

SECTION 2230 APPENDIX A
TABLE OF PRINCIPAL USE REGULATIONS

B.5
4/2/02, 4/6/10
C.11
5/4/11
B.6
5/8/2012
D.3
4/7/03

D I S T R I C T S

PRINCIPAL USE	A-RES	C-RES	WI	BD	LBD	VBD ⁱ	ID	LID	IP	RD
A. RESIDENTIAL										
1. Single-family dwelling	Y	Y	Y	N	ZBA	Y	N	N	N	N
2. Residential apartments on second and/or third floors, above ground level business uses	N	N	N	N	N	Y	N	N	N	N
3. Boarding house	ZBA	ZBA	ZBA	N	ZBA	ZBA	N	N	N	N
4. Cluster Development (Section 5100)	PB	PB	PB	N	N	N	N	N	N	N
5. Flexible Development (Section 5200)	PB	PB	PB	N	N	N	N	N	N	N
6. Senior Residential Community (Section 5300)	PB	PB	PB	N	PB	PB	N	N	N	PB
7. Incentive Senior Development (Section 5400)	PB	PB	N	N	PB	PB	N	N	N	PB
8. Residential care facility	N	N	N	N	N	N	N	N	N	Y

A-RES = A-Residential

C-RES=C-Residential

WI=Wayside Inn Historic Preservation Zone

BD=Business District

LBD=Limited Business District

VBD=Village Business District

ID=Industrial District

LID=Limited Industrial District

IP= Industrial Park District

RD=Research District

Y=Permitted Use

N=Prohibited Use

ZBA=Use Requires a Special Permit by
the Zoning Board of Appeals

BOS=Use Requires a Special Permit by
the Board of Selectmen

PB=Use Requires a Special Permit by
the Planning Board

PRINCIPAL USE	A-RES	C-RES	WI	BD	LBD	VBD ⁱ	ID	LID	IP	RD
B. EXEMPT AND INSTITUTIONAL USES										
1. Use of land or structures for religious purposes	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2. Use of land or structures for educational purposes on land owned or leased by the commonwealth or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
3. Family day care	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
4. Child care facility (in existing building)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
5. Child care facility (not defined in M.G.L., Chapter 28A, section 9)	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
6. Use of land for the primary purpose of agriculture, horticulture, floriculture, or in accordance with M.G.L. c. 40A, s.3	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
7. Facilities for the sale of produce, and wine and dairy products, provided that during the months of June, July, August, and September of every year, or during the harvest season of the primary crop, the majority of such products sale, based on either gross sales dollars or volume, have been produced by the owner of the land containing more than five acres in area on which the facility is located	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
8. Municipal purposes	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
9. Essential services	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
C. COMMERCIAL										
1. Agricultural use, nonexempt	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

PRINCIPAL USE	A-RES	C-RES	WI	BD	LBD	VBD ⁱ	ID	LID	IP	RD
2. Educational use, nonexempt	N	N	N	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
3. Farm stand, nonexempt	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
4. Animal clinic or hospital	N	N	N	BOS	N	N	BOS	N	N	N
5. Kennel	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
6. Nursing or convalescent home and assisted care facility	ZBA ⁱⁱ	ZBA ⁱⁱ	ZBA ⁱⁱ	N	ZBA ⁱⁱ	ZBA ⁱⁱ	N	N	N	Y
7. Funeral home	N	N	N	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
8. Adult day care facility	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
9. Bed and Breakfast	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
10. Motel or hotel	N	N	N	ZBA	N	Y ⁱⁱⁱ	ZBA	N	N	N
11. Retail stores and services not elsewhere set forth	N	N	N	Y	Y	Y	Y	Y	N	N
12. Motor vehicle sales and rental	N	N	N	ZBA	N	N	ZBA	N	N	N
13. Motor vehicle general and body repair	N	N	N	ZBA	N	N	ZBA	N	N	N
14. Motor vehicle light service	N	N	N	ZBA	N	N	ZBA	N	N	N
15. Personal service establishment	N	N	N	Y	Y	Y	N	N	N	N
16. Restaurant	N	N	N	Y	Y	Y	Y	N	N	N
17. Business or professional office	N	N	N	Y	Y	Y	Y	Y	Y	Y
18. Medical center or clinic	ZBA	ZBA	ZBA	N	ZBA	ZBA	N	N	N	Y
19. Bank, financial agency	N	N	N	Y	Y	Y	Y	Y	Y	Y

PRINCIPAL USE	A-RES	C-RES	WI	BD	LBD	VBD ⁱ	ID	LID	IP	RD
20. ATMs, kiosks and similarly sized service booths and detached structures ^{iv}	N	N	N	N	N	N	N	N	N	N
21. Drive-in establishments regularly dispensing merchandise or money from inside a building to persons outside but excluding the dispensing of food or drink	N	N	N	Y	N	N	N	N	N	N
22. Indoor commercial recreation	N	N	N	ZBA	N	Y	ZBA	ZBA	N	N
23. Outdoor commercial recreation	N	N	N	N	N	N	ZBA	Y	N	N
24. Club or lodge, private	N	N	N	Y	Y	Y	Y	Y	N	N
25. Major commercial project	N	N	N	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA	ZBA
26. Pools, Private (reference section 2325)	Y	Y	Y	N	ZBA	Y	N	N	N	N
27. Pools, Public or semi-public (reference section 2325)	ZBA	ZBA	ZBA	N	ZBA	ZBA	N	N	N	N
D. INDUSTRIAL										
1. Light manufacturing	N	N	N	Y ^v	Y ^v	Y ^v	Y	Y	Y	Y ^{vi}
2. Laboratory for research and development	N	N	N	Y	N	N	N	Y	Y	Y ^{vi}
3. Wholesale, warehouse, self-storage, mini-warehouse or distribution facility	N	N	N	N	N	N	Y	Y	Y	N
4. Manufacturing	N	N	N	N	N	N	Y	Y	Y	Y ^{vi}
5. Wholesale or retail lumber yard	N	N	N	N	N	N	Y	ZBA	N	N

^{i.} Any single occupancy of more than 10,000 square feet of building area, exclusive of basement or attic storage space shall not be permitted in the Village Business District.

^{ii.} Provided that: (1) such use is on a parcel with a minimum size of 5 acres; (2) the facility can comply with minimum setbacks of 50 feet from front

yard and 50 feet from the side and rear yard property lines; (3) if abutting a residential use, the facility must comply with a minimum 100 foot setback on any side abutting such use; (4) wastewater disposal shall only be by means of an on-site subsurface system complying with the requirements of Title 5, 310 CMR 15.000.

iii. Hotels shall have a maximum of ten guest rooms.

iv. Located, at their closest point, more than ten feet from an exterior wall of a lawful existing building, the sole purpose of which is to dispense or provide products, service or entertainment, including, but not limited to financial information or transaction services.

v. Incidental to and usual in connection with any permitted uses on the same premises, provided that the major portion of the products are sold at retail on the premises and that not more than 1,000 square feet of floor area per establishment are used for such manufacturing.

vi. Only as incidental to research, development or engineering work .

SECTION 2600 APPENDIX B - TABLE OF DIMENSIONAL REQUIREMENTS:

(also see sections 2326, 2327, 2630 and 2640 for exceptions and other requirements)

RD4/2/2002

A,C,WI 4/9/2003

4/11/2005 Ctr.Setback

DISTRICT	Minimum lot area (sq. ft.)	Min. lot frontage (ft.)	Min. front yard (ft.)	Min. side yard (ft.)	Min. rear yard (ft.)	Min. Street Centerline Setback (ft.)	Min. Side or Rear Setback from Residence Zone (ft.)	Max. height (# stories)	Max. height (ft.)	Max. Building Coverage (% of lot) ⁱ
A-RES	40,000	180	40 ¹	20	30	-	-	2.5	35	40
C-RES	60,000	210	40 ¹	20	30	-	-	2.5	35	40
WI	5 acres	210	40 ¹	20	30	-	-	2.5	35	40
BD	-	50	20 ³	5 ²	-	-	20	2.5	35	60
LBD	-	50	35	5	-	-	20	2.5	35	60
VBD	-	50	20 ³	-	-	-	20	2.5	35	60
ID	-	50	20	30 ²	30 ²	-	30	2	35	60
LID	100,000	50	125	50 ²	50 ²	-	100	2	35	25
IP	100,000	50	125	50 ²	50 ²	-	300	2	35	25
RD	8 acres	200	100	50 ⁴	50 ⁴	-	150	3	45	18
OPEN SPACE	-	-	40	40	40	-	100	2	35	10

¹ Including principal and accessory buildings.

² Unless abutting a railroad siding.

³ Set back a maximum of 40 feet.

⁴ Unless abutting a railroad siding or Town Line.

APPENDIX C

LOCATION OF ZONING DISTRICTS

RESIDENCE DISTRICTS

Residence Zones in single residence districts are shown on the Zoning Map as Residence "A1"; Residence "C1", "C2"; and Wayside Inn Historic Preservation Zone, and are severally described as follows:

Residential Zone "A-1" (A-Res)

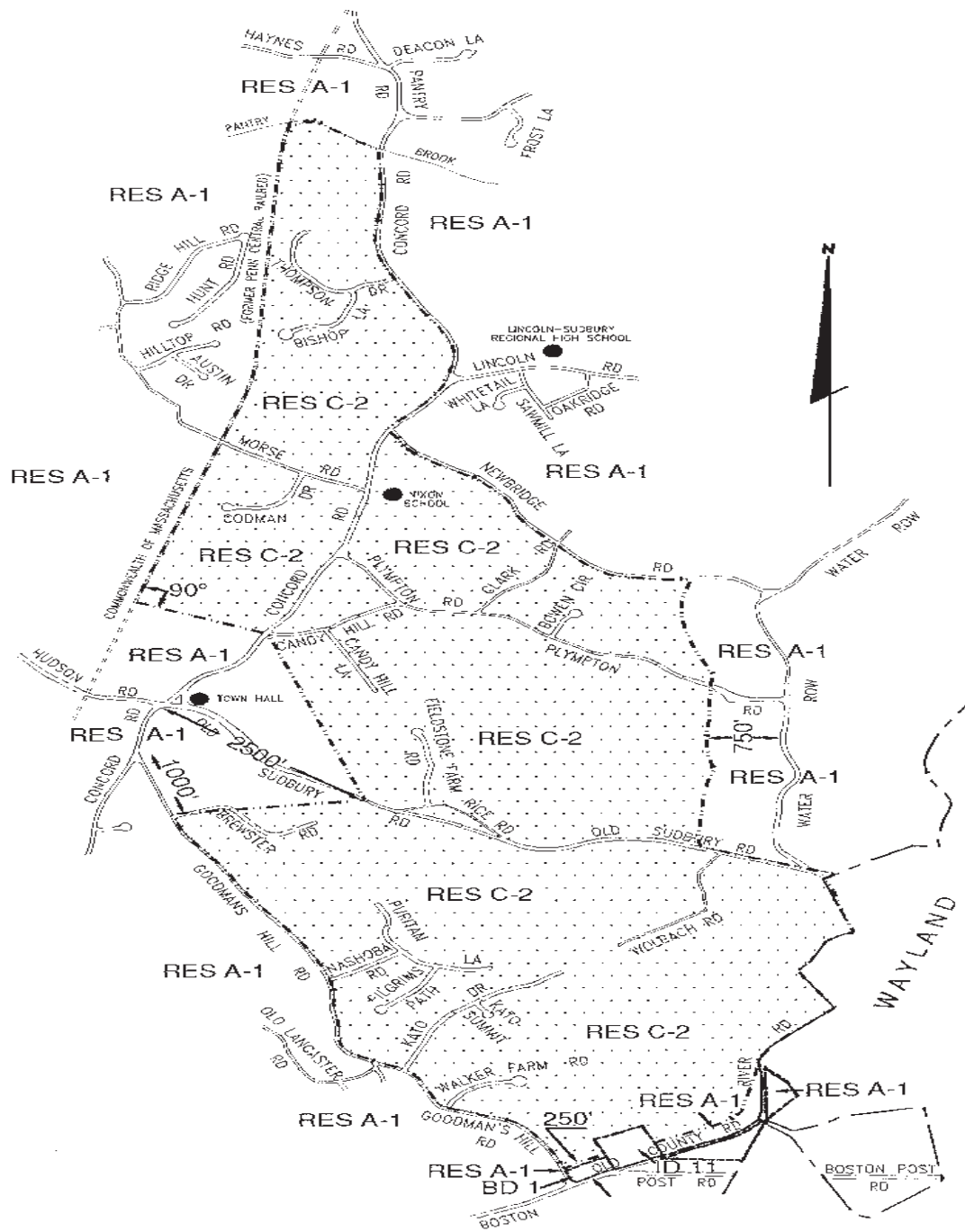
Beginning at the point of intersection of the town lines of Acton, Concord, Maynard and Sudbury, thence southeasterly along the Concord-Sudbury town lines to the Sudbury River; thence southerly by the Sudbury River and the Wayland-Sudbury town line to the point of intersection of the town lines of Sudbury, Wayland and Framingham; thence westerly along the Sudbury-Framingham town line to the point of intersection of the Marlboro, Sudbury and Framingham town lines; thence northerly along the Sudbury-Marlboro, Sudbury-Hudson, and Sudbury-Stow town lines to the point of intersection of the Sudbury, Stow and Maynard town lines; thence by the Sudbury-Maynard town line to the point of beginning, meaning and intending to describe the Town of Sudbury, but, excluding therefrom Residential Zones "C1" and "C2", the Wayside Inn Historic Preservation Residential Zone and all Business, Limited Business, Village Business, Industrial, Limited Industrial, Industrial Park, Research and Open Space districts.

Residential Zone "C-1" (C-Res)

Commencing at the intersection of the Boston-Maine Railroad tract and the Marlboro-Hudson town line and extending easterly along the Boston-Maine Railroad track to a point 1,000' east of Peakham Road, thence southerly parallel to Peakham Road and 1,000' easterly of Peakham Road to the Boston Post Road, thence easterly along the Boston Post Road to Dudley Road, thence southeasterly along Dudley Road to Nobscot Road, thence easterly and at right angles to the Penn Central Railroad track thence southerly along the Penn Central Railroad track to the Framingham-Sudbury town line, thence westerly along the Framingham-Sudbury town line to the Marlboro town line, thence northerly along the Marlboro-Sudbury town line to the point of beginning, exclusive of any Business, Limited Business, Village Business, Industrial, Limited Industrial, Industrial Park, Open Space and Research Districts, and the Wayside Inn Historic Preservation Zone, within the above described boundaries.

