

APPENDIX L: LAND USE

A central goal of Maine's Growth Management program is to "encourage orderly growth and development in areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development of sprawl." This chapter characterizes Saco's current land use pattern and analyzes development trends since 1990 2010. ~~An in-depth analysis of the most recent development pattern (2000-2009) can be found in the Recent Development Profile.~~

A. GENERAL PATTERN OF DEVELOPMENT

Saco's traditional downtown core reflects its heritage as a regional center of industry and commerce. Downtown Saco is a compact mix of commercial and residential land use. Main Street (Route 9) is Saco's historical downtown, and serves as a local and specialty retail center. Elm Street, including the Saco Valley Shopping Center, is a community shopping area.

Surrounding this commercial core are densely developed residential neighborhoods. Immediately adjacent are mixed-use buildings and multifamily housing. Further out are traditional residential neighborhoods with compact single family and two-family housing.

Two commercial districts have developed north of downtown along Route 1. The I-195 Spur divides them. South of the Spur, a commercial strip functions as a convenience goods and service center. **Most of the properties were big older single family homes at one time that have been converted to professional office space while undeveloped lots have seen a growth in small box fast food type of facilities.** Behind it are multifamily housing subdivisions and mixed residential neighborhoods.

North of the I-195 Spur, land use along Route 1 is more varied. Prior to construction of the Maine Turnpike, Route 1 was the primary coastal travel route. Some of the motor courts, cabins, and cottages that served the tourist trade in that era remain, but the heyday of interstate tourism on Route 1 has long passed. Car dealerships, commercial recreation and entertainment facilities, and retail and service businesses have replaced lodging facilities. Two industrial/business parks host manufacturing, light industrial, wholesale, and warehousing businesses. Residential development is scattered, with a few low-density neighborhoods on roads off Route 1.

Two mobile home parks, developed at higher densities than other residential

uses in the area, are located on Route 1, one just south of Cascade Road, the other adjacent to the municipal border. Plans for the Park North development, which was approved in 2009, call for a business park, retail/office development, and up to 290 moderate density housing units.

East of Old Orchard Road to the Atlantic Ocean, land use is primarily moderate density single family residential. There are a few commercial uses in the Camp Ellis area, primarily related to tourism and marine uses. **Some redevelopment has occurred in the Bay View & Seaside Road area with a large condominium development in recent times**

The area west of the Turnpike in Saco has historically been agricultural and forest land. Almost 96% of the land in Saco enrolled in the state Farmland Tax Program, and 86% of the land enrolled in Tree Growth Tax Program, is located in this area. However, the historical land use pattern is changing. 20% of the housing units built in Saco between 1980 and 1990 are located in this area. Between 1990 and 2000, an additional 391 housing units were built, 65.4% of the total new housing growth in the community (see the Population Section for more information).

The following detailed analysis of land use in Saco divides the City into four regions. They coincide with the census tracts used in the Population and Demographics chapter (see Figure L.1, following page). In total, the City of Saco encompasses approximately 38.5 square miles.

Rural Area West of the Turnpike (Census Tract 51)

25.4 square miles in size, this area includes all of Saco west of the Maine Turnpike.

Route 1 Corridor (Census Tract 52)

This area includes land north of North Street and east of the Turnpike to the Old Orchard Beach/Saco municipal border and Old Orchard Road. It is 7.3 square miles in size.

