SECTION XVII.A. RESIDENCE AND PROFESSIONAL OFFICE DISTRICT RPO.

[Amended 08/19/09] [Amended 05/20/2020; 07/19/2023; 05/20/2026; 11/04/2026]

A. PURPOSE

To provide a transitional or buffer area between residential areas and more intensive commercial districts. It is a district generally limited to small and moderate scale business and professional office uses located in buildings compatible with adjacent residential areas. Except under Section VII, the Residence and Professional Office District RPO shall be considered a business district whenever this Ordinance distinguishes between types of districts.

B. PERMITTED USES: SEE SECTION XIII.A ZONING DISTRICT USE TABLES [Amended 05/20/26]

In addition to the uses permitted in Section XIII.A, where an RPO zone abuts a residential zone, other types of dwellings are allowed, provided they are of the same type (as defined in Section V) of dwellings in the adjacent residential zone.

If an RPO zone abuts more than one residential zone, the district regulations of the least restrictive residential zone abutting that particular RPO zone shall apply throughout that particular RPO zone. [Amended 08/19/09]

C. SPACE AND BULK REGULATIONS

1. Minimum Lot Area and Dimensions in areas served by public sewer [Adopted 08/19/09]

Housing & Use Type	Lot Area (square ft.)	Lot Frontage (ft.)	Lot Width (ft.)
Single-family dwellings	10,000 per dwelling unit or the requirement of the adjacent residential zone, whichever is less	50	50
Two-family dwellings	10,000 per two dwelling units or the requirement of the adjacent residential zone, whichever is less	50	50
Multi-family dwellings and townhouses (if permitted)	10,000 or the requirement of the adjacent residential zone, whichever is less	200 for lots abutting on Rte. 1; 50 for lots not abutting Rte. 1	50

Housing & Use Type	Lot Area (square ft.)	Lot Frontage (ft.)	Lot Width (ft.)
Senior housing (if permitted)	80,000 or the requirement of the adjacent residential zone, whichever is less	200 for lots abutting on Rte. 1; 50 for lots not abutting Rte. 1	100
Non-Residential and Mixed Uses	10,000	200 for lots abutting on Rte. 1; 50 for lots not abutting Rte. 1	50

2. Minimum Lot Area and Dimensions in areas not served by public sewer[Adopted 08/19/09]

Housing & Use Type	Lot Area (square ft.)	Lot Frontage (ft.)	Lot Width (ft.)
Single-family dwellings	40,000 per dwelling unit	100	50
Two-family dwellings	40,000 per two dwelling units	100	50
Non-Residential, Mixed-Use, and Live/Work Units	40,000	200 for lots abutting on Rte. 1; 100 for lots not abutting Rte. 1	50

3. Yard Standards - The following minimum and maximum front yard standards apply in conjunction with the Site Layout and Off-Street Parking Standards under subsection (E) of this district. In a development with more than one principal building, the maximum front yard requirement shall only apply to the principal building, or group of principal buildings, located closest to the abutting street(s). [Adopted 08/19/09][Amended 11/04/26]

Abutting Streets	Minimum Front Yard (ft.)	Maximum Front Yard (ft.)	Side and Rear Yards (ft.)
Route 1	35	90	15[1 & 2]
Route 114 & other major collector streets	25	60 (except that this maximum shall not apply to single-family and two-family dwellings)	15[1 & 2]

[1] When multiple buildings and lots are within the same development the minimum side and rear yards may be reduced to 5 feet if the buildings meet the Fire Rating requirements for the lesser setback as per the NFPA 101 Life Safety Code and the Scarborough Fire Department approves the reduced yards.

[2] When the yard abuts a residential district, the minimum yard shall be 25 ft. and the buffering requirements of Section VIII of this Ordinance shall apply.

