



Emerging Places



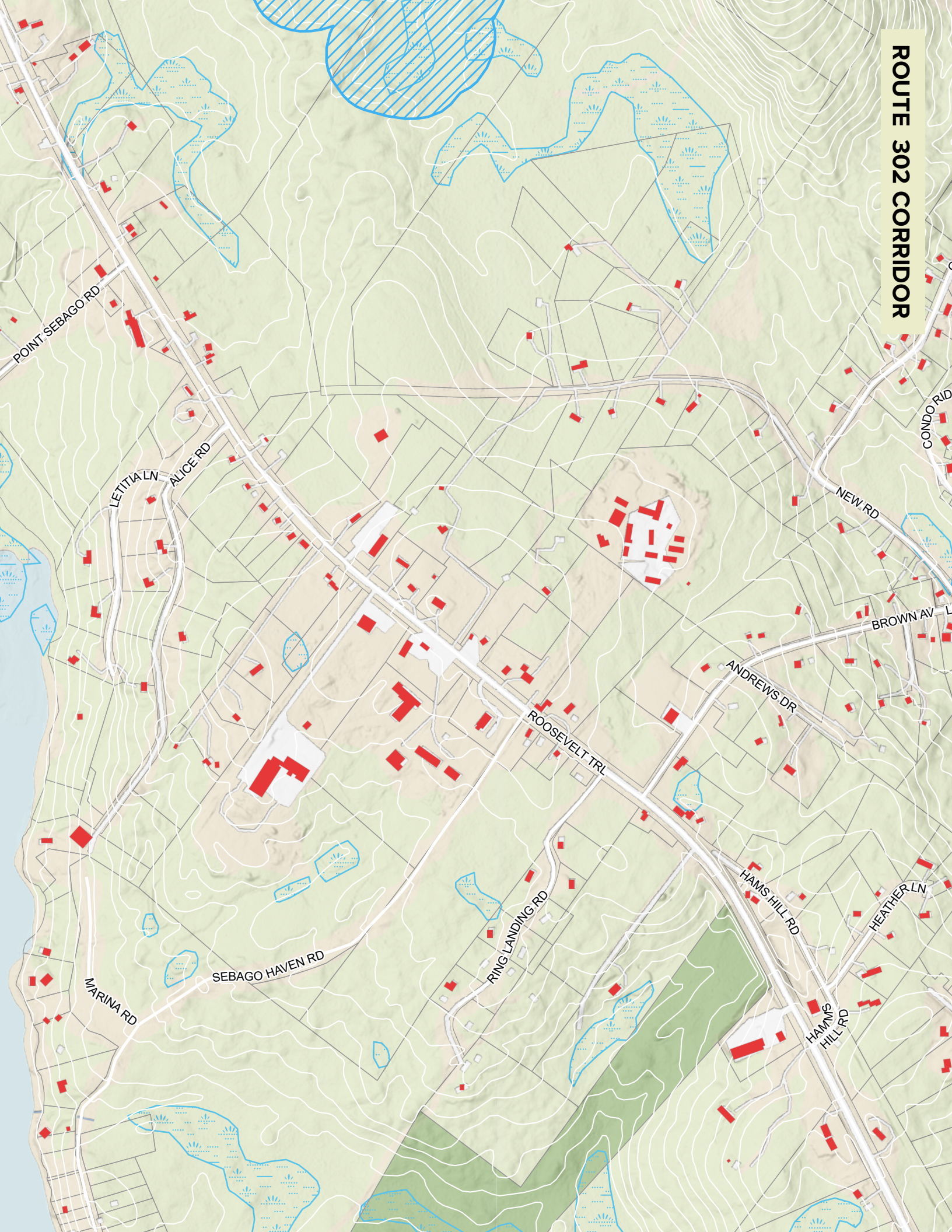


Route 302 Corridor

Route 302 is a high-speed regional throughway that bisects Casco between Raymond and Naples. Either commercially zoned or commercially used, the 302 corridor allows for many kinds of land uses with no regulations to control scale of buildings and design. This has led to a disconnected hodge-podge of places and aesthetics, from quaint historic buildings to massive industrial warehouses and storage buildings.

Although the regional corridor hosts local tenants as well as regional and national chains, Route 302 in Casco has a significant concentration of light industrial business including many commercial and storage facilities. Most commercial buildings are medium sized, particularly industrial repair and auto-oriented commercial establishments. Most buildings are set far back from the road with parking lots in front, and a mixture of landscaping treatments. Parking lots are often accessed by wide, street-sized access lanes or individual driveways and dead-end streets.