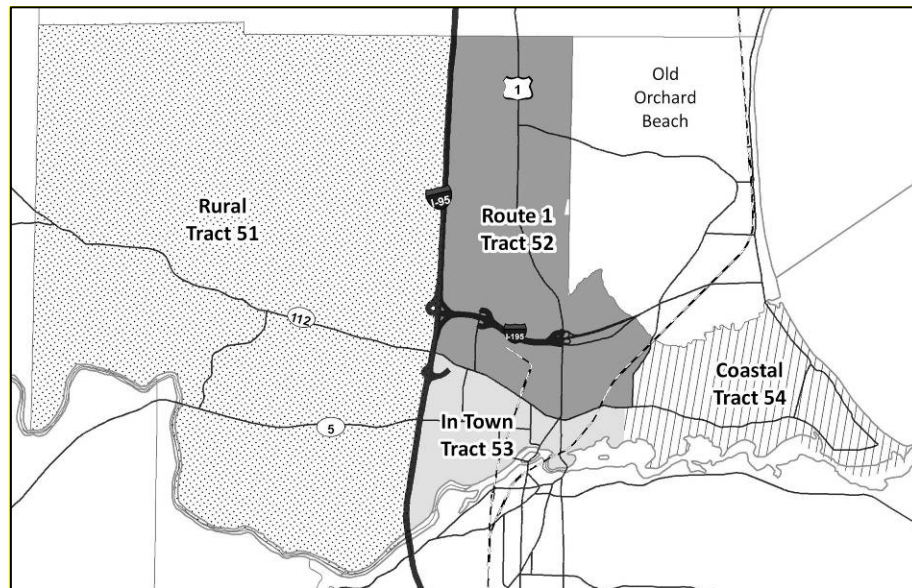
Intown Saco (Census Tract 53)

This is Saco’s urban core. It includes the area east of the Turnpike to Old Orchard Road between North Street/Beach Street and the river. It is 2.2 square miles in size.

Coastal Area: Ferry Road/Camp Ellis (Census Tract 54)

This area includes all land east of Old Orchard Road. It is 3.4 square miles in size.