Residential Zone "C-2" (C-Res)

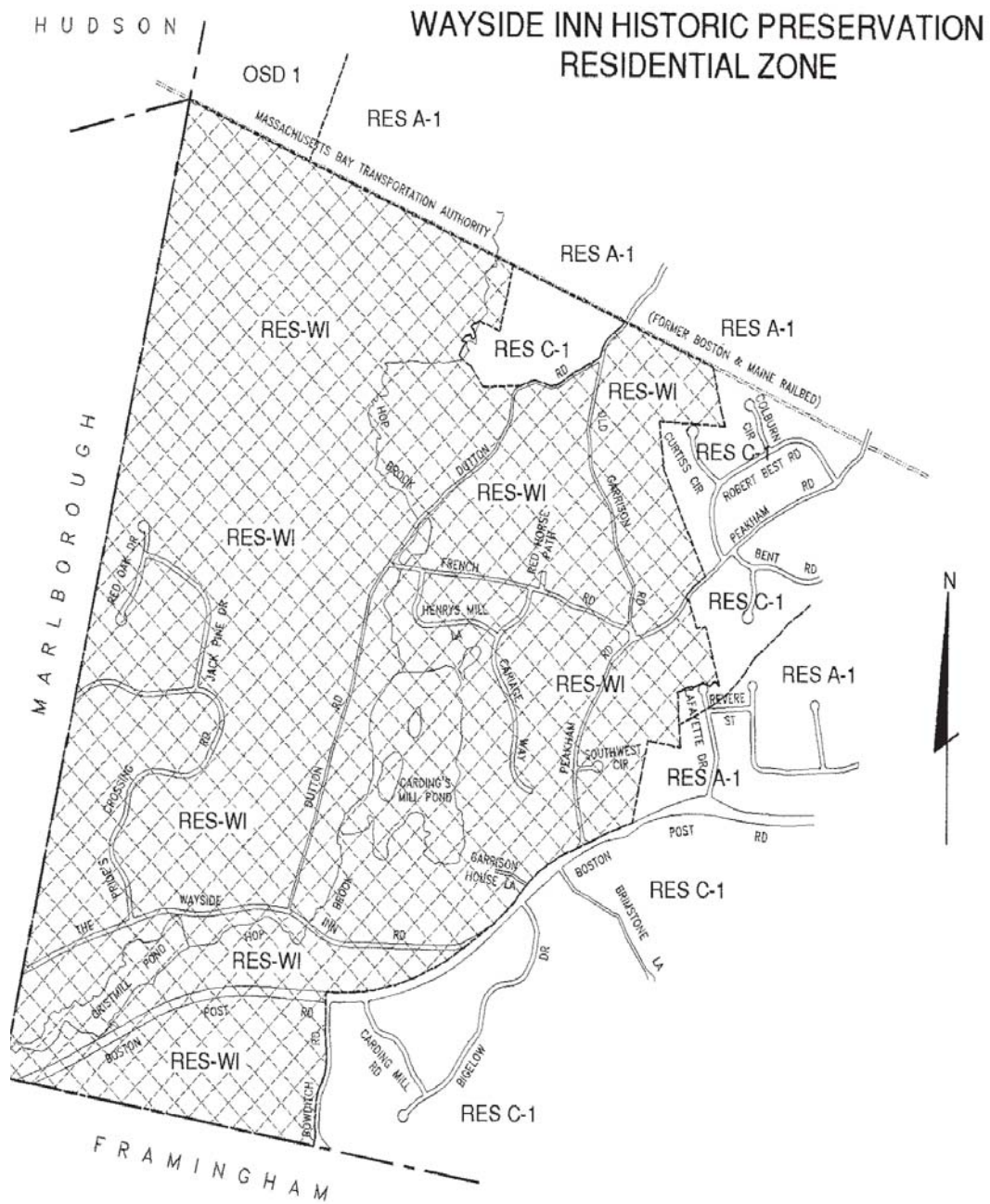
Commencing at a point on Goodman's Hill Road 250' North of the intersection of Goodman's Hill Road and the Boston Post Road, thence Northerly along Goodman's Hill Road to a point 1,000' East of the intersection of Goodman's Hill Road and Concord Road, thence extending in a straight line an Easterly direction to a point on Old Sudbury Road 2,500' Easterly from the intersection of Old Sudbury Road and Concord Road, thence Northerly in a straight line to the intersection of Candy Hill Road and Concord Road, thence Westerly in a straight line to the Penn Central Railroad track at right angles to the Pantry Brook, thence Easterly along Pantry Brook to the point where Pantry Brook crosses Concord Road, thence Southerly along Concord Road to the intersection of Concord Road and New Bridge Road, thence Easterly along New Bridge Road to a point 750' West of Water Row, thence Southerly along a line parallel to Water Row and 750' Westerly of Water Row to Old Sudbury Road, thence Easterly along Old Sudbury Road to the Wayland-Sudbury town line, thence Southerly along the Wayland-Sudbury town line to a point 250' North of Old County Road and thence Westerly parallel to Old County Road and 250' North of Old County Road and thence Westerly parallel to Old County Road and 250' Northerly of Old County Road to the intersection of Old County Road and the Boston Post Road, thence still Westerly 250' North of the Boston Post Road and parallel to the Boston Post Road to the point of beginning, exclusive of any Business, Limited Business, Village Business, Industrial, Limited Industrial, Industrial Park, Open Space and Research Districts within the above described boundaries.



RESIDENTIAL ZONE "C-2"

Wayside Inn Historic Preservation Residential Zone (WI)

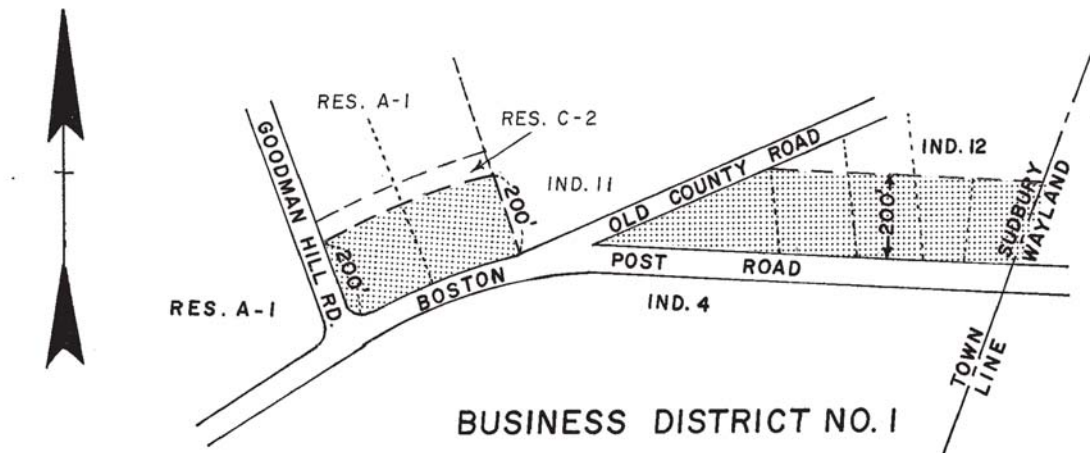
Beginning at a point on the Sudbury Town Line, said point being the Town Corner common to Sudbury, Framingham, and Marlborough; thence northerly along the Sudbury-Marlborough town line to a point on the centerline of the former Boston and Maine Railroad right-of-way, a distance of 10,150 feet, more or less; thence southeasterly along said railroad right-of-way to a point opposite the northeasterly corner of land now or formerly of Massachusetts Federation of Women's Clubs, a distance of 4,110 feet, more or less; thence southerly, westerly, southerly and easterly along said land of Massachusetts Federation of Women's Clubs to a point on the westerly sideline of Dutton Road, a distance of 2,340 feet, more or less; thence northeasterly along Dutton Road to a point on the centerline of the former Boston and Maine Railroad right-of-way, a distance of 1,520 feet, more or less; thence southeasterly along the railroad right-of-way to a point opposite the northwesterly corner of land shown as A.J. Lane Construction Corporation on plan number 25 of 1971, recorded with the Middlesex South Registry of Deeds, a distance of 1,160 feet, more or less; thence southerly, westerly and southerly along said land of Lane to a point on the northerly sideline of Peakham Road, a distance of 3,005 feet, more or less; thence southwesterly along Peakham Road to a point opposite the north-westerly corner of lot 1A shown on plan number 743 of 1960, recorded with the Middlesex South Registry of Deeds, a distance of 300 feet, more or less; thence southerly, crossing Peakham Road, a distance of 33 feet, more or less; thence southerly and easterly along said lot 1A to land formerly of Griffin, as shown on said plan number 743, a distance of 414 feet, more or less; thence southerly along land formerly of Griffin to the brook, a distance of 600 feet, more or less; thence westerly along said brook to a point on the easterly property line of lot 3-I shown on plan 1977 of 1946, recorded with the Middlesex South Registry of Deeds, a distance of 523 feet, more or less; thence southerly, westerly, and southerly along said lot 3-I to a point on the northerly sideline of Boston Post Road, a distance of 1,800 feet, more or less; thence westerly along Boston Post Road, crossing the Wayside Inn Road, to a point opposite the westerly sideline of Bowditch Road, a distance of 4,030 feet, more or less; thence southerly, crossing Boston Post Road, and running along the westerly sideline of Bowditch Road to a point on the Sudbury-Framingham town line, a distance of 1,600 feet, more or less; thence westerly along said Town Line to the point of beginning, a distance of 3,650 feet, more or less.



Business Districts (BD) No. 1

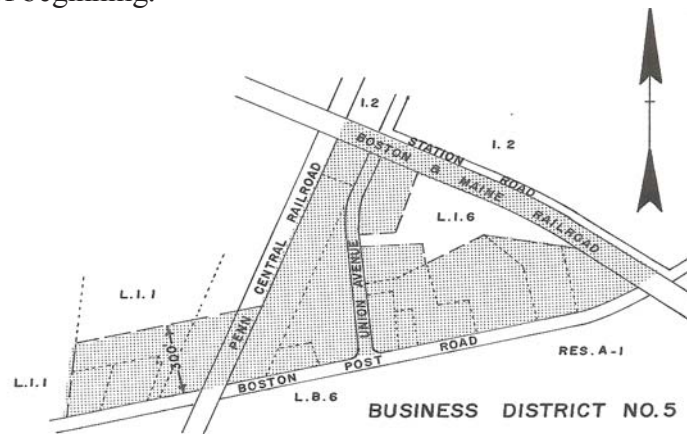
Business District No. 1 is bounded by a line starting at a point on the Sudbury and Wayland town line of the Post Road at the northerly side of said road extending 200 feet in a northerly direction along Town Boundary, thence westerly parallel to the Post Road to Goodman's Hill Road, all land which is in Sudbury, thence along Goodman's Hill Road to the junction of the Post Road, thence southerly to meet the Boston & Maine track at right angles, thence easterly along said track to the Wayland Line, thence following along the Wayland Line to point of beginning.

(NOTE: The original description of BD-1 voted in 1939 read as above. Since that time, parts of ID-4, ID-6, ID-11 and LID-5 have been superimposed over sections of BD-1 without deleting those sections of BD-1 in the votes establishing the industrial and limited industrial zones. For detailed diagrams and history of the zones, see Annotated Zoning Bylaws, Town Clerk's Office.)



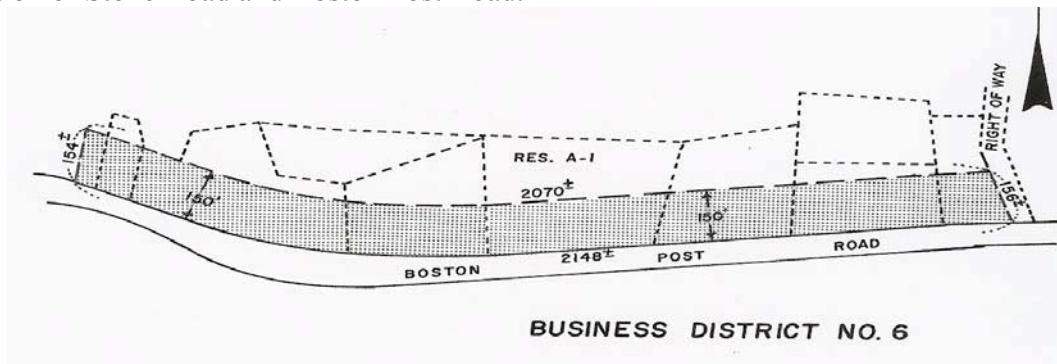
Business District (BD) No. 5

Business District No. 5 is bounded by a line starting at the intersection of the northerly property line of the Boston and Maine Railroad right-of-way and the westerly side of the Boston Post Road; thence westerly by the northern boundary of the Boston Post Road to the westerly property line n/f owned by Irene Burke; thence northerly by such property line to a point which is 300 feet from the Boston Post Road, measured perpendicularly; thence easterly and 300 feet parallel to the Boston Post Road to the east boundary line of the Penn Central Railroad; thence northerly along the east property line of the Penn Central Railroad to its intersection with the northerly property line of the Boston and Maine Railroad; thence easterly to the point of beginning.

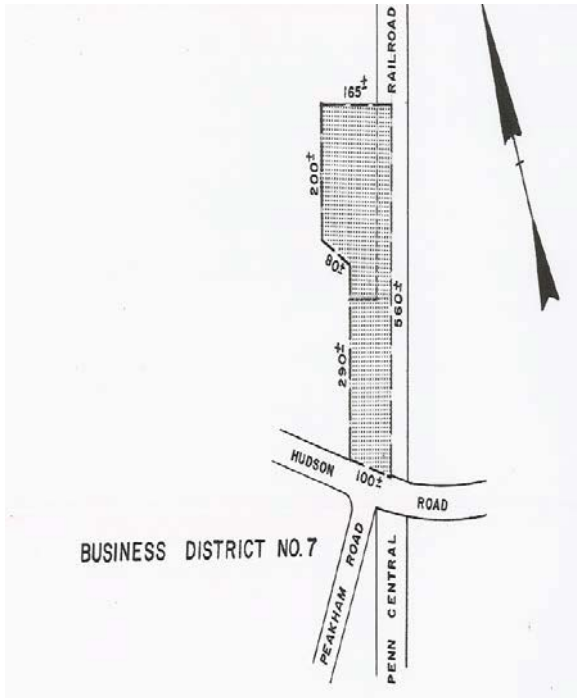


Business District (BD) No. 6

Business District No. 6 Beginning at a point on the northerly side line of Boston Post Road at the westerly boundary of an existing right-of-way; thence westerly along the northerly side line of Boston Post Road 2148+/- feet to the easterly property line of the land now or formerly of John and Mary O'Brien; thence northerly along said property line 154+/- feet; thence easterly and 150 feet parallel to the northerly side line of Boston Post Road 2070+/- feet to the westerly boundary of the previously mentioned right-of-way; thence southerly along the right-of-way 156+/- feet to the point of beginning, which is 150+/- feet from the intersection of Stone Road and Boston Post Road.