Abutting Streets	Minimum Front Yard (ft.)	Maximum Front Yard (ft.)	Side and Rear Yards (ft.)
All other streets	20	25 (except that this maximum shall not apply to single-family and two-family dwellings)	15[1 & 2]

4. Maximum Building Footprint, Building Coverage, and Lot Coverage, and Minimum and Maximum Building Height [Amended 05/20/2020]

Maximum individual building footprint	Maximum percent of lot coverage by buildings	Maximum percent of lot coverage by buildings and other impervious surfaces	Maximum building height
5,000 sq. ft.	35%	75%	45 feet

The maximum individual building footprint shall not apply to municipal buildings and uses, elementary and secondary schools, libraries and museums, and senior housing buildings. [Adopted 08/19/09]

D. RESIDENTIAL DENSITY REGULATIONS

Within this zoning district, the Residential Density Factors in Section VIIC(A) of the Zoning Ordinance shall apply to two-family, multi-family, townhouse, live/work, senior housing, or dwelling units in a mixed-use building or on a mixed-use lot. [Adopted 08/19/09]

1. Maximum Base Residential Density in areas served by public sewer – The maximum base residential density in an RPO District is the maximum residential density permitted in the residential zone abutting the RPO District without utilizing additional density through the development transfer or affordable housing provisions. If an RPO District abuts more than one residential zone, the residential density requirements of the least restrictive residential zone abutting the RPO District shall apply throughout that RPO District [Adopted 08/19/09]

2. Additional Residential Density Thru Development Transfer (not permitted in areas not served by public sewer) – A development may incorporate additional dwelling units beyond the maximum base residential density by utilizing the development transfer provisions in accordance with Section VIID of this Ordinance if such a bonus is provided for in the abutting residential district. [Adopted 08/19/09]

3. Additional Residential Density Thru Affordable Housing (not permitted in areas not served by public sewer) – A development may incorporate additional dwelling units beyond the maximum base residential density if such a bonus is provided for in the abutting residential district. [Adopted 08/19/09]

The Planning Board may allow a development to utilize additional residential density through both the affordable housing and development transfer provisions if such a bonus is provided for in the abutting residential district. [Adopted 08/19/09]

4. Additional Residential Density Thru an Affordable Housing In-Lieu Fee (not permitted in areas not served by public sewer) – In lieu of developing affordable housing to utilize additional residential density under subsection D.3, a development may incorporate additional dwelling units beyond the maximum base residential density by utilizing the affordable housing In-Lieu Fee provisions in

accordance with Section VII.C. of this Ordinance if such a bonus is provided for in the abutting residential district. [Adopted 08/20/2014]

5. Maximum Residential Density in areas not served by public sewer –

Single-family and two-family dwellings on lots which contain only residential uses	1 dwelling unit per net residential acre
Live/work units and dwelling units located in a mixed-use building or on a mixed-use lot	1 dwelling unit per acre of net lot area. The net lot area is the gross area of a lot exclusive of those areas described in paragraphs 1, 2, 3, 5 and 6 of the definition of Net Residential Acreage in Section VI of this Ordinance

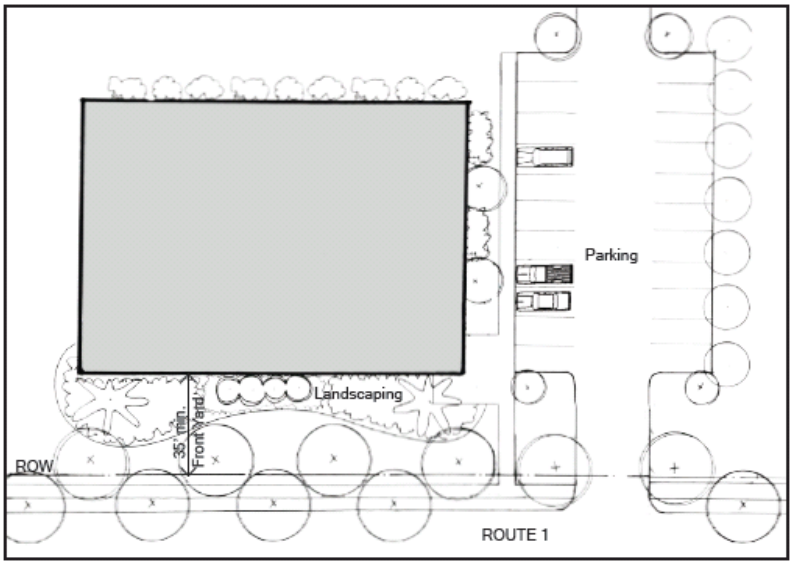
E. SITE LAYOUT AND OFF-STREET PARKING STANDARDS