Figure L.1: SACO CENSUS TRACTS



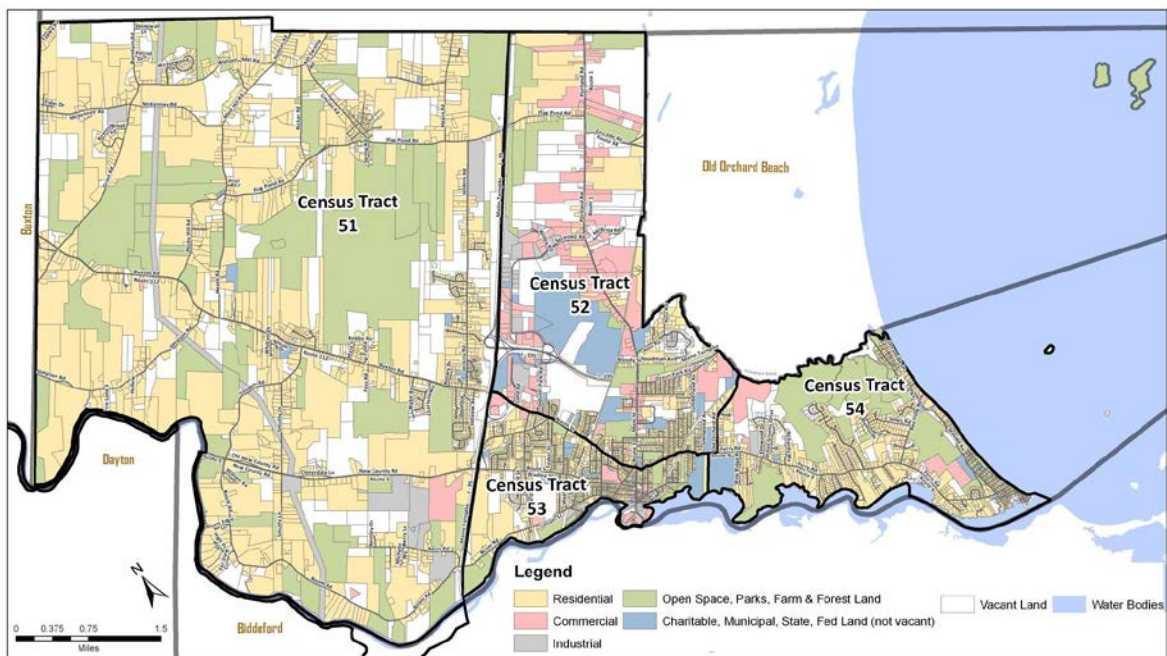
B. OVERVIEW OF RECENT DEVELOPMENT

Saco plays an important role in the region. Since its founding, Saco, together with Biddeford, has been a regional center for commerce, industry, and employment. As the country has shifted from a manufacturing to a service-based economy, and retail has moved from downtown to malls, commercial strips, and big box superstores, Saco has evolved. The City has invested in new industries, creating opportunities for job growth, while also embracing its role as a residential community for the Greater Portland area. As traditional downtowns have seen resurgences in popularity, Saco has invested in revitalizing Main Street and the Saco mills, attracting new retail businesses and residents to the City. **Since the 2011 update, trends and practices have changed. There is a new resurgence in the Arts, Culture and Entertainment along with a desired need for more housing in the downtown area to accommodate both the millennial population and those boomers seeking to age in place and be close to all of the major services. This resurgence is**

putting pressure on communities to address how, where and what type of development needs to occur especially in the center city locations

Residential development has been Saco's largest growth sector in recent years. The City's quaint, historic town center, small town sense of place, access to the river and ocean, location along the Turnpike, and proximity to Portland and Boston, make Saco an attractive place to live. Over the last two decades, Saco has seen impressive growth in the number of new residential units built.

Figure L.2: MAP OF SACO LAND USE



2011 Saco Comprehensive Plan Update

At the same time, Saco has avoided becoming primarily a residential community. By investing in business/industrial park development and downtown revitalization, Saco has maintained a diversified economic base.

Continued commercial development on Route 1 on both sides of the I-195 Spur has led to the expansion of auto related uses as well as new retail and office complexes. Efforts to revitalize Saco Island, including the country's first green train station, and continued reinvestment in the mills, promise continued opportunity for downtown residential and non-residential development.

C. Land Use Regulations

To help manage growth and promote its historic pattern of development, the City has implemented a series of zoning and land use regulations **between 1990 and 2011**. The zoning code distinguishes between Saco's residential, commercial, and conditional areas and encourages compatible new growth that is complementary to existing uses. This includes setback and lot size requirements based on adjacent development. Higher density is promoted in the urban areas, consolidated growth that protects open space in the rural areas, and attractive commercial development in designated high traffic areas. In addition to defining where growth will take place, the City promotes appropriate design and land use with site plans, subdivisions reviews, and design standards. Historic standards help promote compatible design within the City's historic core (see Appendix J). Shoreland zoning, resource protection, and floodplain management regulations protect natural resources throughout the City (see Appendix C).

D. RESIDENTIAL LAND USE

Residential development in Saco follows a historic pattern. The downtown and surrounding urban neighborhoods are indicative of historic factory towns. They include high-density development with single and multifamily homes on relatively small lots set close together. The coastal area reflects an ocean cottage model, with small homes on small lots oriented toward the ocean and the Saco River. In the rural area west of the Turnpike, housing is more spread out, with historic large farms and recent suburban subdivisions made up primarily of single-family homes on large lots. These different residential development types are reflected in the lot size and setback requirements in Saco's land use code (see current table of lot and dimensional standards at the end of this chapter). For the most part, the City's residential zones promote and preserve historic patterns.

The following sections examine Saco's current land use in more detail.

Rural Area West of the Turnpike (Census Tract 51)

This area of Saco has historically been mostly rural. A substantial portion of Saco's agricultural and forested lands are found here. Historic land uses include natural resource based activities, such as farming, logging, and sand and gravel excavation. The land use pattern has changed with increased residential development as Saco has become more of a suburban bedroom community.

Existing Pattern of Residential Development

While fields and trees still dominate the landscape, houses are becoming more dominant and visible. Proximity to the Turnpike (and access to the Greater Portland area), the area's rural character, and a trend toward suburbanization have fostered residential development.

Much of the development has occurred along the existing road network. House lots have been cut out along the road frontages of larger parcels, creating long strips of land with single family houses up front and agricultural or unused land behind. Development generally follows two patterns: single lots intermittently spread along the road and small lot subdivisions along the existing road network. Examples of single lot development are prevalent along Boom and Buxton Roads. Riverside Estates, on Boom Road, is an example of a small lot subdivision along existing road frontage.