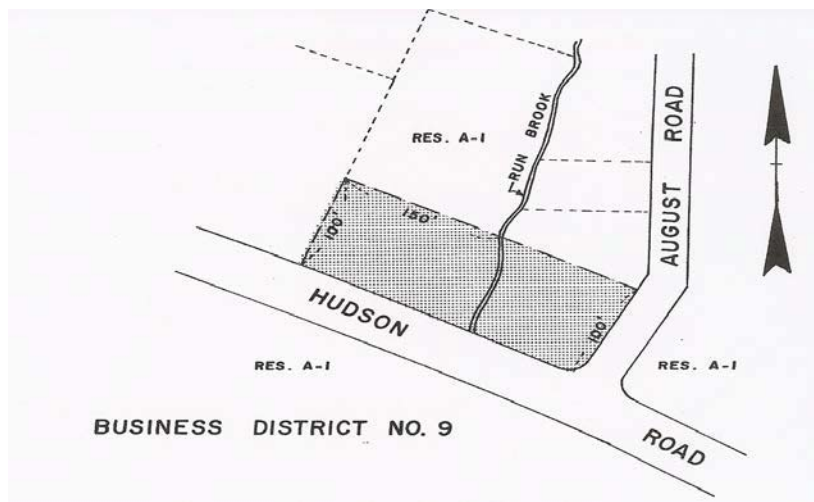
Business District (BD) No. 7



Business District No. 7 Beginning at the intersection of the northerly line of Hudson Road and the center line of the Penn Central Railroad layout, thence westerly 100+/- feet to the westerly property line of the Penn Central Railroad; thence northerly 290+/- feet; thence northwesterly 80+/- feet; thence northerly 200+/- feet; thence easterly 165+/- feet to the center line of the Penn Central Railroad; thence southerly along the center line of the Penn Central Railroad 560+/- feet to the point of beginning.

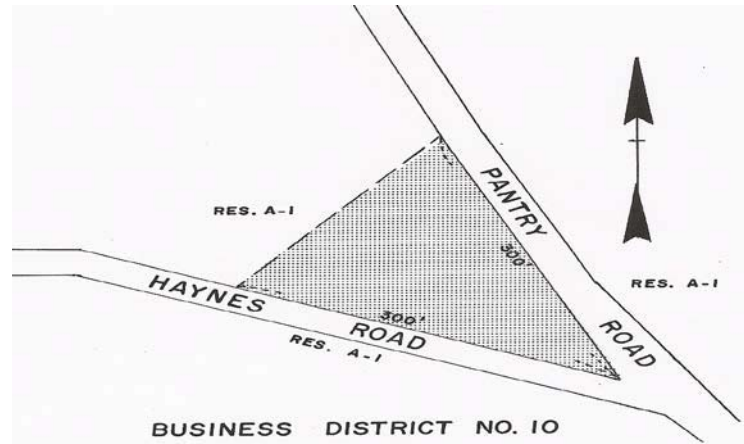
Business District (BD) No. 9

Business District No. 9 is bounded by a line starting at a point at the junction of Hudson Road and August Road, thence northerly 100 feet along latter, thence in a westerly direction parallel to Hudson Road to a point 150 feet west of Run Brook, thence southerly to Hudson Road, thence easterly along Hudson Road to a point of beginning.



Business District (BD) No. 10

Business District No. 10 is bounded by a line starting at a point at the junction of Pantry and Haynes Roads extending northerly 300 feet along Pantry Road, thence southerly to a point on Haynes Road 300 feet westerly of point of beginning, thence easterly along Haynes Road to a point of beginning.



Business District (BD) No. 12

Business District No. 12 Beginning at a point on the northerly sideline of Hudson Road, said point being the southeasterly corner of land formerly of the United States government:

Thence N32°39'14"E one hundred-eight and 44/100 (108.44) feet;

Thence N60°49'30"W fifty-two and 93/100 (52.93) feet;

Thence N45°05'20"E two hundred sixty-seven and 41/100 (267.41) feet.

Thence N57°47'10"E one hundred eighty-seven and 15/100 (187.15) feet; said last four courses being by land formerly of the United States government;

Thence S14°22'30"W five hundred and 97/100 (500.97) feet by land now or formerly of Howard R. & Anne N. Lehr, to a point on the northerly sideline of Hudson Road;

Thence N75°37'30"W fifty and 00/100 (50.00) feet along said Hudson Road;

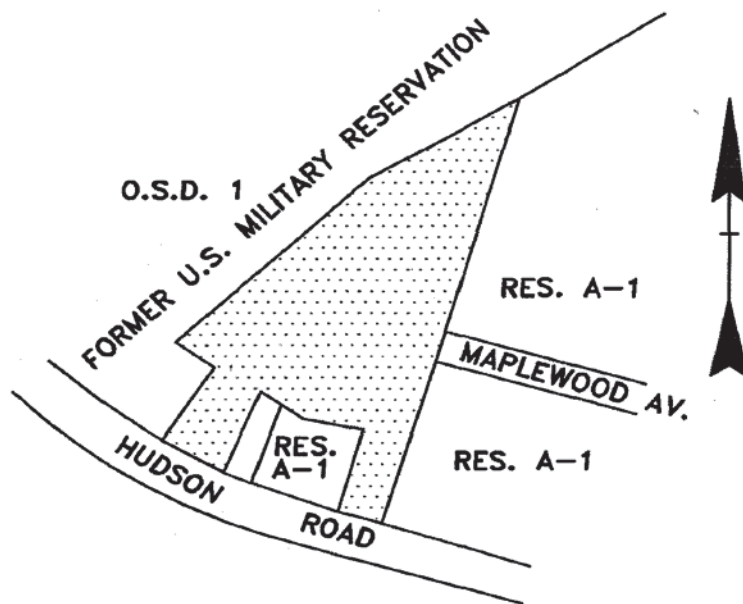
Thence N14°22'30"E one hundred and 00/100 (100.00) feet; said course being the easterly property line of Lot 17 (Block W);

Thence N75°37'30"W eighty-two and 30/100 (82.30) feet;

Thence N60°49'30"W thirty-one and 37/100 (31.37) feet; said last two courses comprising the northerly property lines of lots 17, 18, 19, 20, and 21 (Block W);

Thence S21°00'26"W one hundred six and 26/100 (106.26) feet to a point on the northerly sideline of Hudson Road; said course being the westerly property line of lot 21 (Block W); the aforementioned lots 17 thru 21 inclusive being shown on a "Plan of Pine Lakes, Sudbury, Mass.", dated April 1927 and recorded at the Middlesex County (South) Registry of Deeds as Plan 37 in Plan Book 394:

Thence along a curve having a radius of three hundred sixty-eight and 98/100 (368.98) feet a distance of seventy-five and 00/100 (75.00) feet along the northerly sideline of Hudson Road to the point of beginning.

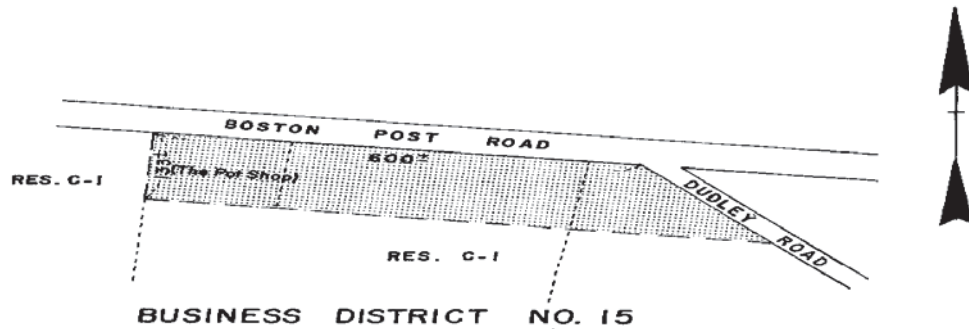


BUSINESS DISTRICT NO. 12

Business District (BD) No. 15

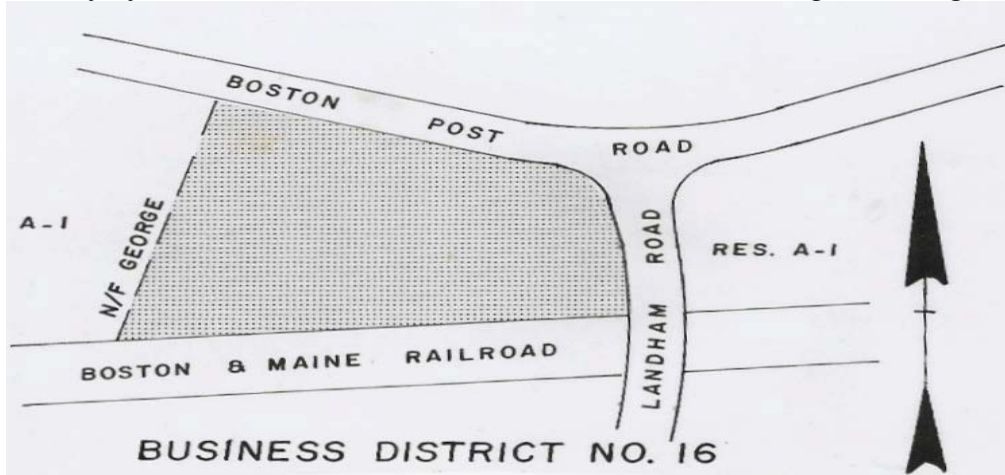
Business District No. 15 A certain parcel of land, situated on the southerly side of the State Highway known as Boston Post Road, bounded and described as follows:

Beginning at the intersection of the westerly side line of Dudley Road with the southerly side line of the Boston Post Road; thence in a westerly direction along said Boston Post Road 600 feet, more or less, thence southerly, a distance of 133 feet, more or less, thence easterly by a line parallel to and 133 feet distant from the southerly line of Boston Post Road to the westerly side line of Dudley Road; thence in a northwesterly direction along Dudley Road to the point of beginning.



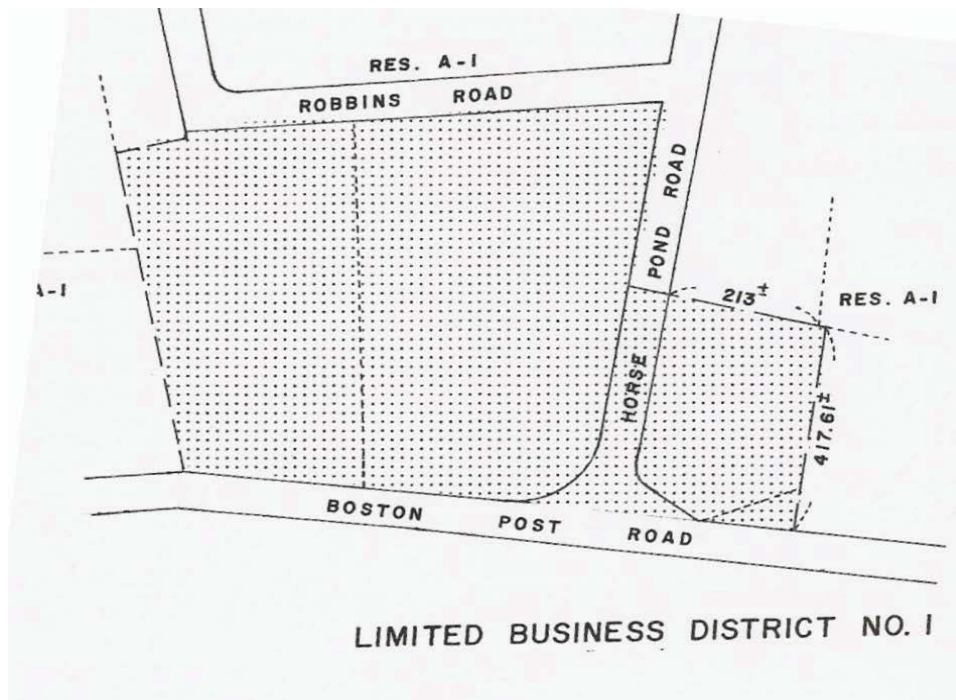
Business District (BD) No. 16

Business District No. 16 Beginning at the intersection of the southerly line of the Boston Post Road with the westerly line of Landham Road; thence southerly by said Landham Road, 210 feet, more or less, to the land of the Boston & Maine Railroad Co.; thence westerly by land of said Railroad Co., 490 feet, more or less, to land of Georgia George, now or formerly; thence northerly by land of said George, 357 feet, more or less, to the Boston Post Road; thence easterly by said Boston Post Road, 390 feet, more or less, to the point of beginning.



Limited Business District (LBD) No. 1

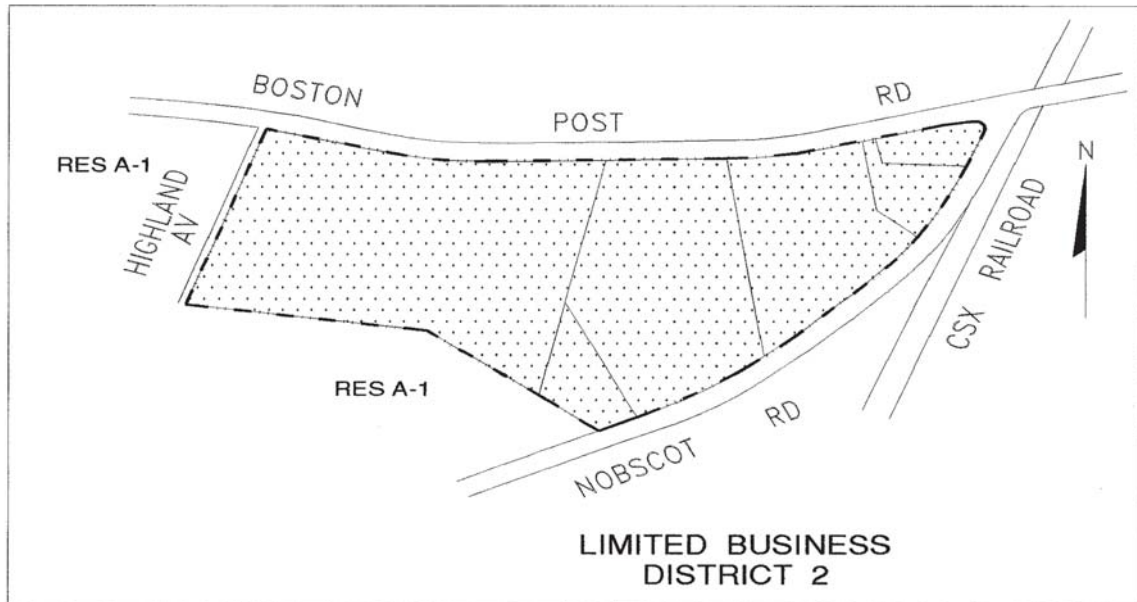
Limited Business No. 1 Beginning at a stake on the southerly boundary line between the land of Fred Stone and the road variously known at State Road and Boston Post Road; thence westerly two hundred fifteen feet (215'), more or less, to the northeasterly corner of the intersection of Boston Post Road and Horse Pond Road; thence continuing westerly across Horse Pond Road fifty and 03/100 feet (50.03'), more or less, to a stake and stones at the northwesterly corner of the intersection of Boston Post Road and Horse Pond Road; thence continuing westerly five hundred fifty feet (550'), more or less, to a stake and stone at land now or formerly of Aiken and Lewis five hundred and ten feet (510'), more or less; thence easterly by land now or formerly of Lewis one hundred feet (100'), more or less; thence northerly nine and 01/100 feet (9.01'), to Robbins Road, so-called now or formerly owned by Livoli; thence easterly by said Robbins Road six hundred twenty-one and 91/100 feet (621.91'), more or less, to a pipe and stones at Horse Pond Road; thence southerly by Horse Pond Road two hundred forty-five and 37/100 feet (245.37'), more or less; thence easterly, perpendicularly across Horse Pond Road, to a stone bound on the boundary line between land of Stone and Meader, at the northwesterly corner of land of said Stone; thence continuing easterly by land of Meader and by other land of Stone two hundred thirteen feet (213'), more or less; to a cement bound; thence southerly by other land of Fred Stone four hundred seventeen and 61/100 feet (417.61'), more or less, to the point of beginning.



