

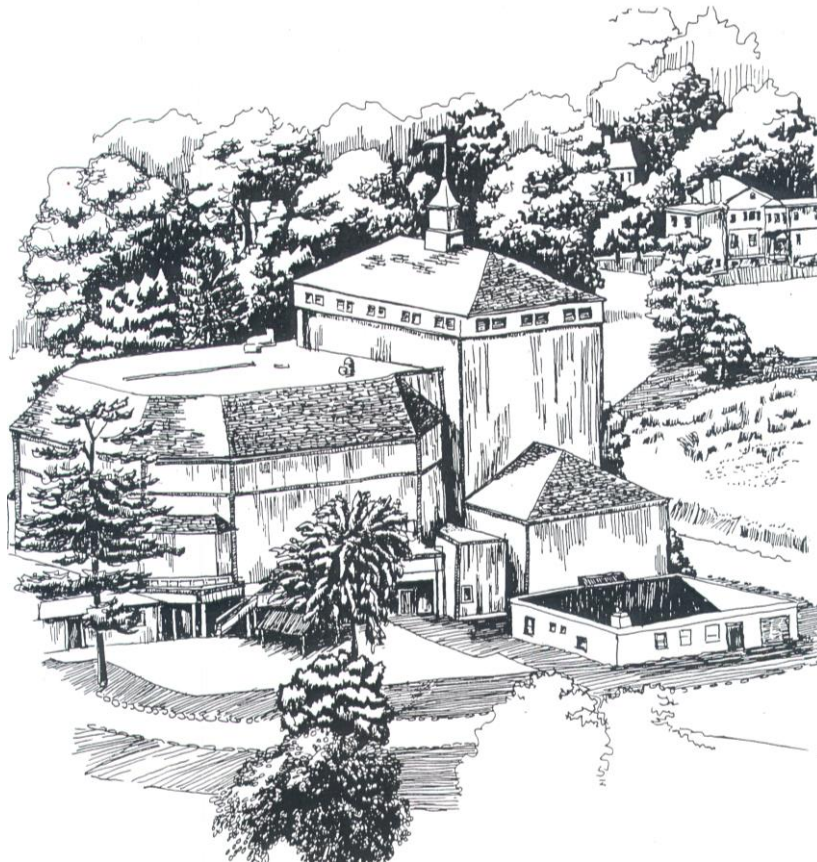
7.9.7.2.3 Guidelines for Signs.

7.9.7.2.3(a) Signage should accent rather than detract from existing architectural character.

7.9.7.2.3(b) Sign materials should be compatible with those used for the building to which the sign relates.

7.9.7.2.3(c) Wall signs should not cover or mask important building details such as windows and doors.

7.9.7.2.3(d) Signs should be limited to no more than three colors -- background color (generally dark, matte finish), lettering color (white or light shade), and one color for emphasis or accent purposes. Lettering style should be bold and simple for clarity and consist of no more than two typefaces or fonts.



7.10 Transit-Oriented Development Overlay District

1. Purpose

The purpose of the Transit-Oriented Development (TOD) Overlay District is to enhance Stratford’s residential neighborhoods, to preserve its historic character, to revitalize

Stratford Town Center and commercial areas and to promote mixed-use development that increases employment and the Town's tax base, by:

- 1) Providing an alternative to the traditional built environment by emphasizing mixed-use, pedestrian-oriented development;
- 2) Allowing market-driven growth in places that are most conducive to accommodating additional activity;
- 3) Encouraging the redevelopment of underutilized or obsolete areas;
- 4) Creating an environment that encourages walking, bicycling and transit use;
- 5) Facilitating the adaptive re-use of existing buildings and infill development;
- 6) Reducing auto dependency and traffic congestion by locating multiple destinations and trip purposes within walking distance of one another;
- 7) Providing a range of housing options for people at different stages of life;
- 8) Ensuring that new development is consistent with and enhances the nearby streetscape; and
- 9) Encouraging a mix of moderate-density development within walking distance of the Stratford Train Station to increase transit ridership.

2. Applicability

- A. The TOD Overlay District consists of those areas as shown on the Zoning Map of the Town of Stratford dated October 1, 1956, and amendments thereto, which map and amendments are on file in the Town Clerk's office and the office of the Town's Planning and Zoning Commissions. Any parcel which is depicted on the Zoning Map as being wholly within or partially within the TOD Overlay District shall be determined eligible for the provisions of the Overlay District as described in this Section. A developer of a property located within the TOD Overlay District may choose to develop under the provisions of the underlying zoning, or may choose to utilize the provisions of the TOD Overlay District, subject to meeting the General Provisions, Development Standards and Design Standards, as described in this Section, to the satisfaction of the Stratford Zoning Commission.