Just west of the Turnpike, moderate density (1-2 units per acre) to low density (1 or fewer units per acre) subdivisions have been built. Lot sizes range from 20,000-30,000 square feet in the moderate density subdivisions to 40,000-60,000 square feet in the low density subdivisions.

Public sewer is currently available only in the Buxton Road/Jenkins road area just west of the Turnpike. New subdivisions include the moderate-density Brookside II and Sierra Woods developments as well as the low-density Cori Acres. A medium density subdivision, Willow Grove, has been established on Buxton Road. Willow Grove has lots ranging in sizes from 15,000-30,000 square feet. Largely undeveloped, it has a potential for densities of up to 3-5 units per acre.

Boothby Park, on Flag Pond Road, is an older residential neighborhood with an internal road network and lot sizes ranging from 5,000-20,000 square feet. On average, Boothby Park has developed at a medium density of 3 to 5 units per acre.

A few cluster subdivisions have been established in the northwest corner of Saco, including the Clearing and Horton Woods. The lower road and infrastructure costs and smaller lot sizes resulting from cluster development have been attractive to developers. The City allowed cluster development in an effort to preserve agricultural land and open space but restricted its use in remote areas in 1999.

Rural Residential Development Trends Since 1990

Between 1990 and 2000, 56.5% of Saco's population growth occurred in the area west of the Turnpike. 391 housing units were built, 65.4% of Saco's total housing unit increase during that time (see the Population and Demographics Chapter of this inventory).

Recent development has included both substantial single home and subdivision development. In many cases, residential development occurred slowly, as part of incrementally developed projects and single homes built along existing roads.

Between 2000 and 2008, 133 housing lots in eleven subdivisions were approved in the area. The largest subdivisions approved during this time include Sierra Woods (50 lots) and Brookside II (36 lots). The majority of other approved subdivisions have between 13 and 18 lots (see the accompanying *Saco Development Profile*).

Route 1 Corridor (Census Tract 52)

This area includes all land north of North and Beach Streets, east of the Turnpike to Old Orchard Road in the south, and to Old Orchard Beach/Saco municipal border in the north. Land use varies considerably, from industrial parks on the western edge, to National Historic District neighborhoods in the southern section, to mobile home parks, car dealerships, and agriculture in the northern reaches.

Existing Pattern of Residential Development

Most of the area south of the I-195 Spur that is in residential use is developed at medium to high densities. Public water and sewer service are generally available throughout this area.

The southern section, just north of North/Beach Street, is a mixed-use neighborhood. Single and multifamily residences stand side by side with schools, churches, the Dyer Library, museums, parks, professional offices, bed and breakfasts, and funeral homes. Sections of this area are included in Saco's National Historic District. Lot sizes range from 6,000 to 10,000 square feet.

Directly south of Thornton Academy are older, medium density single family residential neighborhoods **which in more recent times (2011-2016) there has been a real transformation of those older properties fronting on Route 1 to more office and low impact commercial uses in the region.** Moving westward on North Street toward Industrial Park Road, medium density subdivisions have been built.

Along Route 1 between Thornton Academy and the I-195 Spur, the development pattern changes from a walkable scale to one dependent on the automobile. Fast food restaurants and shopping centers dominate the streetscape. Single and multifamily homes built on average at a density of 8 to 10 units per acre are located behind the commercial strip and on side streets.

Stockman Avenue and its side streets create a pocket of medium density residential development bordered on two sides by commercial development. Residences are primarily single family, with a few duplexes and some multifamily development.

North of the I-195 Spur, residential development is sporadic. Single family homes mix with car dealerships, gas stations, farms, movie theaters, and amusement parks. A relatively high density mobile home park is located off Route 1 in the northern third of the corridor and a second park is proposed adjacent to the municipal line.