Limited Business District (LBD) No. 2

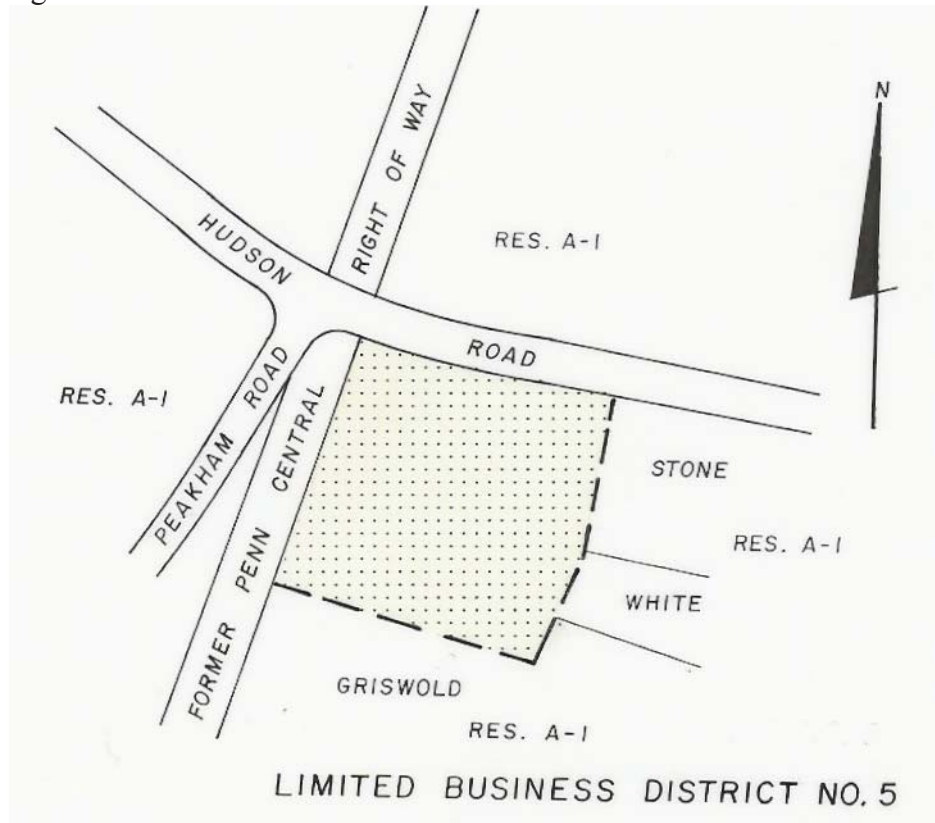
Limited Business No. 2 A certain parcel of land in the southerly part of Sudbury bounded and described as follows:

Northerly by Boston Post Road; Southeasterly by Nobscot Road; Southerly by land formerly of Ralph Hawes; and Westerly by Highland Avenue; including all of the land shown on Sudbury property maps as parcels K07-005, K07-006, K07-007, K08-001, K08-002 and L07-014.



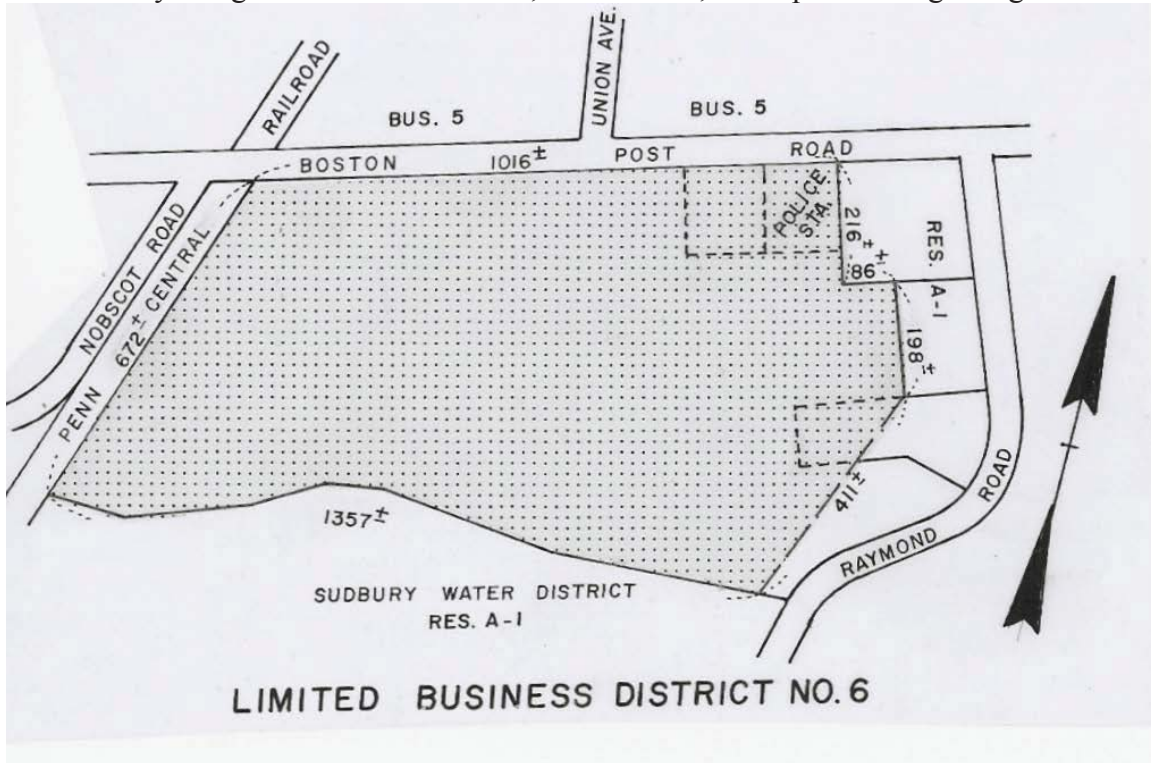
Limited Business District (LBD) No. 5

Limited Business District No. 5 Beginning at a point on the southerly side line of Hudson Road 338.45 feet distant from the easterly side line of the former Penn Central Railroad right-of-way; thence southerly along property line of land now or formerly of Edmund C. Stone, et ux by three courses totaling 213.89 feet, continuing southerly along property line of land now or formerly of Linda I. White 76.23 feet and southerly again along property line of land now or formerly of Lamonte and Florence Griswold by two courses totaling 84.78 feet; thence westerly along property line of land now or formerly of Griswold, 352.17 feet to the easterly side line of said railroad right-of-way; thence northerly along said railroad right-of-way to the southerly side line of Hudson Road; thence easterly 338.45 feet by three courses to the point of beginning.



Limited Business District (LBD) No. 6

Limited Business District No. 6 Beginning at a point on the southerly side line of Boston Post Road at the easterly boundary of the Penn Central Railroad; thence easterly along the southerly side line of Boston Post Road 1,016 feet, more or less, to the easterly property corner of the Sudbury Police Station; thence southerly by land n/f of Murphy 216 feet, more or less; thence easterly 86 feet, more or less; thence southerly by land n/f of Presby 198 feet, more or less; thence southwesterly 411 feet, more or less, to a point approximately 50 feet from the westerly side line of Raymond Road; thence westerly by land of the Sudbury Water District 1,357 feet, more or less, to the easterly boundary of the Penn Central Railroad; thence northeasterly along said Railroad 672 feet, more or less, to the point of beginning.



Village Business District (VBD) No. 1

Village Business District No. 1 shall comprise an area the boundaries of which are as follows: the areas involved are the existing LBD-3, LBD-4, BD-2, BD-3, BD-4 and small portions of A-1 and ID-2 per the map below.

Beginning at a point on the southerly sideline of Boston Post Road at its intersection with the northeasterly sideline of the Massachusetts Bay Transportation Authority Right-of-Way;

Thence northeasterly along Boston Post Road 50 feet, more or less, to a point opposite the northeasterly sideline of Station Road;

Thence turning and running northwesterly, crossing Boston Post Road and following the northeasterly sideline of Station Road 190 feet, more or less, to a point, said point being at the location of the former dam shown on Land Court Plan 12835A;

Thence easterly along the line of the former dam 45 feet, more or less, to the centerline of Hop Brook;

Thence northwesterly by the centerline of Hop Brook 330 feet, more or less, to the southwesterly corner of the Goodnow Library lot;

Thence easterly along said library lot 132 feet, more or less, to a point, said point being 661.46 feet westerly of the westerly sideline of Concord Road;

Thence southeasterly 120 feet, more or less, along a line (the projection of which would intersect the northerly sideline of Boston Post Road at a point 150 feet northeasterly of the northeasterly sideline of Station Road) to a point, said point being a perpendicularly measured distance of 100 feet south of the library lot;

Thence easterly, running parallel to the library's southerly lot line, 230 feet, more or less, to the lot line common to lots 3 and 1, said lots shown on Plan No. 268 of 1957;

Thence northerly along said common lot line 100 feet, more or less, to the southerly lot line of the library;

Thence easterly along the library's southerly lot line 369 feet, more or less, to a point on the westerly sideline of Concord Road;

Thence southerly by the westerly sideline of Concord Road 150 feet, more or less, to a point opposite the southwesterly lot corner of Lot B, said Lot B being shown on Plan No. 885 of 1952;

Thence turning and running easterly, crossing Concord Road and following the southerly lot line of Lot B 237 feet, more or less;

Thence southerly 17 feet, more or less; Thence easterly 73 feet, more or less; Thence northerly 13 feet, more or less;

Thence easterly 102 feet, more or less, to a point, said point being the northeasterly lot corner of the property known as the "Wood-Davison House", the last four courses following the southerly line of the forementioned Lot B;

Thence southerly along the easterly lot line of the "Wood-Davison House" 132 feet, more or less, to a point, said point being a perpendicularly measured distance of 100 feet north of the northerly sideline of Boston Post Road;

Thence easterly along a line parallel to 100 feet distant from Boston Post Road 170 feet, more or less, to a point on the easterly lot line of No. 344 Boston Post Road;

Thence southerly along said lot line 100 feet, more or less, to a point on the northerly sideline of Boston Post Road;

Thence easterly along Boston Post Road 60 feet, more or less, crossing King Philip Road to a point, said point being on the southeasterly sideline of said King Philip Road;

Thence northeasterly along the southeasterly sideline of King Philip Road 190 feet, more or less, to a point, said point being a perpendicularly measured distance of 100 feet north of the northerly sideline of Boston Post Road;

Thence easterly along a line parallel to and 100 feet distant from Boston Post Road 135 feet, more or less, to a point on the easterly lot line of No. 61 King Philip Road;

Thence southerly along said lot line 10 feet, more or less, to the northwesterly lot corner of No. 320 Boston Post Road;

Thence easterly 88 feet, more or less; Thence southerly 50 feet, more or less;

Thence easterly 102 feet, more or less, to a point on the westerly sideline of Massasoit Avenue, said last three courses as shown on Plan No. 1325 of 1967;

Thence southerly by Massasoit Avenue 141 feet, more or less, to a point on the northerly sideline of Boston Post Road;

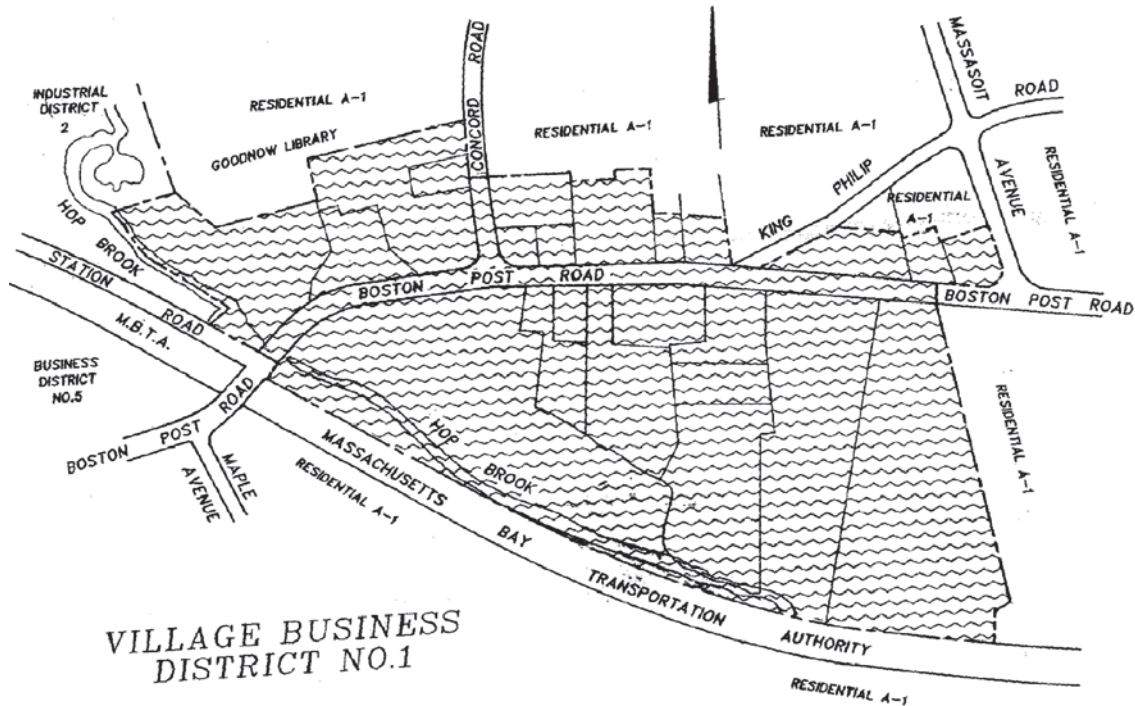
Thence westerly along Boston Post Road 100 feet, more or less, to a point opposite the northeasterly lot corner of the property known as "Mill Brook Park Condominium II";

Thence turning and running southerly, crossing Boston Post Road, 50 feet to the northeasterly lot corner of "Mill Brook Park Condominium II";

Thence southerly 687 feet, more or less; Thence southwesterly 29 feet, more or less;

Thence southerly 69 feet, more or less, to a point on the northeasterly sideline of the Massachusetts Bay Transportation Authority Right-of-Way, said last three courses as shown on Plan No. 1927 of 1986;

Thence northwesterly by the sideline of the Massachusetts Bay Transportation Authority Right-of-Way 1760 feet, more or less, to the point of beginning.