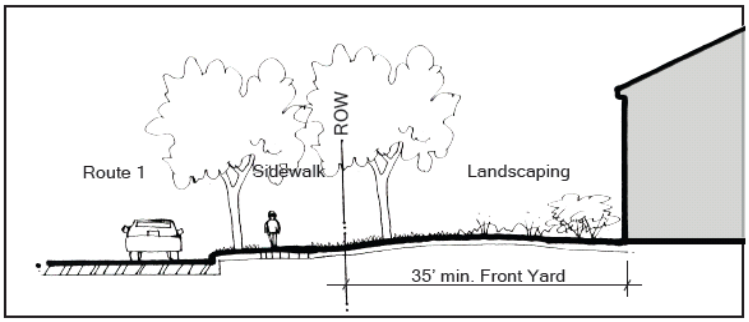
The design of a development site, and more specifically the orientation of the buildings to the street and the location and layout of site parking, is fundamental to realizing the purpose of this district. In this district, buildings shall be located relatively close to the street to provide human scale development, village character, and auto and pedestrian utility. As exhibited by the varying minimum and maximum front setback standards under subsection (C)(3), Yard Standards, the proximity of the front line of a building(s) shall depend on the street that the lot fronts. The front line of buildings are required to be closer to local streets than they are to Route 1 and major collector streets including Route 114. [Adopted 08/19/09]

The following are specific standards for the orientation of the buildings to the street and the location and layout of site parking, which correspond with the minimum and maximum front yard standards under subsection (C)(3) of this district. In a development with more than one principal building, the maximum front yard requirement shall only apply to the principal building, or group of principal buildings, located closest to the abutting street(s). As stated under subsection C.3. of this district, the maximum front yard requirement and the off-street parking location requirements shall not apply to single-family and two-family dwellings: [Adopted 08/19/09]

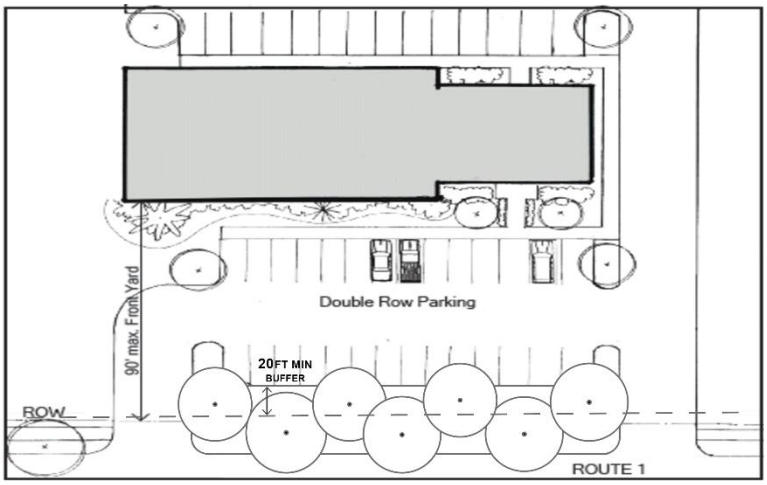
Standards for Front Yards and Off-Street Parking on Lots abutting Route 1 [Amended 11/4/2026]:

