SECTION XX. BUSINESS OFFICE-RESEARCH DISTRICT BOR.

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A. PURPOSE

To provide an area within the Town of Scarborough that allows for the growth and development of high-quality office and research uses that result in the area becoming a major employment center. As development and/or redevelopment occurs within the district, the visual environment is enhanced, Route One is re-established as a "landscaped parkway", and the Nonesuch River and adjacent wetlands are buffered from the impacts of the development.

B. PERMITTED USES: SEE SECTION XIII.A ZONING DISTRICT USE TABLES [Amended 05/20/2026]

C. SPACE AND BULK REGULATIONS

Minimum lot area	10,000 sq. ft.
Minimum street frontage:	200 feet
Minimum front yard	35 feet
Minimum side and rear yards	15 feet required except where the side and/or rear yard abuts a residential district in which case it/they shall be a minimum of 50 feet and the buffering requirements of this ordinance shall be met.
Maximum building coverage	50%
Maximum building height	75 feet, except that any portion of a building located within 150 feet of a residential district shall be limited to 35 feet in height. [Amended 05/20/2020]

D. ADDITIONAL DEVELOPMENT STANDARDS [Amended 11/04/2026]

1. Streetscape Buffer Strip: A landscaped or naturally vegetated buffer strip shall be established and/or maintained along the front property line of a lot where it abuts a public street. The width of the buffer strip shall be a minimum of twenty (20) feet when it is adjacent to Route One and twenty (20) feet when it is adjacent to any other public street. The buffer strip shall be designed to separate the development from the street and to enhance the visual environment of the street. The buffer strip must be landscaped in accordance with the Site Plan Review Ordinance.

4. Pedestrian and Bicycle Facilities: All developments shall provide for pedestrian movement to and within the parcel in accordance with Section IV(E) of the Site Plan Review Ordinance. Provisions must be incorporated into new developments for bicycle movement including appropriate facilities such as bike racks and bike lanes if the scale of the project makes these reasonable.