Flag Pond Road between Route 1 and the Turnpike is lined with single family homes on the southern side of the road. Lot sizes range from 10,000 square feet to larger than an acre. The northern side is more sparsely developed, with an unbroken line of trees comprising half the length of the road.

There is moderate density single family residential development along Milliken Mills Road off Cascade Road.

Residential Development Trends Since 1990

The Route 1 Corridor is zoned for commercial use. Overall, there has been a decline in residential development. Between 1990 and 2000, the area lost seven housing units (see the Population and Demographics Chapter of this inventory). A number of small compact neighborhoods alongside the corridor have seen some residential growth.

Between 2000 and 2007, 10 subdivisions with a total of 489 housing units were approved in the area. Of these, two subdivisions are approved but not yet built - the 290 unit Cascade Falls development and the 30 Unit Cascade Brooks senior housing project. The Ross Ridge subdivision is approved for 75 units, of which 23 homes had been built as of 2010. All of the completed projects are condominium style subdivisions, including the 43 unit Shannon Woods townhouse project. Additionally, a 38-bed dormitory was built at Thornton Academy in 2009.

Intown Saco (Census Tract 53)

The Saco River is the reason Saco came into existence. The river powered industry and provided access to markets. The Saco River is the southern boundary of the Intown area, which includes the City's historic core.

Existing Pattern of Residential Development

As is typical of early New England settlement patterns, land use in the Intown area is mixed and compact, with an average of 10 housing units or more per acre. Apartments are located above retail shops and offices in the commercial district. Older multifamily housing projects are located near the river, near former mill sites. The fashionable homes of Saco's 19th century captains of commerce and industry are located throughout the Intown area. Many are included in the Downtown Saco National Register Historic District.

Residential Development Trends Since 1990

The Intown area experienced the smallest increase in housing units between 1990 and 2000. According to the U.S. Census, 88 units were added, accounting for 14.7% of the total housing unit increase in Saco. This represented a 3.3% increase in housing units within the Intown area.

From 2000 to 2009, 314 housing units were approved in 17 subdivisions. All but one is located west of Main Street in neighborhoods with easy access to both downtown and I-95. Of the approved units, 60% have been built (189 units). Three of the approved developments are single family subdivisions, and the remainder is condominium style projects. Major completed projects include the 36 unit Stonegate townhouse project, the 34 unit Park Street Loft development, and the 16 unit Wild Oats subdivision. Approved but not yet built projects include the 77 unit Saco Island redevelopment project and an 11-bed Volunteers of America nursing home project.

NOTE: More data needed above

Coastal Area: Ferry Road/Camp Ellis (Census Tract 54)

Existing Pattern of Residential Development

Saco's immediately coastal neighborhoods are densely settled with single family homes on lots as small as 5,000 square feet. Many are used seasonally. Current zoning requires a minimum lot size of 7,500 square feet for new development with public sewerage, 20,000 square feet for development without.

Moving west, the settlement style changes. Moderate density single family subdivisions predominate. Many lots are 20,000 -30,000 square feet, although a few subdivisions have lots 40,000-60,000 square feet. Most subdivisions are serviced by public water and sewerage.

Roads into subdivisions tend to be single curb cuts branching from a collector road. Even though many subdivisions are side by side, there are no connections between them. All traffic is funneled to the collector roads. Ferry Road, lined with homes, is the primary collector route with many subdivisions. Bay View Road is a secondary collector road, also with several subdivisions.

Residential Development Trends Since 1990

Census data indicate that between 1990 and 2000, the coastal area of the City gained 126 housing units. This modest growth is similar to the previous decade (1980-1990) which saw an increase of 129 housing units. Growth has included both single family and multifamily developments, as well as some conversion from seasonal to year-round residences.

Since 2000, residential development has included six approved subdivision projects, with the potential for 114 new units. Five of the six projects are single family developments, including the 28 unit Ferry Landing project and the 10 unit Ocean Greens II development. There is one new group quarter project in this area, the 105 bed Harborview nursing home. Connected to this development is the approved 43 unit Harborview Cottage project. As of 2008, 25 cottages had been built (see Chapter Two of the Comprehensive Plan for more details).