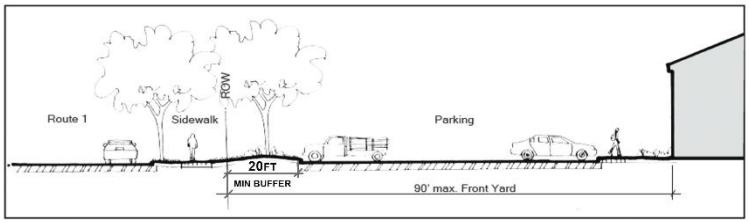
1. When the front line of a building is sited at, or in close proximity to, the minimum front yard, no parking shall be allowed within the front yard. The front yard shall be used for landscaping features, street trees, sidewalks, pedestrian amenities, and access drive(s) to the site.





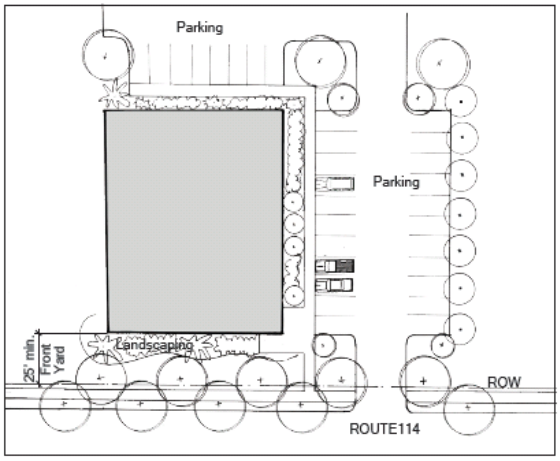
2. When the front line of a building is not sited at, or in close proximity to, the minimum front yard, no more than one double-row of parking and drive aisle may be allowed within the front yard. The minimum parking setback, or "green strip buffer", from the front property line shall be at least 20 feet.

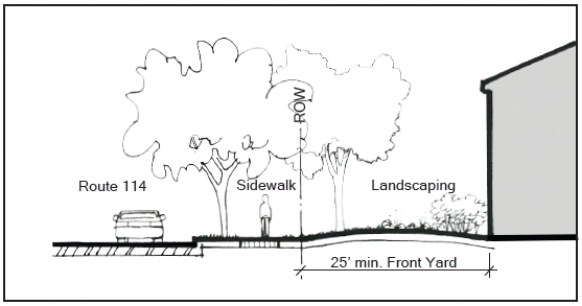




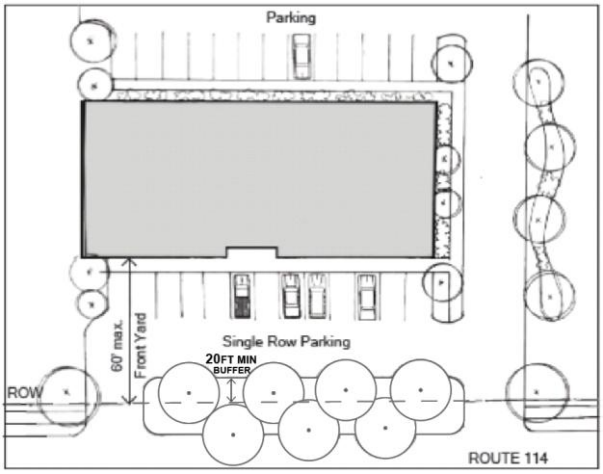
Standards for Front Yards and Off-Street Parking on Lots abutting Rte. 114 and other major collector streets [Amended 11/4/2026]:

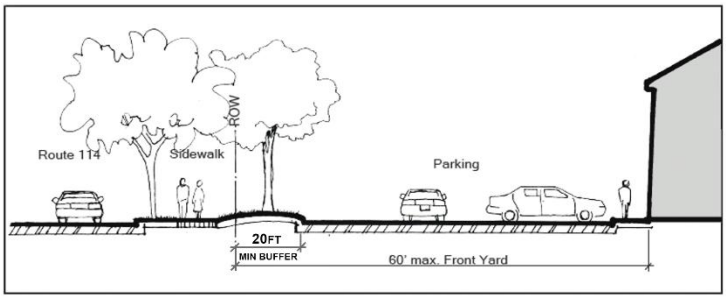
3. When the front line of a building is sited at, or in close proximity to, the minimum front yard, no parking shall be allowed within the front yard. The front yard shall be used for landscaping features, street trees, sidewalks, pedestrian amenities, and access drive(s) to the site.