3. Definitions

As used in this section, the following terms shall have the meanings indicated:

Active Use. A use that attracts pedestrian activity during varied times of the day, provides access to the general public and conceals uses designed for parking and other non-active uses if present. Such uses generally include, but are not limited to, retail, commercial uses, restaurants, coffee shops, libraries and educational and cultural uses. Active uses typically do not include professional offices.

Commercial Security Structure. Security doors, gates or grates; window guards; wire or similar fixed or moveable physical barriers designed to protect the contents or occupants of a commercial establishment.

Green Building Elements. Measures incorporated into building design and construction that are intended to minimize impacts to the environment through conservation of natural resources, increased energy and efficiency and improved indoor air quality.

Green Infrastructure. Measures that utilize best management practices for stormwater management that infiltrate or otherwise reuse stormwater. Such techniques may include green roofs, landscaping, rain gardens, bioretention areas, vegetated swales, pocket wetlands, infiltration planters and vegetated median strips. Individual green infrastructure practices shall be defined according to the current Connecticut Stormwater Quality Manual.

Green Roof. The roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems. Such roof may or may not be open to residents or users of the building.

Mixed Use. Development contained on a single parcel that includes different, complementary uses (both residential and non-residential) and which provide for a variety of activities throughout the day.

Overlay Zoning District. A zoning district that encompasses one or more underlying zoning districts and imposes additional or alternative requirements or provisions than required by the underlying zoning.

Pedestrian-Oriented Development. The design of communities, neighborhoods, streetscapes, buildings and other uses that promote pedestrian comfort, safety, access and visual interest.

Shared Parking. Parking that is utilized by two or more different uses that generate different peak period parking demand.

Streetscape. The area between building facades on either side of a street or between properties on either side of a street, encompassing its curb-to-curb distance, boulevards, sidewalks, setbacks and property facades or frontages.

Transit-Oriented Development. A development pattern created around a transit facility or station that is characterized by higher-density, mixed uses, a safe and attractive pedestrian environment, reduced parking and direct and convenient access to the transit facility.

Transit Station. The area, including the platform, which supports transit usage and that is owned and/or operated by the Metropolitan Transit Authority.

Usable Open Space. Active recreational areas, sitting areas or other landscaped areas open to the sky, but not including surface parking or sidewalk areas.

4. Permitted Uses

Any use or combination of uses allowed in the underlying zoning district shall be allowed in the TOD Overlay District. In addition, residential uses pursuant to Section 5.3.2 and the standards in this section shall be permitted. In the event that an applicant seeking to develop utilizing the provisions of the TOD Overlay District is within the Limited Business (LB) district, the Zoning Commission may consider permitting ground-floor retail, restaurant or personal-service use subject to the provisions of this section. Notwithstanding the underlying zoning, for areas within the LB district that are indicated on the Zoning Map as “TOD-1,” active ground floor uses shall be required pursuant to Sub-Section 7(F) of these regulations.

5. Procedure

Any application seeking to develop utilizing the provisions of the TOD Overlay District shall be subject to Special Case approval from the Zoning Commission, pursuant to the requirements of Section 20 of these regulations, and the relevant provisions of the TOD Overlay District as contained in Sub-Sections 6, 7 and 8 of these regulations. Any such application that is within the Stratford Academy Hill Historic District shall also be subject to the requirements of that district, including review by the Historic District Commission pursuant to Section 121 of the Town Code.

6. General Provisions of the TOD Overlay District

The following site development prerequisites are required to be met by an applicant seeking to develop land under the provisions of the TOD Overlay District:

- A. **Contribution to Transit-Oriented Development.** The site to be developed shall be determined by the Zoning Commission to be well-connected to the Transit Station for all transportation users (pedestrians and bicyclists as well as vehicles) and shall be determined to have potential to enhance and contribute to an active, walkable downtown environment.
- B. **Single Applicant.** The development application shall be made by a single entity, and shall be developed under single direction in accordance with an approved plan.
- C. **Development Plan.** The application for development shall be accompanied by a plan, or plans, showing the detailed use of the entire site, and the plan or plans shall comply with all relevant requirements provided in Section 22.1 of these regulations, and Section 20.2, pertaining to special cases. In addition, the application shall demonstrate compliance with the provisions and design standards of the TOD Overlay District, as contained in this section, to the satisfaction of the Zoning Commission.