E. COMMERCIAL/INDUSTRIAL LAND USE

Commercial and industrial sections of the City were identified for this section using two methods: Geographic Information System (GIS) analysis and a review of the Saco Assessor's records of properties used for commercial or industrial purposes. Most commercial and industrial uses in Saco are located in the Route 1 Corridor and Intown areas.

Historically, downtown Saco has been the center of commerce and community life. In response to suburbanization, tourism, changing commuting patterns, and alterations to the road network, two additional commercial areas have developed north of downtown. In addition, several smaller business centers cater to neighborhood service and convenience goods needs.

In response to the loss of the region's textile industry, Saco launched an aggressive economic development campaign, developing industrial parks and promoting its regional ties and assets such as proximity to the Turnpike and rail lines. The majority of Saco's industrial land is in the Route 1 Corridor area north of the I-195 Spur. Saco's industrial parks are located between the Maine Turnpike and the rail line and have public water and sewer access.

Rural Area West of the Turnpike (Census Tract 51)

Existing Pattern of Commercial Uses

There is little land classified as commercial west of the Turnpike. There are a few scattered commercial uses in this area, including a golf course and home occupations.

Existing Pattern of Industrial Uses

Three sand and gravel operations on New County and McKenney Roads are the only active industrial businesses west of the Turnpike.

Land held for infrastructure use, such as Central Maine Power lines and telecommunications properties, is classified as industrial.

The area west of the Turnpike includes the vast majority of Saco's farmland and commercial woodlands, which have many of the same needs as industrial properties.

Non-Residential Development Trends

Land use west of the Turnpike is a mixture of agriculture, forestry, conservation land, sand and gravel extraction, and residential use. The majority is zoned Resource Protection (RP) or Conservation (C-1), both of which restrict commercial and industrial development. Over the last 25 years, no significant commercial or industrial development has occurred west of the Turnpike.

Route 1 Corridor (Census Tract 52)

As Saco's economy diversified, and its working and commuting patterns have changed, commercial development in the northern portion of the City has increased.

Existing Pattern of Commercial Uses

Route 1 Corridor from the I-195 Spur south to Thornton Academy

Route 1 between the I-195 Spur and Thornton Academy is a commercial center for residents of Saco and Old Orchard Beach. The commercial strip includes many

national fast food restaurant chains as well as several full service restaurants and lodging facilities. Just south of the Spur is a suburban style strip mall anchored by a grocery store. Across from the mall is an auto parts/service superstore.

The area is zoned Highway Business District (B-2) and is intended for businesses that require large areas or volumes of traffic. The zoning ordinance encourages high traffic generating businesses to locate on arterial roads away from the City's downtown core.

Route 1 Corridor from Thornton Academy to Beach Street

Business use of property along Route 1 between Thornton Academy and Beach Street is considerably less intense than in the commercial strip to the north or the downtown core south of Beach Street. Land use is a mix of residential and commercial uses, including the Dyer Library, York Museum, several churches, two funeral homes, a bed and breakfast, a salon/day spa, and professional offices. There is a large drug/convenience store across the street from Thornton Academy at the southern edge of the commercial area.

Located between Saco's two primary retail/service areas, the area is zoned Low Density Residential District (R-1b) in an attempt to preserve its historic character. The lot size requirement for sewered lots is 10,000 square feet. Land use is intended to be primarily residential, with schools, parks, churches and playgrounds also permitted. Appropriate conditional uses are few, limited to bed and breakfasts, offices in converted residential structures, home occupations, nursing homes, and elder and child care facilities.

Ocean Park Road

Prior to construction of the I-195 Spur, Ocean Park Road was one of the primary routes from Saco to Old Orchard Beach. Many of the businesses along it reflect that heritage. Single family homes mix with restaurants, lodging facilities, and a miniature golf course.

As tourist traffic declined, the nature of the businesses on Ocean Park Road began to change, with an increase in auto service-related businesses.

