage on site;
 - (b) provisions for the protection of adjoining properties from surface water runoff from the development;
 - (c) the area and volume of the 100 year flood plain displaced by the development;
 - (d) plans shall be drawn to scale and show existing and proposed elevations, materials of construction, and details of drainage structures.

13.66 Standards for Landscape Improvements.

13.661 Types of Trees.

- (1) Types of trees to be used for parking lots and street trees should be selected from lists provided by the Supervisor of Parks.
- (2) All required shade trees to be used shall be a minimum of 10 feet in overall height with a minimum caliper of 3½" upon planting and of a variety which shall attain an average mature spread greater than 20 feet.

13.662 Standards of Tree Protection.

- (1) Each tree planted in a paved area shall have a minimum of 50 square feet of porous surface area surrounding the tree.
- (2) Trees which are planted along roadways or in parking lots should be protected by a curbed planter strip or by precast concrete, curbs or railroad ties or by suitably designed steel, or wood bollards placed at least 4' from the tree.

13.663 Landscape Design Criteria.

- (1) Open Space: At least 18" of tree caliper per acre of open space should be provided. Whenever possible deciduous trees should be planted along new and existing streets.
- (2) Parking Lots:
 - (a) For the purposes of this subsection 13.66 a parking lot is defined as an area not within a building or other structure where motor vehicles may be stored for the purpose of temporary, daily, or overnight off-street parking. A parking lot shall include such areas for the storage of automobiles, buses, trailers, trucks, and motorcycles which are stored, displayed, maintained, or serviced. Parking lots shall also encompass private ways built, used for driveways or accessways to such parking lots and areas.
 - (b) All parking lot landscaping shall be of such quality as to improve and enhance the site and its surrounding areas.
 - (c) The primary landscaping materials used in parking lots shall be trees which provide shade or are capable of providing shade at maturity. Shrubbery, hedges, other planting material and earth berms may be used to complement the tree landscaping but shall not be the sole contribution to the landscaping.

- (d) In those instances where plant material exists on a parking lot site prior to its development, such landscape material may be used if approved as meeting the requirements of this ordinance.
 - (e) A landscape screen of not less than three feet nor more than seven feet tall shall be provided along each side of a parking lot that is adjacent to a residential district or street, an open space district, an existing recreation area, or the right-of-way of a designated parkway.
 - (f) The interior of any parking lot containing 25 or more spaces should be maintained with landscaping, including trees, in plots of at least 6 feet in width. No more than 30 parking stalls shall be continuous in a parking lot without separation by a landscaped area.
- (3) Parkway Landscaping: Within 100 feet of the right-of-way of designated parkways, developers should landscape open areas in a manner that would enhance the parkway character of the right-of-way. Such treatment might include open green space, pedestrian greenways connecting with the parkway, water bodies or landscape planting and other landscape features.
- (4) Plazas and Raised Pedestrian Decks:
- (a) Tree Planting. One tree per 500 sq.ft. of plaza or raised pedestrian deck shall be provided.
 - (b) Fixed and moveable planters, including hanging planters with seasonal flowers, shrubs, groundcover or other plants are encouraged in plazas and other high intensity use pedestrian areas.
 - (c) Fountains. Fountains and reflecting pools are encouraged in high activity pedestrian areas.
 - (d) Paving. Decorative paving shall be used in all commercial and residential plazas. Nonskid decorative paving such as brick, granite, and quarry tile of varied colors, aggregate, and textures are suggested.
- (5) Drainage:
- (a) All paved areas shall be sloped to drain. Finished slope of areas paved with asphalt concrete shall be not less than two percent (2%) nor more than five percent (5%).

- (b) To the extent possible, drainage of all paved and roof areas should be handled on-site by diverting storm water into settling basins or directing surface water back into the groundwater strata.
 - (c) Landscape plans shall show the solution to flood water retention as required by applicable law. Displacement of water retention capacity at one location shall be replaced in equal volume at another location within said flood plain. Location for said replacement shall be designated in the landscape plan.
 - (d) All non-paved areas of the lot shall be covered with a suitably stable groundcover to prevent erosion.
 - (e) During periods of construction, only those portions of the site that are going into immediate construction activity should be uncovered. As construction moves from area to area before substantial completion, temporary cover crop or grasses should be planted to help control erosion.
 - (f) Top soil stripped in construction areas should be stock-piled and suitably stabilized with mulch or groundcover.
- (6) Mechanical Equipment and Refuse Storage Areas:
- (a) All refuse storage areas and mechanical equipment areas shall be screened from view from street and parking areas, and designated parkways by a 6 feet high durable non-living barrier (or earth berm) planted with at least one shrub or vine for each 10 feet of barrier towards the abutting property.
 - (b) Mechanical equipment on the roof of any building shall be permanently screened from view from the ground or other buildings in the area.
- (7) Lighting: Illumination during hours of darkness of pedestrian ways, plazas, sidewalks, and parking lots is an important element governing the use and safety of these spaces at night. Lighting intensity in these areas should not be less than 2 horizontal foot candles during hours of darkness. The lighting should be designed in such a way that it does not create glare which would be visible in adjoining residential areas.
- (8) Sidewalks: Decorative sidewalk paving enhances the built environment and acts as a transition from the scale of the building to the more human scale of the street and sidewalk. Paving materials, such as brick or quarry tile should be used for plazas and sidewalks. However, decorative textures and color for all poured-in-place materials could be used.