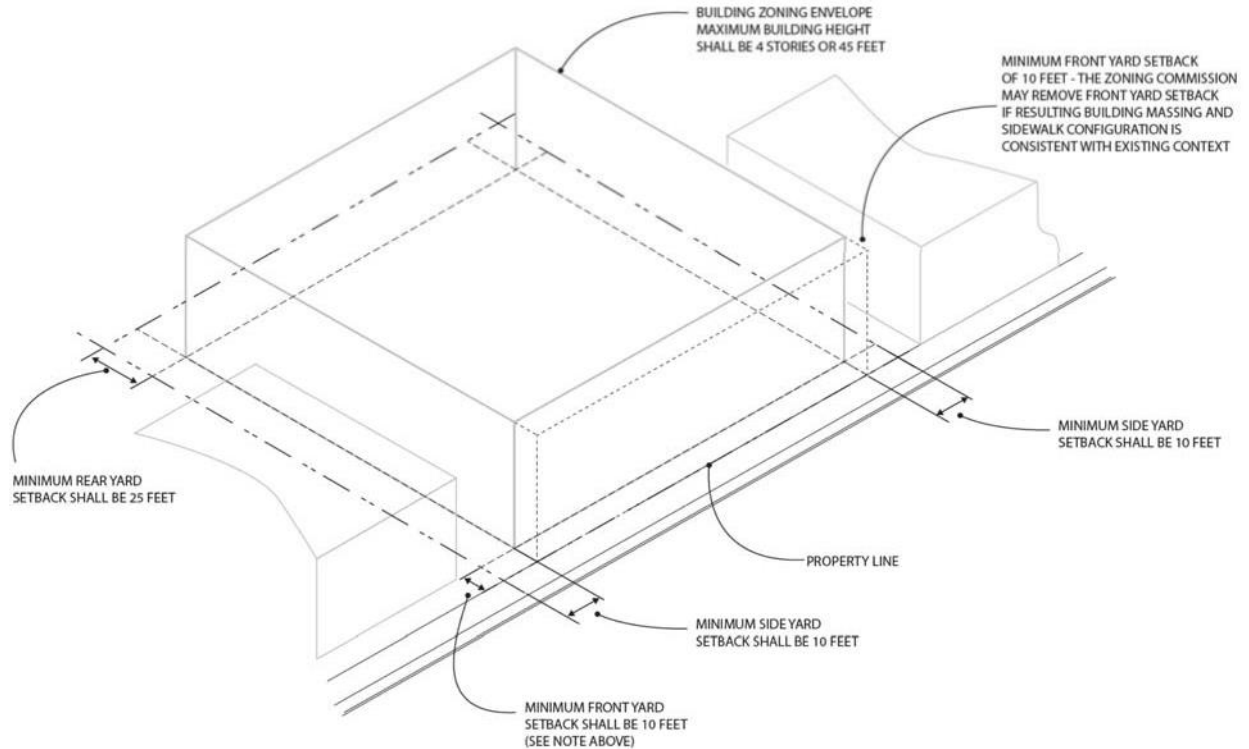
- D. **Utilities.** The development site shall be served by public sanitary sewers, stormwater systems and utilities. Where feasible, for projects involving new construction and/or redevelopment activities, every effort shall be made to place telephone, cable television and similar utility lines underground.

7. TOD Overlay District Development Standards.

Notwithstanding the requirements of the underlying zoning district, the following provisions shall apply to developments seeking to utilize the provisions of the TOD Overlay District:

- A. **Contextual Relationship.** The proposed development shall be consistent with the existing surrounding context, particularly with existing development on directly adjacent sites.
- B. **Mixed Uses.** Sites within the TOD Overlay District are encouraged to be developed with a mix of complementary uses which provide for a variety of activities throughout the day and on different days of the week.
- C. **Lot size.** The minimum lot size shall be as required by the underlying zoning district.
- D. **Density.** For developments containing residential uses, the maximum residential density shall be 50 bedrooms per 40,000 square feet of lot area, as defined in Section 1.24.1 of these regulations.
- E. **Bedroom Mix.** At least 70% of the residential units shall be efficiency or one-bedroom units, with the balance of the units limited to two-bedroom apartments. For the purposes of these regulations, libraries, dens, studios, studies, lofts and other similar spaces may be deemed to be bedrooms if the Zoning Commission finds that the size, design and layout of these rooms are generally similar to bedrooms.
- F. **Active Ground-Floor Uses.** For areas indicated on the Zoning Map as “TOD-1,” uses on the ground floor of buildings shall be active uses as defined in Sub-Section 3, above. Residential or office uses within such buildings shall be limited to the upper floors, unless waived by the Zoning Commission based on the particular characteristics of the site and the surrounding context.
- G. **Minimum Frontage.** The minimum lot frontage shall be as required by the underlying zoning district.
- H. **Minimum Front Yard.** The minimum front yard setback shall be 10 feet. The Zoning Commission may reduce or remove any front yard setback if the resulting building massing and sidewalk configuration is consistent with the existing context.