Ocean Park Road is zoned as a Highway Business District (B-2c). It is intended for businesses that require large areas or volumes of automobile traffic.

North Street

North Street west to the Turnpike is primarily residential. Limited commercial uses in this area include neighborhood convenience markets and sandwich shops, professional services, and medical and counseling offices. General Dynamics, a large scale armament and technologies industry and major regional employer, is located just off of North Street near Industrial Park Road. Residential uses include single and multifamily housing, as well as apartments over offices.

At the southern fringe of the industrial park at Industrial Park Road, the zoning changes to Industrial Business District (I-2), a transition zone between industrial and business uses. Several office buildings and a health club are located in a small area of the B-1 zone east of the Turnpike and north of North Street.

Beach Street

Beach Street from Route 1 east to Winter Street is zoned B-7, Limited Business/Residential. Commercial uses on Beach Street consist primarily of a few mixed-use buildings with professional offices at the street level.

Route 1 north of the I-195 Spur

The land north of the I-195 Spur to the Saco/Scarborough municipal line includes a broad mix of land uses, from agricultural production to car dealerships to commercial recreation enterprises. Commercial uses tend to be clustered together, interspersed with occasional single family homes, open agricultural land, and vacant commercial land. Most of the land north of the Spur is zoned Highway Business District (B-6).

I-195 Spur to Goosefare Brook—This area functions somewhat as an extension of the Route 1 strip south of the Spur. It is zoned B-2b, Highway Business. Just north of the I- 195 Spur are a few retail and tourist related businesses.

Goosefare Brook to Phillips Spring Road—This section of Route 1 accommodates a range of commercial uses including Funtown Amusement Park, Cinemagic Theater, car dealerships and repair shops, and several motels.

Phillips Spring Road to Cascade Road —This is the most developed stretch of Route 1 between the Spur and the Saco/Scarborough line. It contains car dealerships and repair shops, a campground, several motels, and some mixed residential/retail and residential/office uses.

Cascade Road to the Saco/Scarborough Municipal Line—This section of Route 1 is the least commercially developed area north of the Spur. Much of the commercial use is tourist oriented, such as the Saco drive-in movie theater and Aquaboggan Water Park. The land north of Aquaboggan is primarily used for agriculture and limited residential development. Retail/office use has grown in this area with the development of a small strip mall and the redevelopment of the former Cascades Inn site into a multi-phase commercial complex called Park North. This development includes a new credit union building and has been approved for a business park.

Existing Pattern of Industrial Uses

Although industrial land uses from earlier eras persist throughout the City, the majority of Saco's industrial land is located in the Route 1 Corridor, to the north and south of the I-195 Spur, as far south as North Street.

Industrial park occupants include manufacturers, warehouse, storage, and distribution facilities, and office uses.

Non-Residential Development Trends

With the expansion of Saco's industrial parks, this area of the City continues to experience substantial growth in manufacturing and office uses. Under current zoning, there is room to expand north of the Spur.

Commercial development has stayed close to Route 1. Many commercially used parcels have acres of vacant land behind the business. Public sewer extends as far north as Springhill Road.

Intown Saco (Census Tract 53)

Existing Pattern of Commercial Uses

Saco has a vibrant downtown commercial district. It includes a mix of retail and service businesses, professional offices, restaurants, City Hall, and a post office.

Downtown

can be separated into three sub-areas: Main Street/Pepperell Square, Elm Street/Saco Valley Shopping Center, and Saco Island. Each serves distinct needs.

Main Street/Pepperell Square

This area includes the businesses along Main Street, its side streets, and in Pepperell Square. It has a mix of specialty retail, restaurant, service, and professional office uses, and serves as both a local service/retail center and as a regional specialty retail center. It is zoned Downtown Business District (B-3), a zone intended to concentrate high value businesses and services needed by the City's residents.

Elm Street/Saco Valley Shopping Center

Elm Street is the segment of Route 1 that runs through downtown Saco. Many of the businesses along it cater to the needs of the automobile and commuters. Elm Street is primarily zoned B-3.