Industrial District (ID) No. 2

Industrial District No. 2 Beginning at a point on the westerly sideline of the former Penn Central Railroad right-of-way at its intersection with the northwesterly sideline of the Massachusetts Bay Transportation Authority Right-of-Way;

Thence northerly by said former Penn Central Railroad right-of-way 1500 feet, more or less, to a point on the southerly sideline of Codjer Lane;

Thence turning and running easterly 690 feet, more or less, along the southerly sideline of Codjer Lane, crossing Union Avenue, to a point, said point being 215 feet, more or less, easterly of the easterly sideline of Union Avenue;

Thence southerly by several courses, 587.97 feet and 348.55 feet;

Thence northwesterly 8.24 feet;

Thence southeasterly by several courses 87.06 feet, 97.01 feet, 134.74 feet, 232.45 feet, and 155.87 feet to a point on the southerly property line of land of the Town of Sudbury (Goodnow Library), said point being 661.46 feet westerly of the westerly sideline of Concord Road, the last eight courses being shown on several plans of land formerly owned by Henry Ford and/or the Wayside Inn;

Thence westerly along said library lot 132 feet, more or less, to the centerline of Hop Brook;

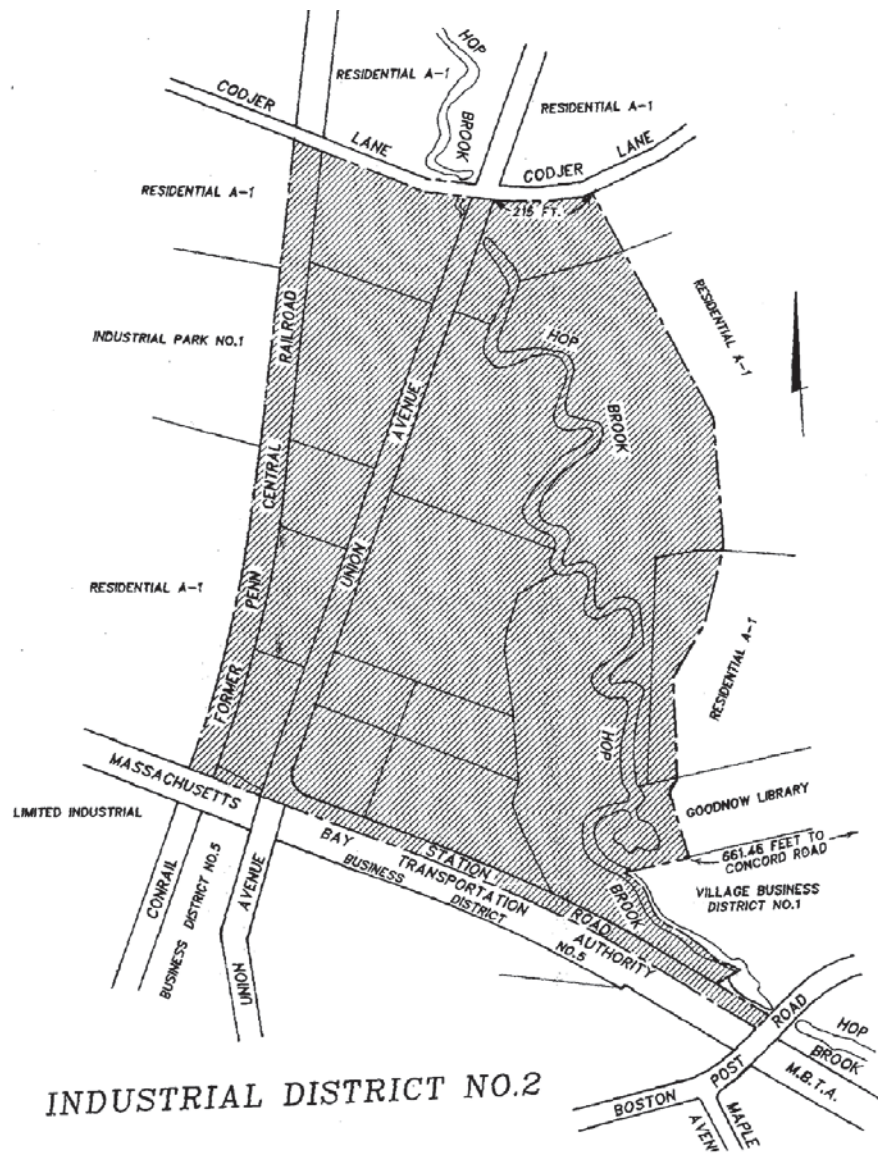
Thence southeasterly 330 feet, more or less, by the center-line of Hop Brook to a point, said point being at the location of the former dam shown on Land Court Plan 12835A;

Thence westerly along the line of the former dam 45 feet, more or less, to a point on the northeasterly sideline of Station Road;

Thence southeasterly along the northeasterly sideline of Station Road 140 feet, more or less, to a point on the northerly sideline of Boston Post Road;

Thence southwestly 40 feet, more or less, along the northerly sideline of Boston Post Road, crossing Station Road to a point on the northeasterly sideline of the Massachusetts Bay Transportation Authority Right-of-Way;

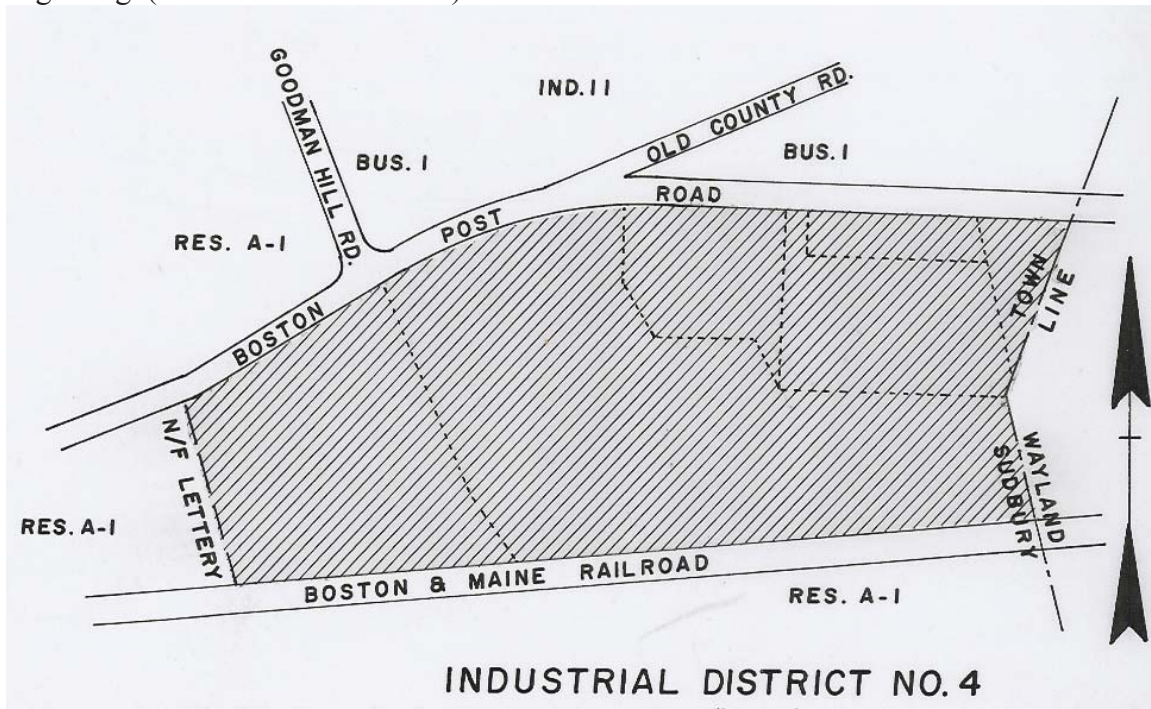
Thence northwesterly along the northeasterly sideline of said Right-of-Way 1400 feet, more or less, to the point of beginning.



Industrial District (ID) No. 4

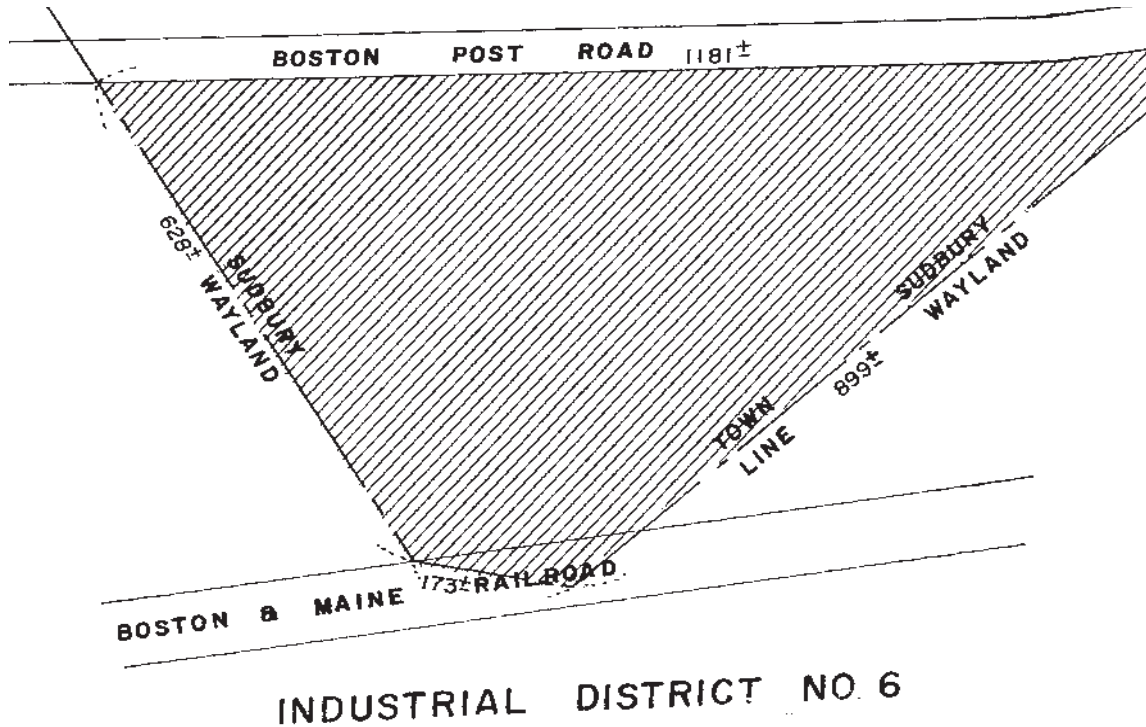
Industrial District No. 4 A certain area of land in the easterly part of Sudbury, situated on the southerly side of Boston Post Road, bounded and described as follows:

Beginning at the northeasterly corner thereof on the southerly side of Boston Post Road at the intersection the Sudbury-Wayland town line; thence northwesterly by Boston Post Road 2,139.14 feet; thence southwesterly by land now or formerly of George F. Lettery et al, 431.36 feet to land of Boston and Maine Railroad Company; thence southeasterly by land of said railroad 1,842.42 feet to the intersection of the Sudbury-Wayland town line; thence northerly by said Sudbury-Wayland town line to Boston Post Road and the point of beginning. (See NOTE under BD-1)



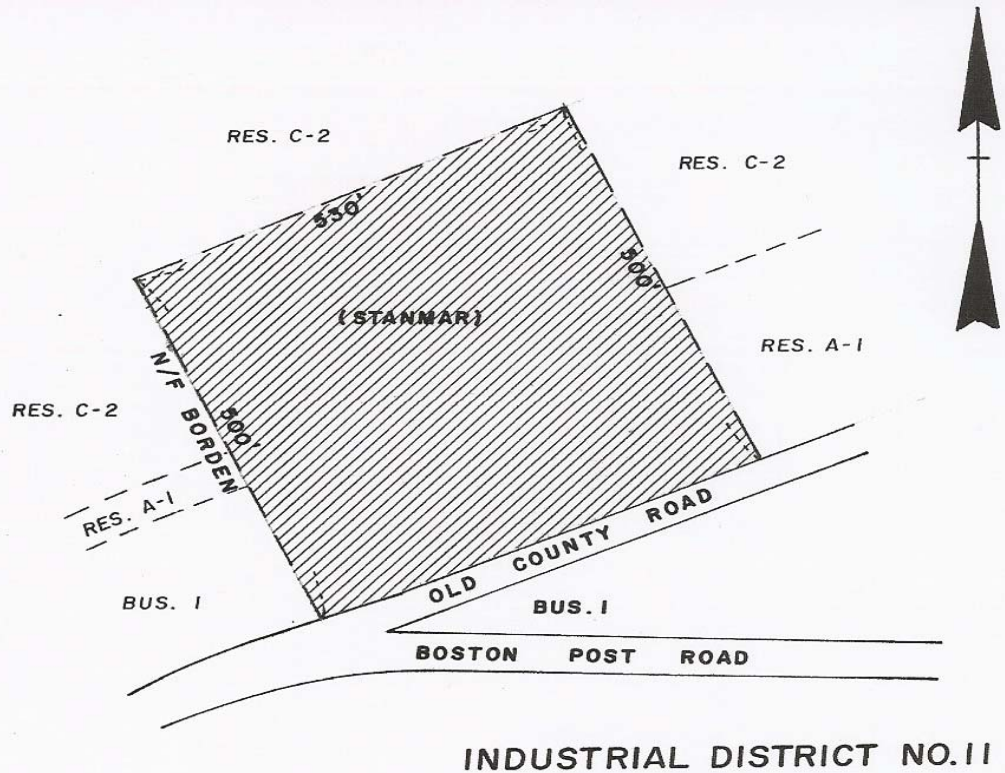
Industrial District (ID) No. 6

Industrial District No. 6 Beginning at a point on the southerly side line of Boston Post Road at the Wayland/Sudbury town line; thence easterly along the southerly side line of Boston Post Road 1,181 feet, more or less, to the Sudbury-Wayland town line; thence southeasterly along the town line 24 feet, more or less, to Town Bound S/W 23; thence southwesterly along the town line 899 feet, more or less, to Town Bound S/W 24; thence northwesterly along the town line 173 feet, more or less, to Town Bound S/W 25; thence northwesterly along the town line 628 feet, more or less, to the point of beginning. (See NOTE under BD-1)