- I. **Minimum Rear Yard.** The minimum rear yard setback shall be 25 feet.
- J. **Minimum Side Yard.** The minimum side yard setback shall be 10 feet. The two side yards may be combined in order to achieve greater flexibility and efficiency on the site. In addition, the Zoning Commission may reduce or remove any side yard setback if the resulting building massing and sidewalk configuration is consistent with the existing context, provided, however, that the site provides sufficient access for parking and loading.



Setback diagram showing minimum required yards in the TOD Overlay District. Front and side yards may be waived in order to achieve consistency with existing context.

- K. **Maximum Building Height.** Building heights shall be 4 stories, or 45 feet in height, if the Commission finds that the building massing and height is consistent with the existing surrounding context. Parcels east of Main Street and within 550 feet of the Stratford Train Station platform may have maximum building coverage of 65% and building heights of up to 60 feet in areas set back 100 feet or greater from Main Street and 75 feet or greater from Sutton Avenue. The Zoning Commission may consider allowing maximum building coverage of 65% and maximum building height of 60 feet elsewhere in the TOD Overlay District, based on the particular characteristics of the site and the surrounding context.

- L. **Maximum Building Coverage.** The maximum building coverage shall be 40% of the lot area except as permitted above.
- M. **Required Open Space.** A minimum of 15% of the total lot area shall be established for usable open space and landscaping. A minimum landscape buffer of at least 10 feet shall be provided along all rear yards, and at least 6 feet along all side and rear yards, unless waived by the Zoning Commission based on the particular characteristics of the site.
- N. **Minimum Required Parking.**
 - 1) Parking requirements for residential uses shall be as follows:
 - a) 1.0 space for each dwelling unit containing an efficiency or one bedroom
 - b) An additional 0.25 spaces for each bedroom in excess of one bedroom
 - c) Indoor parking may be included in the required parking spaces.
 - d) No required off-street parking facility shall be developed within the required front yard, or shall be developed within 5 feet of a side or rear lot line.
 - 2) Parking requirements for financial institutions, non-medical office buildings, retail stores, personal service shops and similar business buildings shall be 3 spaces for each 1,000 square feet of gross floor area.
 - 3) Parking requirements for medical office uses shall be 1 space for each 250 square feet of gross floor area.
 - 4) Parking requirements for restaurants, clubs, taverns or bars shall be 1 space for each 100 square feet of gross floor area.
 - 5) All other parking requirements shall be consistent with Section 12.5 of these regulations, except as modified by the Zoning Commission pursuant to Sub-Section 8(F) of these regulations.

8. TOD Overlay District Design Guidelines.

These TOD Overlay District Design Guidelines are intended to encourage and guide high-quality development, infill and redevelopment in the vicinity of the Stratford Train Station. The purpose of these guidelines is to foster a cooperative and creative approach to design between the Town and the development community that serves as the basis for dialogue between the Town and applicants during the site development process. As a result, projects seeking to utilize the provisions of the TOD Overlay District will be

required to demonstrate that the proposed development's design is consistent with the purpose and intent of these guidelines.

A. Building Massing and Character.

- 1) Buildings shall be designed to avoid the appearance of a large, monotonous building mass by dividing large facades into the appearance of several sections or smaller buildings. Long building facades are encouraged to be broken up into lengths of approximately 30 feet with sufficient building articulation, architectural features and landscaping. Large-scale retail stores with building frontages exceeding 30 feet are encouraged to include architectural details and design elements to create the appearance of multiple storefronts. Buildings should also incorporate screening of rooftop mechanical equipment, as detailed in Subsection M, below.



Building Massing and Character: Sensitively designed building can enhance context by using features such as window bays that break up horizontal building mass, and “stepping down” to complement adjacent buildings.

