

FACT SHEET
DUNSTAN CORNER – SUSTAIN SOUTHERN MAINE

Location	Core area is Rt. 1 corridor in vicinity of new Payne Rd intersection and Broadturn Road; small “southern node” at Rt. 1 entrance to Dunstan Crossing. The two areas are about ½-mi. apart but connected by Rt. 1 and Town and Village Center zoning.	
Existing Type of Center	Neighborhood Center with some uses serving visitor traffic en route to Pine Point and traveling Route 1	
Acreage	Core area – approx. 100 ac Southern node – approx. 12 ac	
Demographics		
Population & Households	<p><u>Immediate</u> tributary area encompasses Census Tract 173.01, Block Group 1 (Holmes Road-Haigis Hwy area west of Route 1); and Census Tract 173.04, Block Group 2 (Route 1 east to Pine Point and north to Scarborough Marsh).</p> <ul style="list-style-type: none"> • Year-Round Population – 4,508 • Year-Round Households – 1,797 • Dwellings – 1,151 (incl 179 seasonal) 	
Probable primary trade area	West Scarborough including Dunstan Corner neighborhood, Old Blue Point Rd neighborhood, and Pine Point Rd area; west out Broadturn Rd; large volumes of commuter and visitor traffic pass through Dunstan on Rt. 1. (See traffic volumes below.)	
Properties Profile		
No. parcels	Core Area	Southern Node
• Residential	15	0
• Nonresidential/mixed	12	3
• Vacant/open space	9	3
Total land area in parcels		
• Residential parcels	24 ac	1.5 ac
• Nonresidential	39.9 ac	2.5 ac
• Vacant		
○ Total	Approx 57 ac	7.45 ac
○ On partially built commercial lots	Approx 18 ac	---
Total floor area		
• Nonresidential	117,500	2,322
• Nonres. F.A.R.	.124	---
Land Use Mix		
Commercial	Route 1 is developed as a highway-oriented commercial area with a Rite-Aid Pharmacy, a hardware store (outside of the immediate pilot area), a few restaurants, personal and health services, gas station/convenience store, some specialty retail (e.g., Bosal Foam, antiques store), and small offices. It does not have a full line food store but functions as a large convenience or small neighborhood	

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	commercial center. Two small specialty markets are located on Rt 1.
Residential	Within the pilot area are a number of single family homes along Payne Rd, Broadturn Rd, and Pine Point Rd; immediately surrounding it are many homes, ranging from older to new subdivisions plus some small multi-family development. On the south side of Rt 1 along Old Blue Point Rd are several large lot subdivisions; on the north side is an older residential area and also the still developing Dunstan Crossing traditional neighborhood, which will have 240 units at build-out plus a commercial core.
Other	Several large parcels are entirely or mostly vacant. Some of the vacant land is constrained by slopes & wetlands associated with Phillips Stream. Civic elements include a church, fire station, monument at corner of Rt 1 and Broadturn Rd. No public parks or greens are within or adjacent to the pilot area.
Focal Properties	
Properties near the new Payne Rd/Rt 1 intersection (part of the core area of Dunstan Corner)	8 parcels that contain about 32 acres. These properties are adjacent to or opposite the re-aligned Payne Road and the Payne Rd/Rt 1 intersection. Most have some development on them, but floor area ratio (FAR) is very low and large portions of some properties are vacant.
Parcels at entry to Dunstan Crossing (part of the "southern node" of Dunstan Corner)	2 vacant parcels at the Rt. 1 entry to Dunstan Crossing neighborhood development are intended for commercial/mixed use.
Transportation	
Payne Road realignment	The intersection of Payne Road and Route 1 is being shifted a few hundred feet north, away from Broadturn Road. This will open up several potential development and redevelopment opportunities. The existing Payne Road will stub out short of Route 1; ownership of the land beyond the stub in the former r.o.w. is by the Town.
Traffic volumes (AADT)	Rt 1 NE of Payne Rd – 22,310
	Rt 1 SW of Payne Rd – 30,780
	Rt 1 NE of Pine Pt Rd – 29,810
	Rt 1 SW of Pine Pt Rd – 21,120
Street Interconnection	Street interconnections are limited. Dunstan Crossing development has access from both Broadturn Rd and Route 1. Topography has limited some interconnections.
Transit	Tri-City Bus from OOB/Saco/Biddeford stops at Dunstan Corner en route to Portland, with 2-3 hour intervals between 7 am and 9 pm.
Bike/Ped	Sidewalks along Route 1; difficult to cross Route 1 in core area, where there are 4 lanes of traffic plus turning lanes, No bicycle facilities along this stretch of Route 1. East Coast Greenway

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	parallels Route 1 about 0.75-mile east, with access from Old Blue Point Road.
Sewer and Water	
Public Sewer	Fully served by public sewer
Public Water	Fully served by public water
Natural Resource Constraints	
Impaired Stream	Phillips Brook, which runs parallel to Rt 1 to the west; it flows to Scarborough Marsh and is an urban impaired stream. It lies about 500 – 600 feet back from Rt 1 and crosses under Broadturn Rd. Development draining to the stream is subject to storm water treatment measures.
Wetlands, slopes, etc.	Narrow wetlands border Phillips Stream. Steep slopes border the stream and are a limiting factor along several stretches of it.
Other	Scarborough Marsh is just north of the Dunstan area.
Other Background	
Comprehensive Plan and Zoning	<p>Recognizes Dunstan Corner as a mixed-use, village area of Scarborough. Town and Village Center zoning in the Rt. 1 corridor calls for “village style development...with a mix of uses...in an environment conducive to both pedestrians and motorists.”</p> <p>The TVC zoning supports commercial, mixed-use and multifamily development. One of the key mechanisms of the TVC district is the “planned development,” which is required of development on lots of 5+ acres. Planned development standards call for “compact, human scale development” with flexible dimensional standards permitted in order to achieve village-style streetscapes.</p> <ul style="list-style-type: none"> • Buildings are to be 20’ to 45’ (2 to 3 stories) in height • Residential density is in the range of 5 to 8 units per acre of net lot area (with the higher densities in the range allowed if affordable housing is included or density is transferred from rural parts of town) • Buildings must have a strong orientation to the street with limited parking in front yard areas • Gathering places – greens, courtyards, etc. – must be part of the design <p>R3 and R4 zones flank the TVC districts.</p>