Industrial District (ID) No. 11

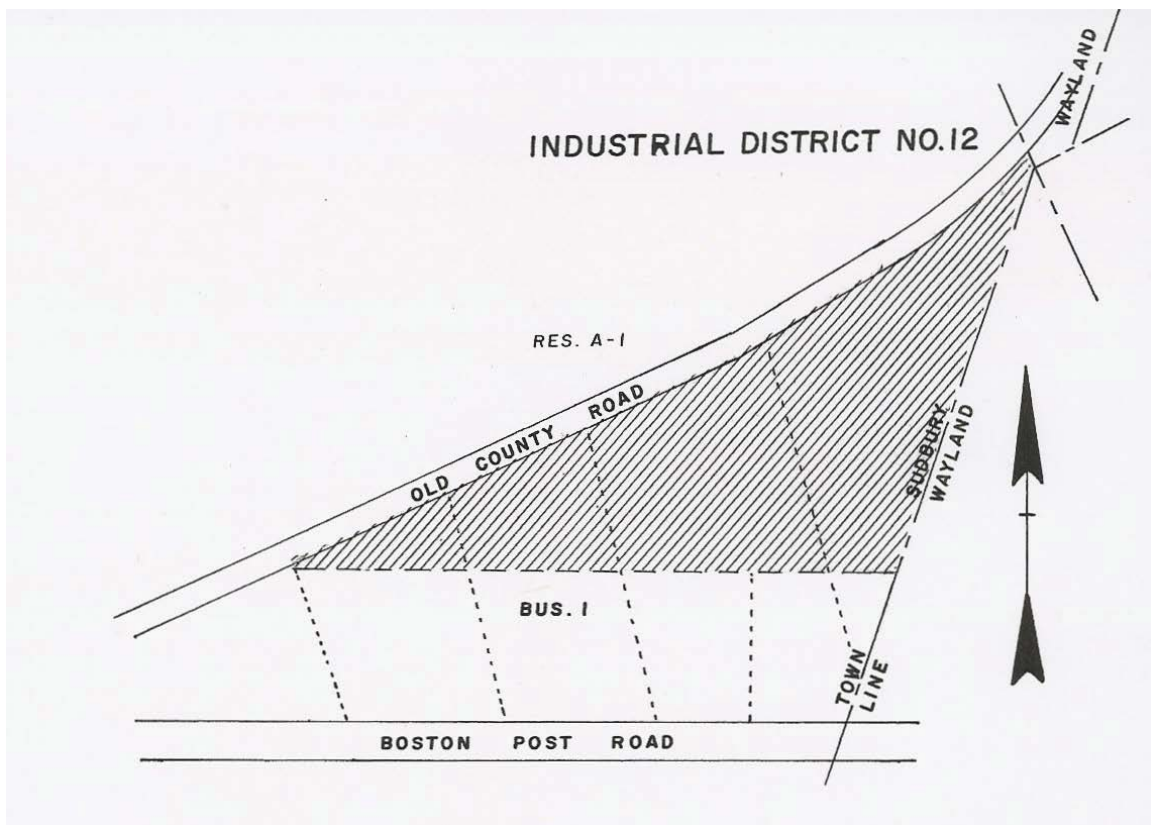
Industrial District No. 11 Beginning at the southwesterly corner of Old County Road at land of Aubrey W. Borden; thence N. 24 47' 59" W. five hundred(500) feet to an angle, thence N. 66 44' 28" E. five hundred thirty (530) feet to an angle; thence S. 24 47' 15" five hundred (500) feet to an angle at Old County Road; thence S. 66 17' 05" W. one hundred ninety-two and nineteen hundredths (192.19) feet to an angle; thence S. 68 00' 34" W. two hundred twenty and ninety-eight hundredths (220.98) feet to an angle; thence S. 65 05' 38" W. one hundred sixteen and eighty-three hundredths (116.83) feet to the point of beginning, the last three courses beginning along Old County Road. (See NOTE under BD-1)



Industrial District (ID) No. 12

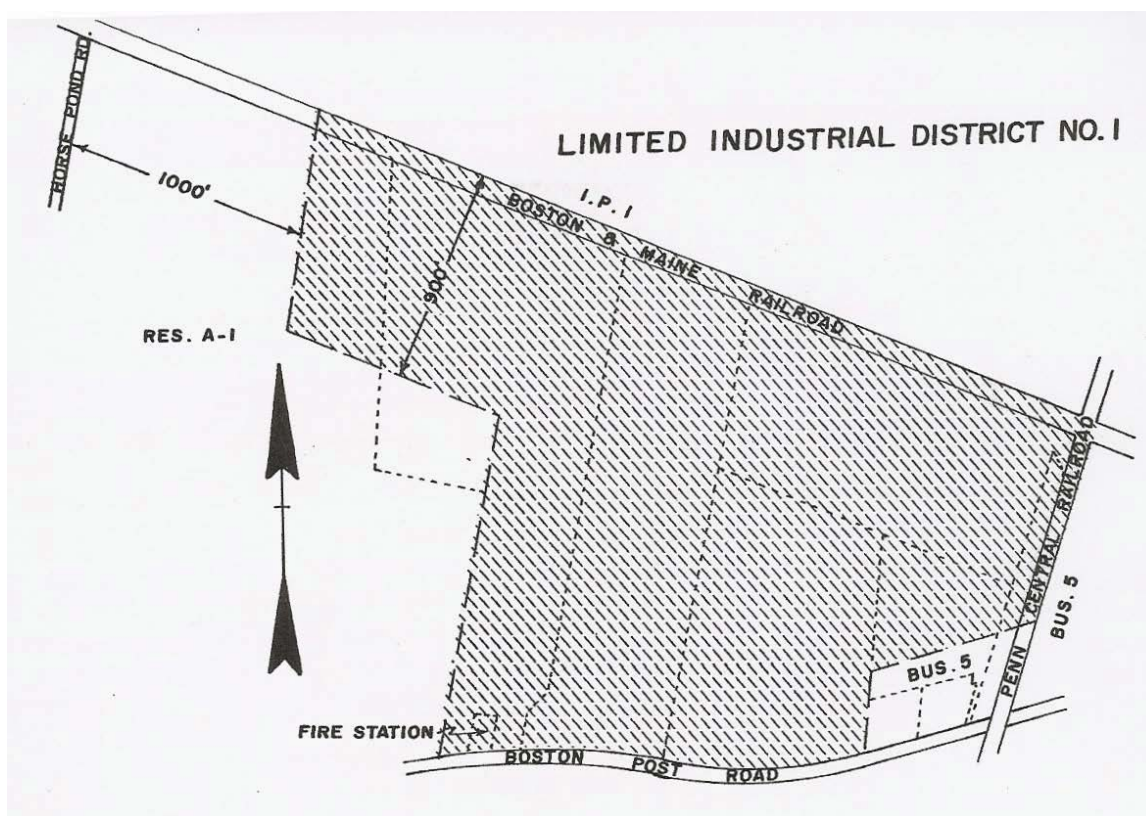
Industrial District No. 12 A certain parcel of land, situated on the southeasterly side of Old County Road, bounded and described as follows:

Beginning at the intersection of Business District No. 1 where it intersects the southeasterly side line of Old County Road; thence in a northeasterly direction along Old County Road till it intersects the Wayland town line at town bound No. 12 and 27; thence in a southwesterly direction along the town line till it intersects the northerly line of Business District No. 1; thence in a westerly direction by Business District No. 1 to Old County Road and the point of beginning.



Limited Industrial District (LID) No. 1

Limited Industrial District No. 1 Beginning at a point of the northerly property line of the Boston and Maine Railroad and the westerly property line of the Penn Central Railroad Company; thence westerly along the northerly property line of the Boston and Maine Railroad to a point 1,000 feet distant from the easterly boundary of Horse Pond Road; thence southerly by a line parallel to and 1,000 feet east of said Horse Pond Road a distance of 900 feet; thence easterly by a line parallel to and 900 feet south of said northern property line of the Boston and Maine Railroad a distance of 900 feet; thence southerly along the western property line of land n/f owned by Capaldi to the northern boundary of the Boston Post Road; thence easterly along the northern boundary of the Boston Post Road to the westerly boundary line of Business District No. 5; thence by the boundary of Business District No. 5 and Industrial District No. 2 to the point of beginning.

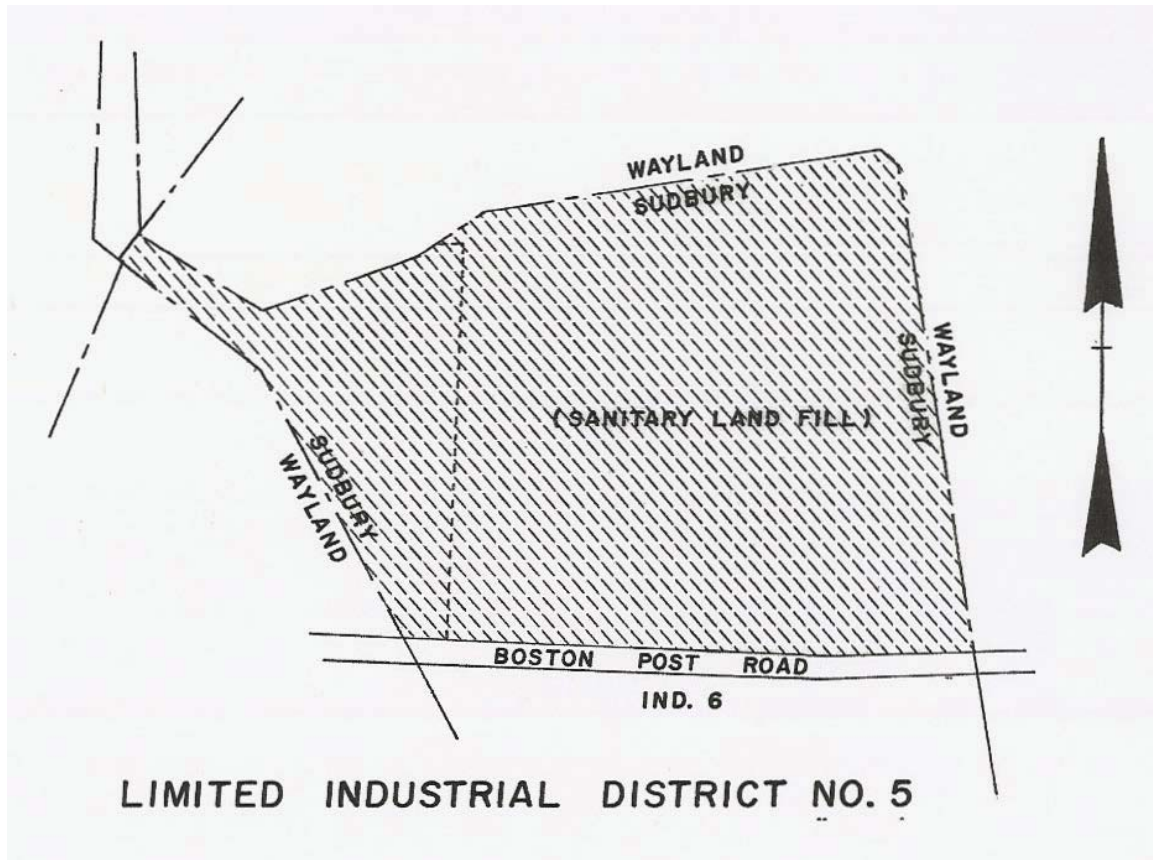


Limited Industrial District (LID) No. 5

Limited Industrial District No. 5 Including all of the following described land:

Shown on a plan entitled: "Plan of Town of Sudbury Limited Industrial District No. 5", dated: January 28, 1971, by George D. White, Town Engineer, a copy of which is on file in the Town Clerk's office, which plan is incorporated herein by reference, and bounded and described, according to said plan, as follows: southerly by the Boston Post Road; southwesterly by the Town of Wayland; northwesterly by a line which runs from Town Bound 12/27 to Town Bound 13/17; northeasterly, northwesterly and northerly by the Town of Wayland; and easterly by the Town of Wayland; meaning and intending to describe Limited Industrial District No. 5 as shown on said plan.

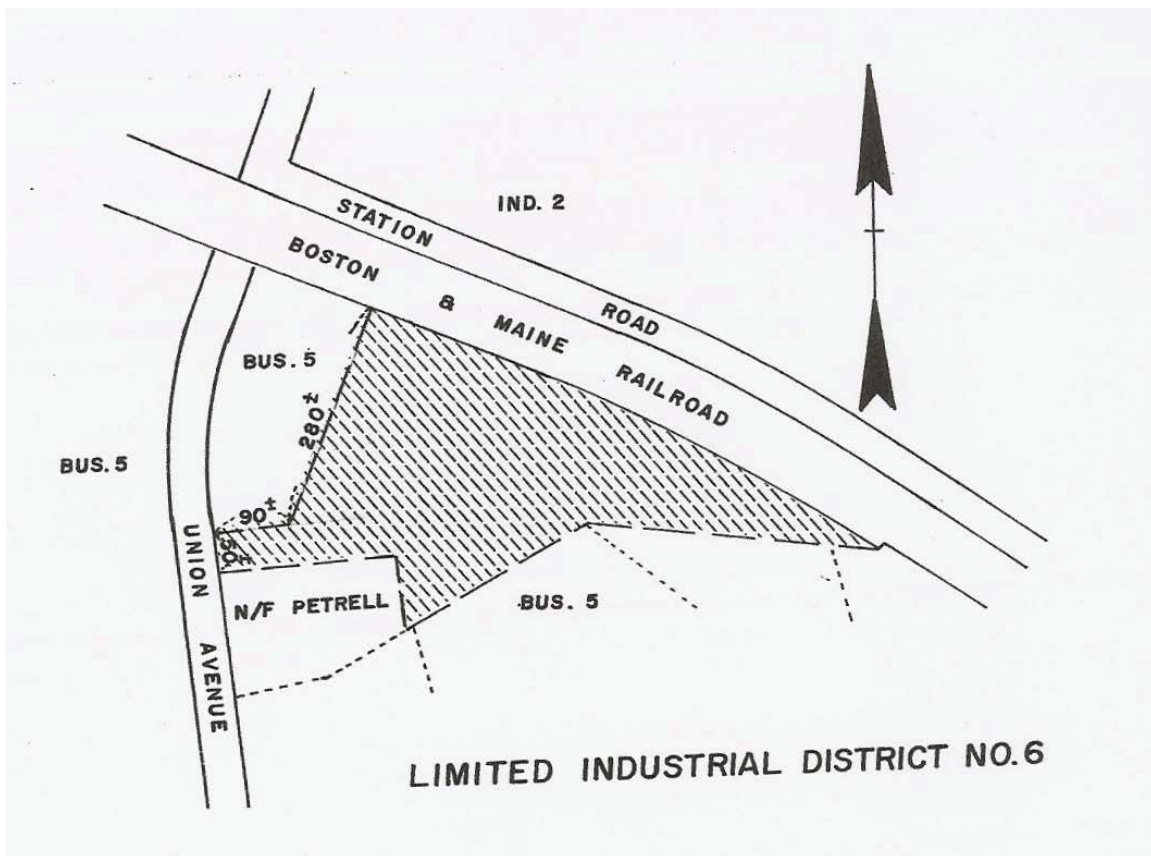
(See NOTE under BD-1)