- 2) New infill development shall generally employ building types that are compatible with the historic architecture of the area in their massing and external treatment.
 - a) New infill development shall retain the historic architectural rhythm of building openings (including windows and entries) of the same block.
 - b) New infill development shall also attempt to maintain the horizontal rhythm of existing facades by using a similar alignment of windows, floor spacing, cornices, awnings and other elements. This rhythm shall be achieved by aligning the top, middle and base floors. Buildings shall have a distinct base at ground level using articulation or materials such as stone,

masonry or concrete. The top level should be treated with a distinct outline with elements such as a parapet, cornice or other projection.



Despite different architectural styles, both buildings achieve a horizontal rhythm through alignment of windows and other architectural elements.

- 3) To the greatest extent practicable, the height of new infill development shall be coordinated with the heights of adjacent or nearby structures.



The one-story building at left disrupts the building pattern of the block. In contrast, the comparable scale of the buildings at right creates a unified feel, even with the change in topography and variation in styles.

- 4) Building facades and site improvements significantly exposed to public view shall be constructed with high-quality, durable exterior materials. Use of lesser-quality materials, including, but not limited to, masonite paneling, sheet tile, simulated brick, pegboard, vinyl and aluminum siding, external insulation and finish systems, plastic laminate and canopies and awnings made of vinyl is discouraged.



These buildings incorporate high-quality materials and features to accentuate unique architectural elements.

B. Building Orientation and Entrances.

- 1) Front facades of buildings shall be oriented toward existing public streets, with the primary building entrance in the front façade. Buildings with multiple front facades shall have entrances in each front façade or corner entrances, unless otherwise determined by the Zoning Commission.
- 2) All primary building entrances shall be accentuated with accents such as recessed or protruding entrances, canopies, porticos or overhangs.



Each of these store entrances uses an accent feature that is inviting to pedestrians and creates visual interest. Such treatments, while dependent on site-specific factors and the character of the store, are encouraged.

- 3) Loading doors, service doors and loading docks shall not be located in any façade facing a public street or any portion of a façade within 35 feet of a public street.

C. Walls and Windows.

- 1) Blank walls shall not be permitted along any exterior wall facing a public street. Walls along public streets shall comprise a minimum of 35% window area and a maximum of 75% window area, with windows interspersed across the façade.
- 2) Ground-floor facades facing a public street shall comprise a minimum of 50% clear window area, with such window area free of obstruction from signage or display items. Storefronts and window displays should be situated close to the outermost edge of the building façade, and deep setbacks and dark alcoves are to be avoided.



The windows at top are obstructed by signage or display items, detracting from the streetscape, which should be avoided. The windows at the bottom are open and inviting to the pedestrian.

- 3) Smoked, reflective or black glass in windows is prohibited.
- 4) Walls or portions of walls where windows are not provided shall have architectural treatments designed to break up the bulk of the wall and avoid blank, featureless areas.
- 5) Rear and side facades shall have colors and materials that are similar to the front façade and shall blend with structures within the development. Any development with more than one building on the site shall have a common and coherent architectural theme throughout the development.
- 6) Windows or doors shall not be covered with any interior or exterior commercial security structure.

D. **Roofs.** Roofs shall be in keeping with the character of surrounding buildings. Buildings shall have varied roof lines and materials. Peaked, mansard and other sloping roof types are encouraged. Flat roofs should be topped with cornices or decorative parapets.