One block west of Main Street, at the intersection of Temple, Elm, and Scamman Streets, is the Saco Valley Shopping Center, a suburban style strip mall. Tenants in and around the mall include Shaw's grocery store, several banks, a book store, Renny's department store, a UPS store, and a family restaurant. The mall was renovated in 2004.

The shopping center functions as a community shopping destination and primarily serves the residents of Saco and communities to the west along Routes 112 and 5. Having a chain grocery store and department store in a downtown location is both unique and valuable for maintaining the viability of the downtown district. In-town residents can readily walk to the center.

The Saco Valley Shopping Center is located in a General Business District (B-1), a zone intended to allow desirable businesses in need of more space than typically available in the central business district to locate near the urban core.

Saco Island

Saco Island, once the site of Saco's prosperous mill industry, is located at the City's southern entrance. Over the last two decades, a number of aggressive mixed-use redevelopment plans have been envisioned for the island, including residential condominiums, office and professional uses, restaurants, retail, and a hotel. Redevelopment has moved forward at a slow pace. A number of buildings are occupied by office, retail, and residential uses. The constructions of the train station and renewed investment in the mills on both sides of the Saco River have led to resurgence in plans to renovate the island.

Existing Pattern of Industrial Uses

There are only a few industrial sites active in the downtown area. They are located on Lincoln Street near the intersection with Spring Street.

Non-Residential Development Trends

Over the last two decades, Main Street Saco has experienced significant revitalization. The City has invested heavily in streetscape renovation and provided support for building rehabilitation. As a result of these efforts, Main Street Saco is a model of downtown revitalization. Saco has been accepted as a *Main Street Maine Community* by the Maine Downtown Center under the guidelines of the National Trust for Historic Preservation's Maine Street Maine program.

While Saco's downtown is faring better than many downtown districts, it still faces stiff competition from the Maine Mall, Saco's Route 1 Corridor, the new Biddeford Crossing Mall, and expanded retail development along Route 111. There has been some interest in certain downtown locations by a representative of a national chain pharmacy, but the project was abandoned in the face of strong opposition by downtown residents. Concerns about scale and historic preservation dominated the debate.

The redevelopment of Saco Island continues to move forward and it is likely to include the rehabilitation of existing buildings for commercial and residential use. There are plans for new condominium and single family residential development in other portions of the island.

Coastal Area: Ferry Road/Camp Ellis (Census Tract 54)

Commercial Development Patterns

There are a number of commercial uses in the Camp Ellis area. Rental cottages, restaurants, gift shops, bed and breakfasts, inns, convenience stores, bait shops, the municipal pier, a marina, and boatyard are the primary businesses. Many operate seasonally.

Ferry Road between Old Orchard Road and Camp Ellis has minimal commercial development. Moody's Nursery operates year round near the intersection with Elmwood Drive. A seasonal ice cream stand is located on the Ferry Road.

Industrial Development Patterns

There is only one property classified by the Assessor as industrial in this area, a warehouse distribution center on Old Orchard Road.

Non-Residential Development Trends

Commercial and industrial development east of Old Orchard Road has been minimal and focused on marine uses. With limited available commercial land, there is little room for expansion. However, there has been some growth in recreational marine and tourist related activities.

Current Zoning

The 2016 targeted update to the comprehensive plan studied the zoning especially in the Downtown region. Currently this mall urban area has 11 zones, 5 Commercial, 5 Residential and the Historic Overlay district. Euclidean which is the established zoning within Saco is considered a "single use" zone which does not allow for a compatible/complementary development pattern but instead clusters only "like" uses together to create homogeneity. The other zoning tool used on a regular bases in town in order for a developer or business person to locate a use in an area not otherwise allowed under the zoning use table is Contract zoning whereby the developer negotiates with the Planning Board and City Council a contract to allow them to develop the property in a way not usually allowed under the Euclidean method of zoning. **Currently there are fifteen (15) contracts within the study area.**

NOTE: Pages L-18 through L-30 of the current Comp Plan are excluded because they examine natural resources-based land use which is not in the scope of the update.