Limited Industrial District (LID) No. 6

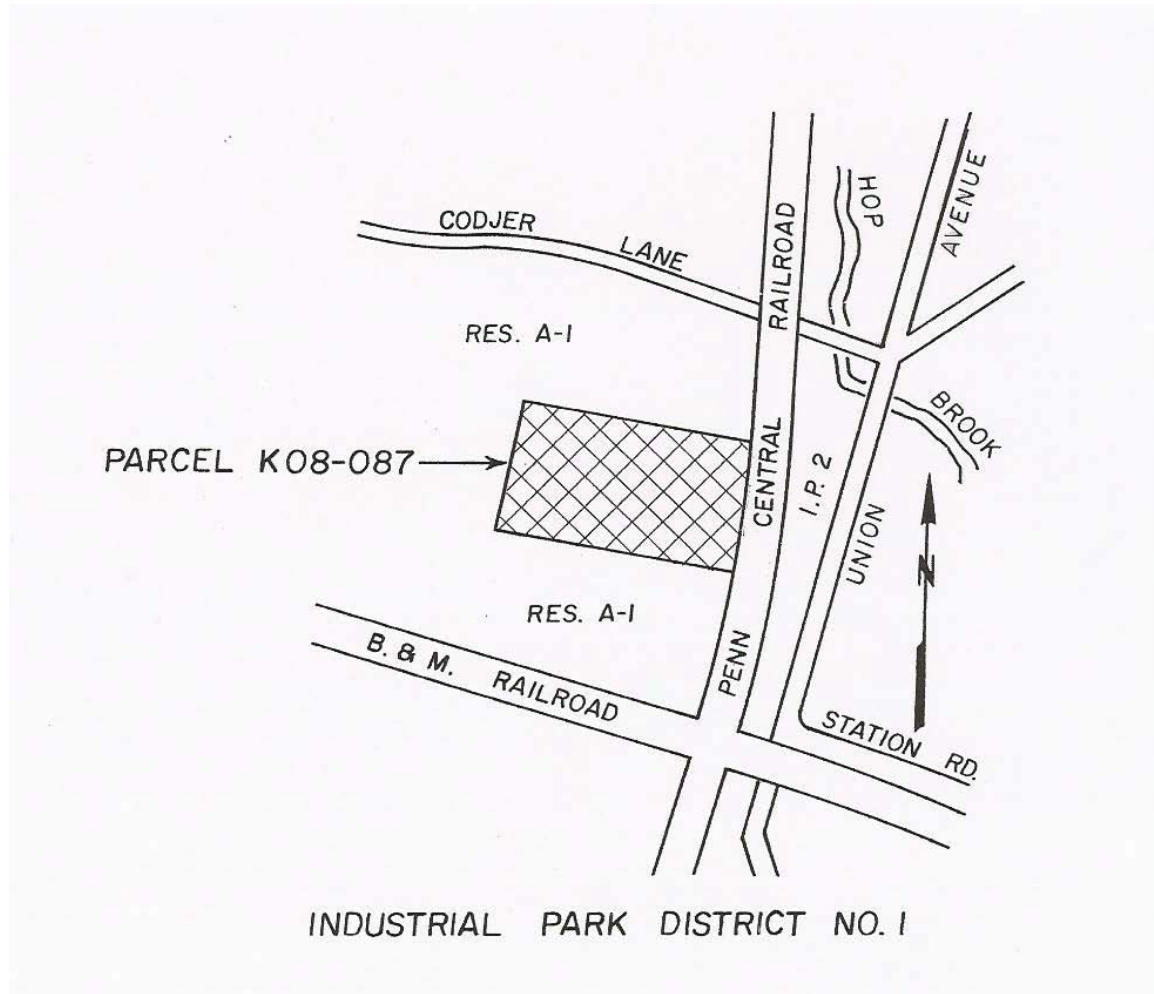
Limited Industrial District No. 6 Beginning at a point 105 feet easterly of the intersection of the easterly line of Union Avenue with the southerly line of the Boston & Maine Railroad; thence in a southerly direction by said Railroad 722.95 feet; thence S 2 26' 15" E, 8.22 feet by land of Gertrude Forsberg and Sarah Lundberg; thence N 42 57' 20" W, 349.92 feet by land of Gertrude Forsberg and Sarah Lundberg, Theodore A. and Agnes E. Brown; thence N 81 15' 30" W, 263.25 feet by land of Joseph and Libby Buchhalter, Charles E. Channing; thence 30 20' 00" E, 92.85 feet by land of John J. Petrell, Jr., et als; thence N 59 40' 00" W, 215,000 feet to Union Avenue, thence northeasterly by Union Avenue 50 feet, more or less, to Business District No. 5; thence southeasterly 90 feet, more or less, and northeasterly 280 feet, more or less, to the point of beginning.

[NOTE: The vote establishing LID-6 in 1968 did not delete that section of BD-5 so that LID-6 is superimposed over part of BD-5. The votes in 1973 redefining the boundaries of BD-5 specifically stated that LID-6 was not affected.]



Industrial Park District (IP) No. 1

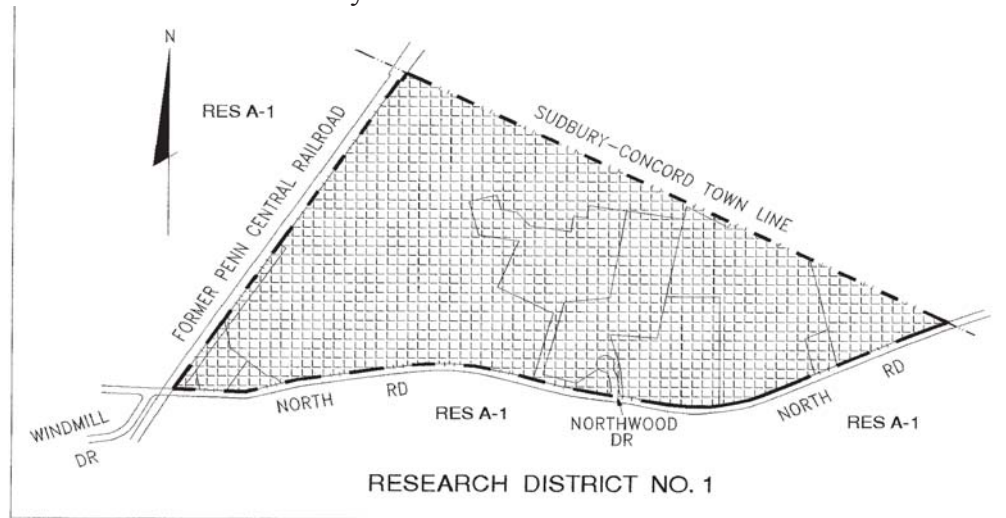
Industrial Park District No. 1 That portion designated as Parcel 087 on page K08 of the Town Property Map.



Research Districts (RD)

Research District No. 1 shall comprise an area the boundaries of which are as follows:

Northerly and easterly by the Sudbury-Concord town line, southerly by North Road and westerly by the location of New York, New Haven & Hartford Railroad; and such Research District shall be excluded from any Residence District.



Open Space Districts (OS)

Open Space District No. 1 Comprising property belonging to the United States Military Reservation and the Commonwealth of Massachusetts, said district bounded and described as follows:

Beginning at a point being the boundary corner between the Towns of Sudbury, Maynard, and Stow;

Thence northeasterly along the Sudbury-Maynard Town Line 6050 feet, more or less, to a point on the easterly boundary of the United States Military Reservation, so called;

Thence southerly along said easterly boundary 2200 feet, more or less, to a point on the northerly shoreline of Willis Lake;

Thence in a counter-clockwise direction along the shoreline of Willis Lake 3950 feet, more or less, to a point on the westerly sideline of Lake Shore Drive;

Thence southwesterly along the easterly boundary of the United States Military Reservation 4100 feet, more or less, crossing Hudson Road, to a point on the Southerly sideline of Hudson Road;

Thence easterly along Hudson Road 59 feet, more or less, to a point;

Thence southeasterly along the easterly boundary of the United States Military Reservation 1448 feet, more or less, to a point at land of the Town of Sudbury Conservation Commission;

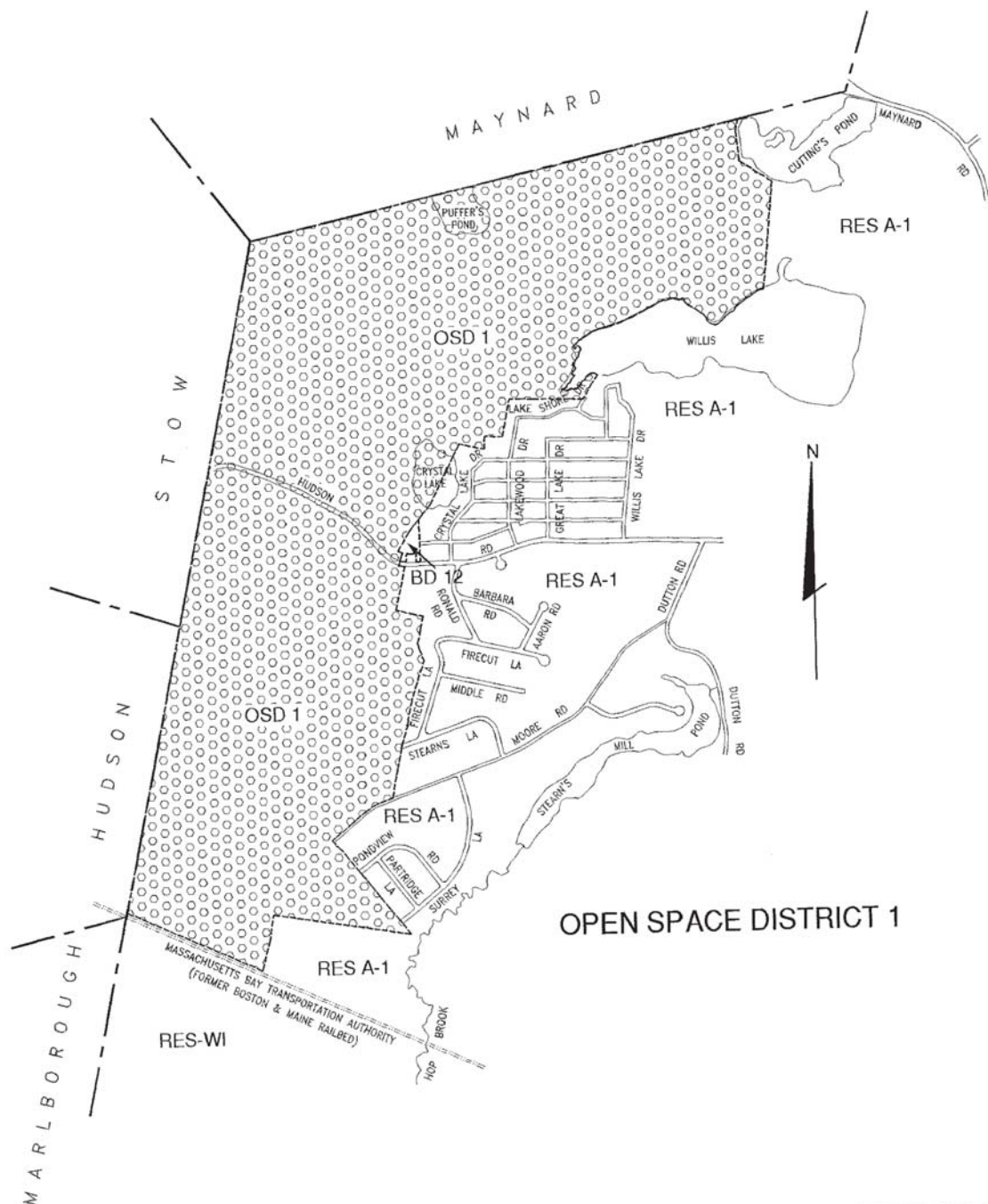
Thence westerly and southerly along said land of the Town of Sudbury Conservation Commission 2354 feet, more or less, to a point on the northerly sideline of the former Boston and Maine Railroad layout;

Thence westerly along said railroad layout 1700 feet, more or less, to a point on the Sudbury-Hudson- Town Line;

Thence northeasterly along the Sudbury-Hudson Town Line 3500 feet, more or less, to the boundary corner between the towns of Sudbury, Hudson, and Stow;

Thence northeasterly along the Sudbury-Stow Town Line 4665 feet, more or less, to the point of beginning."

(Note: Open Space District No. 1 was previously zoned Residential A-1)



HISTORIC DISTRICTS

OLD SUDBURY & HUDSON ROAD DISTRICTS

WAYSIDE INN HISTORIC DISTRICTS NO. 1 & 2

KING PHILIP HISTORIC DISTRICT

GEORGE PITTS TAVERN HISTORIC DISTRICT

NOTE:

While historic districts are not part of the Zoning Bylaw (Article IX) of the Town Bylaws, plans showing the boundaries of the four historic districts currently in existence in the Town have been included here for information since the exterior architectural and color features of building, landscaping, stone walls, signs, etc., located within an historic district are subject to restrictions and controls under Chapter 40 of the Acts of 1963 administered by the Historic District Commission.

Article 4 of the 1961 Annual Town Meeting empowered the Selectmen to appoint an Historic Districts Study Committee. This Committee reported to the Town in 1962 recommending the acceptance of a special act, similar to the State enabling act (Chapter 40C, G.L.) but "modified by this Committee to better suit the needs of Sudbury". The purpose of the act was to preserve and protect buildings, places and districts of historic or architectural significance by establishing an Historic Districts Commission of five members and by defining its powers and duties. Subsequently, the General Court passed the proposed special act as Chapter 40 of the Acts of 1963, and it was accepted by vote of the Town under Article 31 of the 1963 Annual Town Meeting.

In addition to providing for the Historic Districts Commission and defining its powers, Chapter 40 of the Acts of 1963 established the boundaries of Sudbury's first historic district in the Town Center along Concord Road, Old Sudbury Road, and along Hudson Road to the railroad tracks. The 1967 Annual Town Meeting under Article 44 extended the district along Hudson Road to the intersection of Maynard and Hudson Roads so the boundaries are as presently shown on the plan.