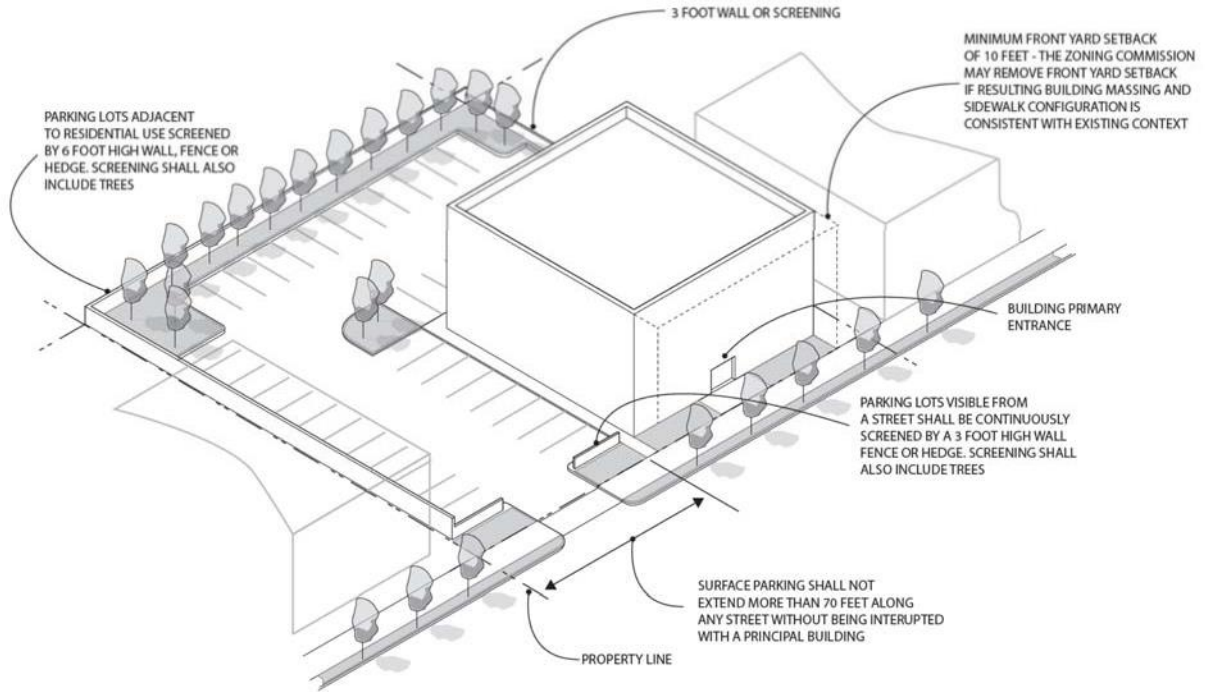
Variation in roof styles creates visual interest.

E. **Driveways.** The creation of new sidewalk curb cuts shall be avoided whenever an alternative point of access is available or can be created. Where feasible, ingress and egress from parking shall be from side streets. The consolidation and sharing of driveways and curb cuts between adjacent properties and interior connections between parking lots and/or the use of shared parking facilities is strongly encouraged.

F. **Parking Design.**

- 1) Surface Parking.

- a) Surface parking lots shall be located to the rear or to the side of principal buildings. Surface parking shall not be located between a building and a street.



ABOVE: Appropriate layout of surface parking lots in the TOD Overlay District.

BELOW: Parking between buildings and the street disrupts the pedestrian experience, and is discouraged.



- b) Surface parking shall not extend more than 70 feet in width along any street without being interrupted with a principal building.

- c) Parking lots visible from a street shall be continuously screened by a 3-foot high wall, fence or hedge. Parking lots adjacent to a residential use shall be continuously screened by a 6-foot-high wall, fence or hedge. Screening shall also include street trees.
- d) No more than 12 adjacent perpendicular parking spaces may be provided without a raised planting island containing a tree. Such raised planting island shall be at least 8 feet in width to guide vehicular movement and to separate opposing rows of parking spaces so as to provide adequate space for plant growth, pedestrian circulation and vehicle overhang. The islands and landscaping within them shall be designed and arranged in such a way as to provide vertical definition to major traffic circulation aisles, entrances and exits; to channel internal traffic flow and prevent indiscriminate diagonal movement of vehicles; and to provide relief from the visual monotony and shadeless expanse of a large parking area. Curbs of such islands shall be designed so as to facilitate surface drainage and prevent vehicles from overlapping sidewalks and damaging landscape materials.



LEFT: A lack of landscaping within surface parking lots is unattractive and detracts from the pedestrian-friendliness of lots. This type of parking configuration is discouraged.

RIGHT: The large number and variety of landscaping within this parking lot improves the pedestrian and driver experience, is visually attract and reduces the heat island effect.

- e) In all off-street parking areas containing 25 or more parking spaces, at least 10% of the interior of the parking area shall be curbed and landscaped with trees, shrubs and other material.
- 2) Structured Parking.
- a) Except for their pedestrian and vehicular entrances, structured parking garages, or structured parking within a principal building, that is located

within 50 feet of a street curblin at street level shall have active uses in occupied space along 70% of the first floor of the structured parking that faces the street.



This parking structure, associated with the residential uses above, is disguised by active ground-floor uses that contribute to pedestrian activity.