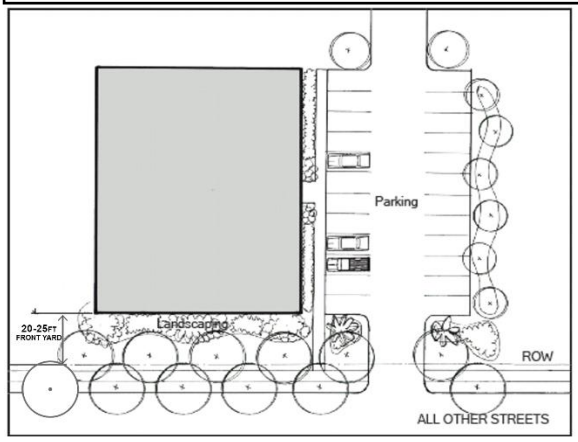
4. When the front line of a building is not sited at, or in close proximity to, the minimum front yard, no more than one single-row of parking and drive aisle may be allowed within the front yard. The minimum parking setback, or "green strip buffer," from the front property line shall be at least 20 feet.

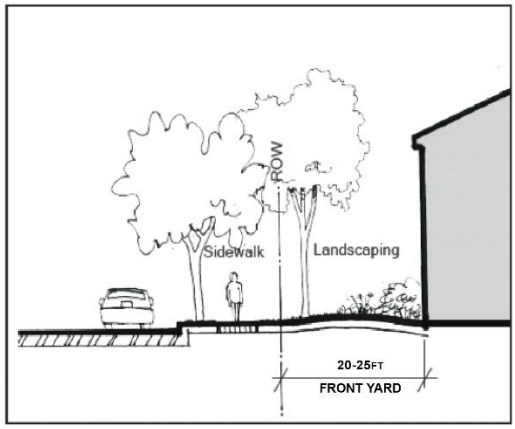




Standards for Front Yards and Off-Street Parking on Lots abutting all other streets [Amended 11/4/2026]:

5. No parking shall be allowed in the front yard of lots abutting all other streets. All off-street parking shall be located in the side and rear yards behind the front line of the principal building(s). The front yard shall be used for landscaping features, street trees, sidewalks, and pedestrian amenities. An access drive(s) to the site may cross the front yard but may not be located in the area between the front of the building and the front property line.





General Off-Street Parking Standards:

1. Off-street parking shall be provided in accordance with the requirements of Section XI if this Ordinance, except as those requirements are augmented or modified below.

2. Notwithstanding anything to the contrary in Section III or Section XI of this Ordinance, parking spaces existing in a front yard setback as of (the effective date of the amendments) shall be relocated to comply with the requirements of this section in the event of any change to the site which requires Planning Board approval under the Town of Scarborough Site Plan Review Ordinance. This requirement may be waived if the Planning Board determines that the relocation of some or all of the parking spaces is not feasible due to the shape, size or topography of the lot or the location of an existing principal building(s) on the lot.

3. In order to reduce the establishment of unnecessary parking spaces and impervious area, which segregates structures, uses and pedestrian amenities, the Planning Board may approve the shared or joint use of parking facilities by two or more principal buildings or uses. This allowance shall be granted where it is clearly demonstrated that the said parking facility will substantially meet the intent of the parking requirements by reasons of variation in the probable time of maximum use by patrons or employees among such establishments. This allowance may also be exercised in developments that include a mix of residential and non-residential uses, such as second story dwelling units above non-residential uses or live-work units, subject to the same requirement that the parking facility will substantially meet the intent of the parking requirements.