The Annual Town Meeting of 1967, under Article 45 and 46, established and defined the boundaries of Wayside Inn Districts No. 1 and No. 2. The King Philip Historic District was established at the 1972 Annual Town Meeting under Article 30. An extension of the Old Sudbury and Hudson Road District was approved at the 2000 Annual Town Meeting under Article 35.

The Annual Town Meeting of 2005, under section 12 of chapter 40 of the acts and Resolves of 1963, extended the King Philip Historic District by adding: Beginning and running westerly on Boston Post Road from the westerly border of the existing King Philip Historic District, including 300 ft. on either side of the layout of said road, to the intersection

of Concord Road and extending 300 ft. beyond said Concord Road; thence running north on Concord Road to a point 150 ft. beyond the southerly sideline of Codjer Lane on the easterly side of Concord Road and to the southerly sideline of Codjer Lane on the westerly side of Concord Road, including 300 ft. on either side of the layout of said road.

The Annual Town Meeting of 2008, under section 12 of chapter 40 of the Acts and Resolves of 1963, created the George Pitts Tavern Historic District; Beginning at a point on the southerly sideline of Boston Post Road, said point being on the southwesterly boundary of the King Philip Historic District, as amended in 2005;

Thence southeasterly along said boundary 150 feet to a point;

Thence southwesterly, 150 feet distant from and parallel to the southerly sideline of Boston Post Road, to a point, said point being 150 feet, measured perpendicularly, from the southeasterly sideline of Maple Avenue;

Thence southeasterly, 150 feet distant from and parallel to the southeasterly sideline of Maple Avenue, to a point, said point being on a line perpendicular to the sideline of Maple Avenue where the 1892 public layout of Maple Avenue ends:

Thence southwesterly to the sideline of Maple Avenue and then continuing across the road to a point on the southwesterly sideline of Maple Avenue;

Thence northwesterly along said sideline to a point, said point being a property corner between Lot 1 and Land of Withrow, shown on Plan 1260 of 1967, recorded at the Middlesex South Registry of Deeds;

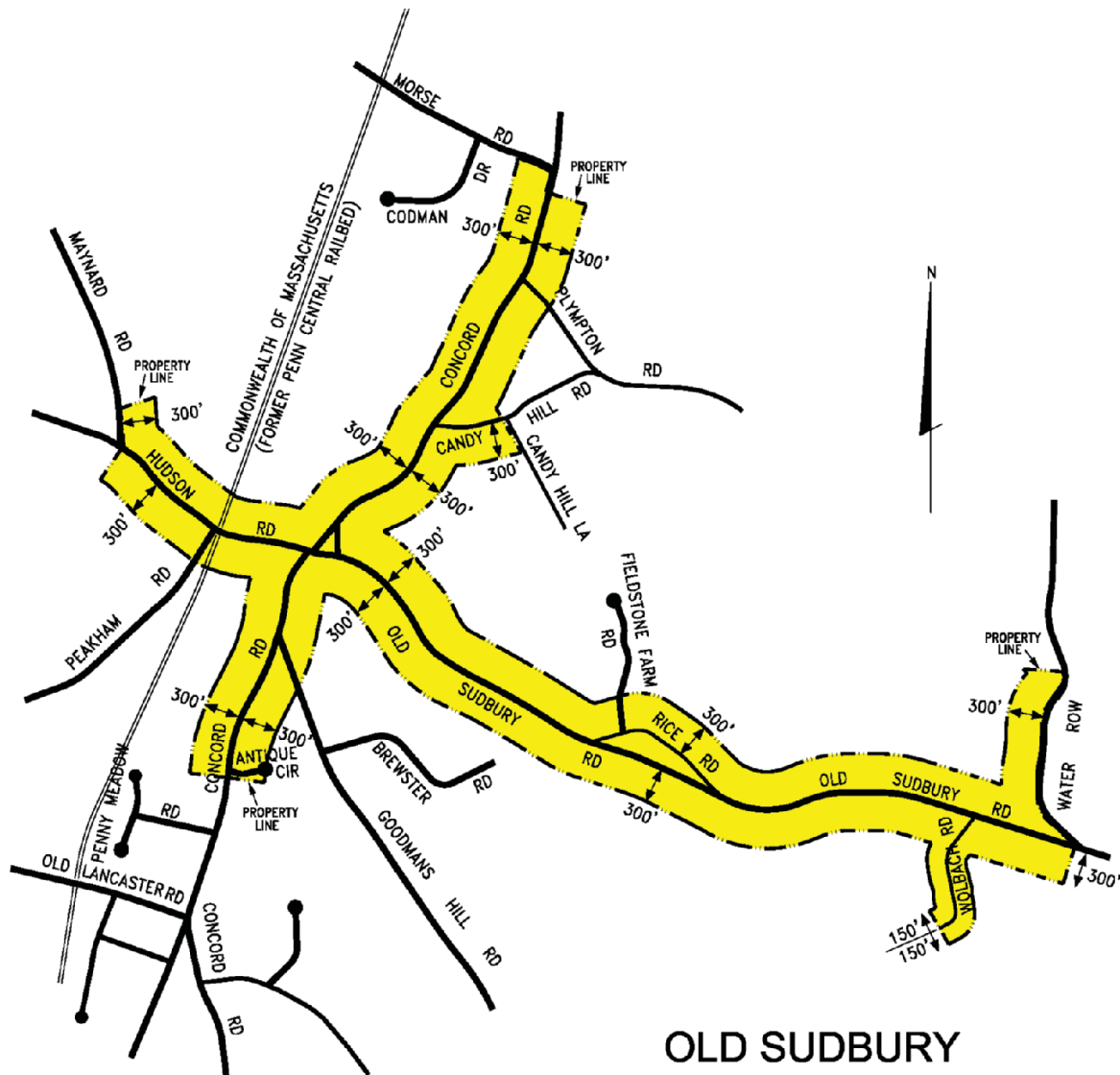
Thence turning at a right angle to the left from the northwesterly sideline and running 150 feet to a point;

Thence northwesterly, 150 feet distant from and parallel to the northwesterly sideline of Maple Avenue to a point on the southerly property line of Lot 3, also known as 395 Boston Post Road, shown on Plan 1202 of 1946, recorded at the Middlesex South Registry of Deeds;

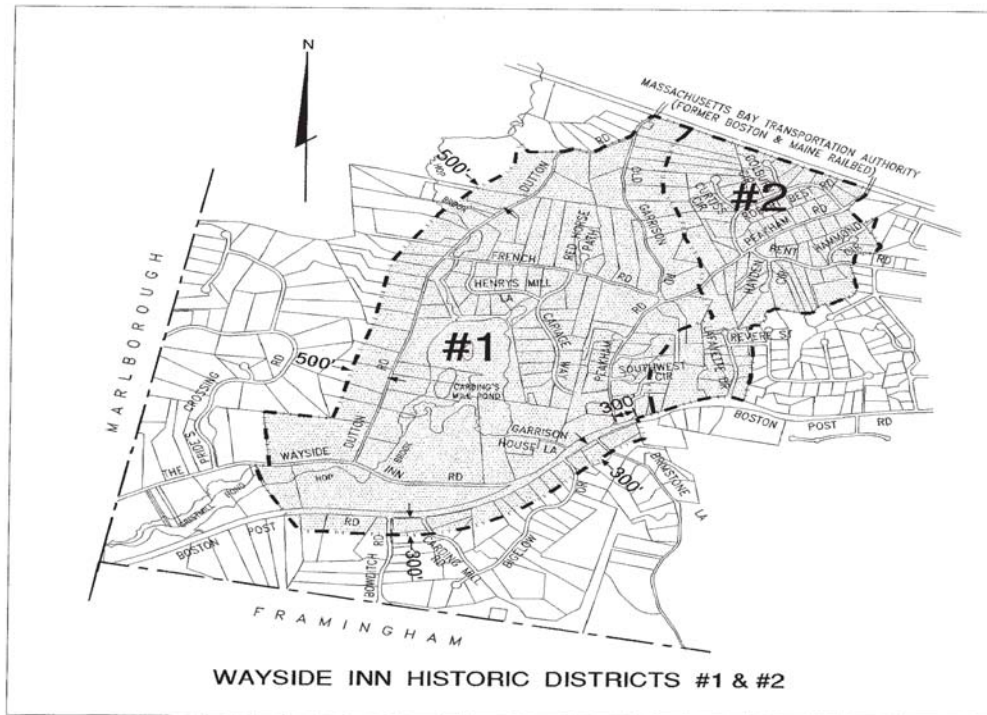
Thence northeasterly along said property line to a point on the northwesterly sideline of Maple Avenue;

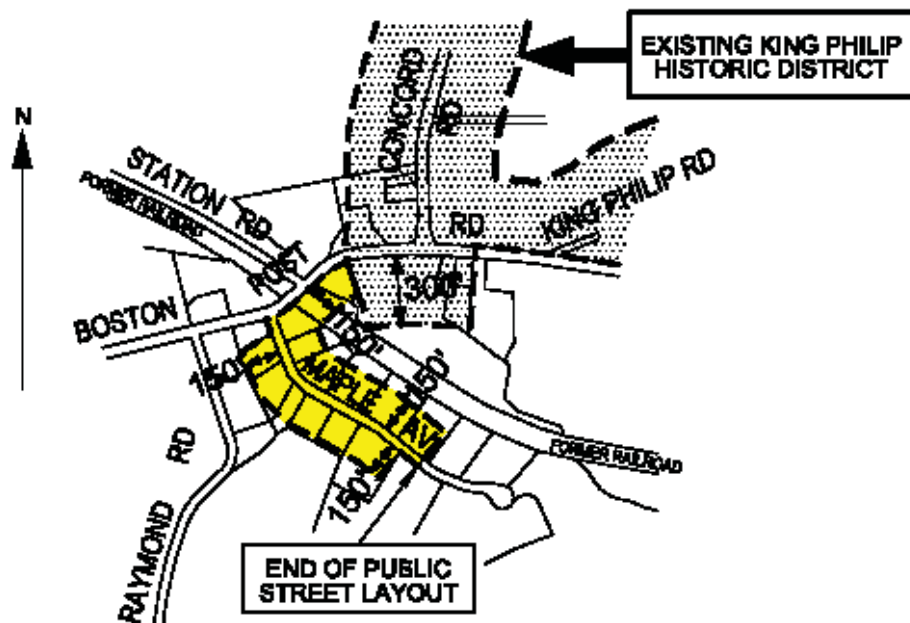
Thence northwesterly along the sideline of Maple Avenue to a point, said point being the intersection of the northwesterly sideline of Maple Avenue and the southerly sideline of Boston Post Road;

Thence northeasterly along the southerly sideline of Boston Post Road to the point of beginning.

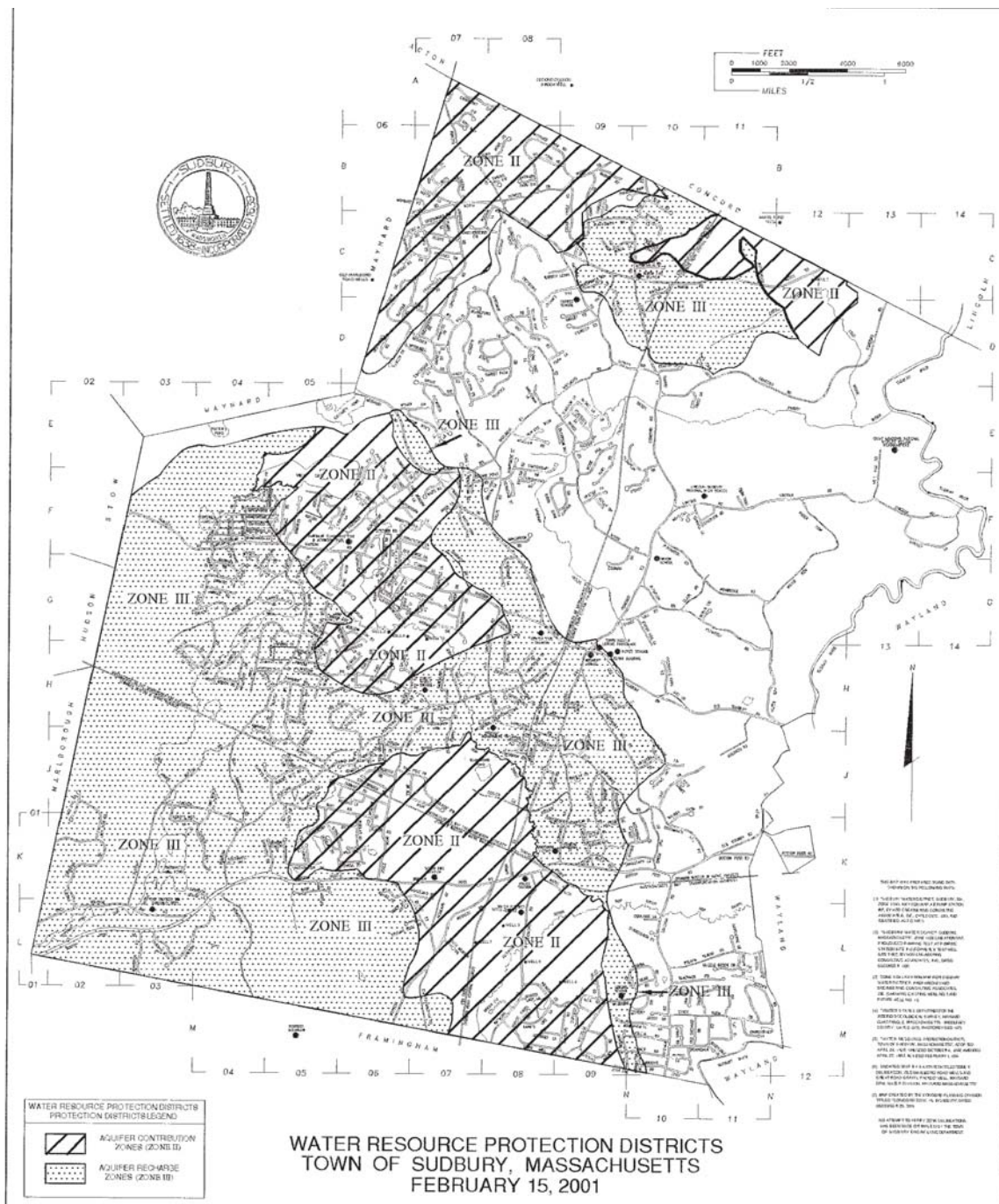


OLD SUDBURY HISTORIC DISTRICT





GEORGE PITTS TAVERN HISTORIC DISTRICT



EFFECTIVE DATES

GENERAL BYLAWS: *August 2, 2017*

ZONING BYLAWS: *May 2, 2017*

A TRUE COPY, ATTEST:

Rosemary B. Harvell

**ROSEMARY B. HARVELL
TOWN CLERK**