- b) Structured parking shall have design treatments such as colonnades, arches, awnings, landscaping, street furniture and other public amenities to create the appearance of an occupied building. Blank walls are not permitted.
 - c) Vehicles shall be generally screened from the street through features such as grills, lattices, mock windows, louvers, false facades, etc. Such screening shall be in keeping with the rest of the building's architecture style and materials.
- 3) Shared and Off-Site Parking.
- a) On lots serving more than one use, the total number of required parking spaces may be reduced, provided that the applicant submits credible evidence to the satisfaction of the Zoning Commission that the peak parking demand of the uses do not coincide, and that the accumulated parking demand at any one time shall not exceed the total capacity of the facility. Such evidence must take into account the parking demand of residents, employees, customers, visitors and any other uses of the lot. It must also take into account parking demand on both weekends and weekdays, and both during the daytime and overnight.
 - b) Where an applicant cannot provide the required parking spaces on the subject lot, the Zoning Commission may permit the use of parking

facilities within a readily accessible area no more than 200 feet from the site to satisfy the parking requirements. The applicant shall submit proof acceptable to the Zoning Commission and documents satisfactory to the Town Attorney to assure the adequacy and continuation of such additional or substitute parking facilities during the use of the premises by the applicant and all successors. If the use of the premises is changed, enlarged or extended by a subsequent user, such subsequent user will provide off-street parking facilities for its own use, in accordance with the requirements of Section 12.5 of these regulations.

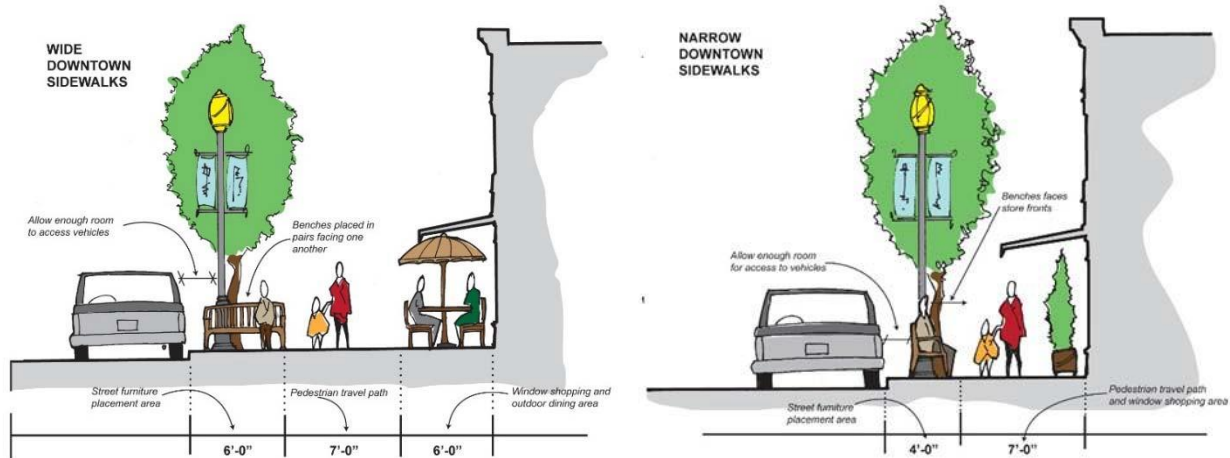
- 4) Bicycle Parking. For developments including non-residential uses, bike racks shall be provided as appropriate to serve employees, customers and visitors. For residential uses, internal safe, secure and lighted storage shall be provided on the first level for all tenants wishing to own bikes. Garages will be included toward satisfying this requirement.

G. Pedestrian Circulation.

- 1) Sidewalks shall be constructed along the frontage of all public streets.
- 2) All main entrances should be connected by a continuous network of sidewalks lined by open space and landscaping, with designated crosswalks or pedestrian-oriented paving treatment at internal and external intersections. The sidewalk pattern shall continue across driveways.
- 3) Sidewalks shall have a minimum unobstructed width of 5 feet, and may extend up to 20 feet, dependent on expected level of activity.



Pedestrian-oriented paving treatments at intersections enhance safety and aesthetics, while street furniture, including trees and benches, provide a sense of pedestrian enclosure, protecting pedestrians from busy street traffic.



Examples of two sidewalk configurations: Both configurations provide opportunity for street furniture such as trees and benches to provide a sense of “pedestrian enclosure,” but the left image allows for a wider sidewalks and provides opportunity for on-street café dining, where practicable.