- 13.664 Maintenance. All landscaped areas shall be maintained in a safe and sanitary condition and shall be kept in good repair. Any alteration, enlargement, reconstruction, in whole or in part, other than normal maintenance repairs, shall be pursuant to permit and subject to the preceding provisions. The owners and their agencies shall be responsible for providing, protecting, and maintaining all landscaping in healthy and growing condition, replacing it when necessary, and keeping it free of refuse and debris.
- 13.67 Parking and Loading Requirements. A planned unit development in a PUD-5 district shall conform to the off-street parking and loading requirements set forth in Article 6.000, except as modified by this subsection 13.67 and the applicable provisions of subsection 13.66.
- 13.671 Off-Street Parking Facilities shall be provided as follows:
- (1) Residential uses permitted by subsection 4.31c and d: 1 space per dwelling unit
 - (2) Transient accommodation uses permitted by subsection 4.31e: 1 space per 1.75 guest sleeping rooms
 - (3) Office uses permitted by subsection 4.34: 1 space per 2000 sq.ft. gross floor area
 - (4) Retail and service uses permitted by subsection 4.35 (except for uses 4.35e, f, g, h, i, and o): 1 space per 2000 sq. ft. gross floor area
 - (5) Public assembly uses permitted by subsection 4.33 and restaurant and entertainment uses permitted by subsection 4.35e, f, g, h, i, and o: 1 space per 15 seats or 1 space per 300 square feet of gross floor area for assembly spaces having no fixed seating
 - (6) Other uses permitted by subsection 4.30: 1 space per 1800 sq. ft. gross floor area.
- 13.672 The parking requirement specified in Section 13.671 may be satisfied in total or in part by a lease agreement between the developer and the City, other public entity, or private consortium for use of parking spaces in a public or pooled private parking facility. Such facility may be located outside the development parcel but shall be located within the PUD-5 district.
- 13.673 On-grade parking, not enclosed in a structure, may be constructed in the PUD-5 District only under the following conditions:
- (1) On an interim basis in anticipation of later construction of structured parking provided that there is compliance with each of the following:

- (a) the future parking structure will be constructed within the District but it may be located either on or off of the lot;
 - (b) construction of the future parking structure will commence within three years of the date of permit application for development on the lot;
 - (c) such future parking structure may be constructed and/or operated by the applicant or by any public or private entity;
 - (d) the future parking structure will contain sufficient spaces reserved for users of the lot to meet the parking requirements for the lot specified in subsections 13.671 and 13.672; and
 - (e) binding commitments shall exist to guarantee, to the reasonable satisfaction of the Planning Board that requirements (a) through (d) above shall be satisfied. Such commitments shall be made by negotiated lease agreement, deed restriction, covenant, performance bond, or comparable legal instrument.
- (2) On a permanent basis on the lot for visitors parking or for such other limited uses as the user of the lot deems appropriate provided that no more than 10% of the spaces required by subsections 13.671 and 13.672 or 20 spaces, whichever is greater, shall be allowed on-grade under this Section 13.673.

13.68 Development Guidelines. In evaluating a Development Proposal in the PUD-5 district, the Planning Board shall give consideration to the following guidelines in addition to those specified for the Alewife Station and Boulevard districts in the Alewife Revitalization Plan. (Cambridge Community Development Department, 1979)

- a. Perimeter and Transition. Any part of the perimeter of a planned unit development which fronts on an existing street or public open space shall be so designed as to complement or to enhance adjacent land uses with respect to scale, density, setback, bulk, height, landscaping and screening.
- b. Pedestrian Linkages. All developments in the PUD-5 district should provide integrated pedestrian circulation systems, particularly strong linkages between the transit station and the commercial activities.
- c. Retail Uses. Retail uses in the district should be concentrated as ground-floor uses in buildings principally containing other activities and not developed as free-standing shopping centers. Retail uses are also encouraged within 800 feet of the transit station and discouraged farther away. Retail activities should be oriented toward plazas or other active urban open spaces.

- d. Building Height. Lower buildings or building elements are encouraged close to principal arterial roadways, planned open spaces and water bodies in the PUD-5 district.
- e. Parking Orientation. Ground level parking located within structures should not abut plazas or major pedestrian ways.
- f. Open Space. Development of small scale plazas for outdoor cafes, street vending, retail marketing, and outdoor exhibitions within open spaces is encouraged. Private open space should be located and designed to complement and to be connected with existing and planned public open space in the district.

City of Cambridge

S-658A

Petition of the Planning Board to amend the Zoning Ordinances of the City of Cambridge in the Alewife Industrial Area.

*12/10/79 Letter Received
From Planning Board
Requesting that Hearing
Process Begin at once*

In City Council,

December 3, 1979

*- See order entered 12/10/79
#17 by Ellye.
12/3/79*

*Referred to 1970-1971
City Council -
Request Resubmission
at
later Date -*