H. Open Space.

- 1) Rooftop spaces that are open to all of the residents of the building may account for up to 10% of the total square footage of required open space as specified in Sub-Section 7(M) above, if the Zoning Commission finds that they provide usable open space.
- 2) The property must be at all times maintained in a neat, clean, sanitary condition and free of noxious weeds.

I. Sustainability. The proposed development or redevelopment shall utilize current best practices to promote environmental sustainability, including, but not limited to incorporation of green building or green infrastructure elements as defined in Sub-Section 3 of these regulations; brownfield remediation; use of permeable surfaces for parking areas, walkways, patios or similar areas; and use of techniques to reduce the consumption of energy.

J. Streetscapes.

- 1) Street trees shall be planted by the developer along all public rights-of-way. Such trees shall be planted at intervals of no more than 35 feet. Tree species shall be selected that require minimal maintenance, are of native origin and have minimal potential for conflicts with overhead power lines and other utilities.



Street trees create separation between the pedestrian and the street and contribute to a more walkable, as well as aesthetically pleasing, environment.

- 2) Pedestrian amenities such as benches, public art, planters, trash receptacles, etc., are encouraged and shall be located along sidewalks and in landscaped areas, open spaces and plazas.

K. Lighting.

- 1) Adequate lighting for pedestrians and vehicles shall be provided in all areas open to the public.
- 2) Lighting fixtures shall be appropriately shielded to prevent trespass lighting onto adjacent properties and public rights-of-way, and to minimize light spill into the night sky.
- 3) No parking lot or building lighting fixture designed to illuminate the ground shall exceed 18 feet in height from grade level, and no pedestrian lighting fixture shall exceed 10 feet in height from grade level.

L. Refuse Areas. The storage of refuse shall be provided inside the building(s) or within an outdoor area enclosed by either walls or opaque fencing at least 6 feet in height and of a material consistent with the design of the principal building. Any refuse area outside of the building shall be designed to be architecturally compatible with the building(s) and shall not be located in the front of the building(s).



Refuse areas and mechanical equipment can be effectively screened with appropriate attention to design and materiality. The left image shows a refuse area designed to complement its attendant building. The

image on the right is located on the side of a building in a well-landscaped parking area. Its design includes high-quality materials and a green roof.

M. Screening.

- 1) Mechanical equipment, including rooftop mechanicals, shall be screened from views along adjacent streets, sidewalks and internal walkways by architectural materials, walls, fencing or landscaping.
- 2) Service and loading areas must be visually screened from streets and pedestrian ways and must be located to the side or rear of buildings.
- 3) Fencing materials along public street rights-of-way shall be limited to tubular steel or wrought- iron-type milled steel pickets. Fencing along side or rear yards or within a lot may be wood, steel pickets or any other approved fence type. Chain link fencing shall not be permitted.

N. Outdoor Storage. Outdoor storage is not permitted.

O. Signs. The development application shall include a comprehensive signage plan indicating conformance to the standards of Section 16 of these regulations, in addition to the following provisions:

- 1) Height. No sign shall extend higher than the height of the ground story.
- 2) Design. All signs within the TOD Overlay District shall be complementary in their use of color, shape and material and shall be consistent with the existing character of surrounding development. No exposed raceways shall be permitted. Signs should be limited to no more than three colors: background color (generally dark, matte finish), lettering color (white or light shade) and one color for emphasis or accent purposes. Lettering should be bold and simple for clarity and consist of no more than two typefaces or fonts.
- 3) Lighting. Signs shall be front-lit rather than internally illuminated.





Signage on these buildings is simple, attractive, easy to read and incorporated into the architectural design. In all cases, signage is made of high-quality materials and illuminated from an external source.

SECTION 8. WATERFRONT BUSINESS DISTRICTS, WF.

8.1 Purpose

The purpose of this district is to preserve and enhance existing water dependent uses, encourage new water dependent uses where appropriate and encourage development which is compatible with the coastal resource characteristics.

The provision of access by the general public along the water's edge and the development of complimentary uses and activities on the waterfront will serve to integrate this district with surrounding districts.

8.2 Uses and structures

All uses must be heard as a special case in accordance with section 20 of the regulations. All uses in the Waterfront District are subject to Coastal Site Plan Review under Section 3.1.1 of these regulations; Section 3.14 of these regulations; and environmental protection standards under Section 3.24 of these regulations. Uses which are subject to other local, state and federal permits, particularly in-water components, must also have all such permits in place to constitute a legal activity. Public utility installations shall require Special Case approval.

8.2.1. Marine Uses.

In the Waterfront District, the following uses are considered Marine Uses