ROUTE 302 CORRIDOR







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How can we make sure we still look like Casco in the future?

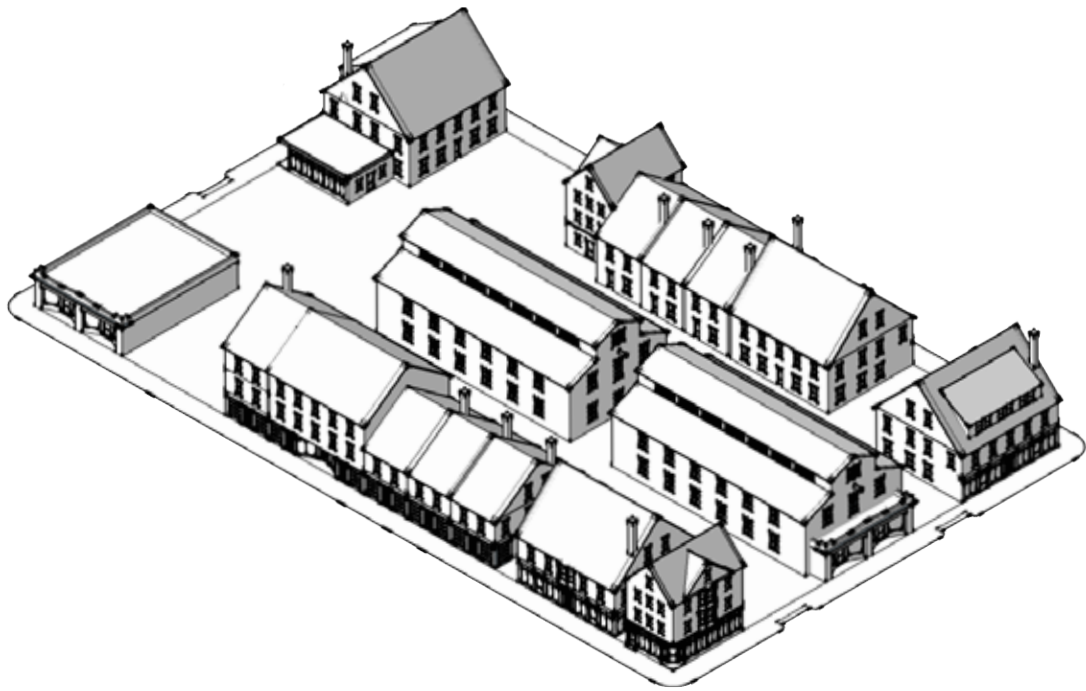
HOW TO REPAIR THE CORRIDOR

Residents expressed a desire to see increased economic development in the Town of Casco to support its tax base while maintaining Casco's rural, aesthetic heritage. Participants in the planning process posed the questions to the design team: how do we attract development for Rt 302 in a way that boosts property values rather than diminishes? How can we have coffee shops and manufacturing and entrepreneurial industries with well paying jobs while minimizing impacts to the land and land consumption? How can we make sure we still look like Casco into the future?

The rendering on the previous page shows a number of new, larger footprint buildings arranged near Rt 302, imagining that for a section of the corridor, speeds could be civilized in order to create a mixed use business district. With amendments to zoning, buildings can fill in the frontages along Rt 302 to screen other less aesthetically valued uses like outdoor and indoor storage. The idea is not to reject those types of uses and more cost-effective, large footprint buildings, but to strategically locate them behind smaller buildings that have been designed to give something back to the street.

What does this vision mean? It means economic development opportunities. It means workforce housing opportunities, bringing people and jobs together. It means one day this area of Rt 302 could be a place people stop, not simply drive through at fast speeds.

Below: An example of how one Maine town used a form-based code to continue to allow large highway oriented buildings and uses, while also reinforcing a higher quality place.



a. DESCRIPTION

The Highway Commercial Special District accommodates the areas of Route 1 developed that has an auto-oriented suburban pattern and where there is a desire to change the pattern of development through infill and redevelopment of underutilized and vacant sites, and allow greater future commercial activity.

b. PURPOSE

1. To accommodate large highway oriented buildings in a predictable manner that reinforces a high-quality character.
2. To enable the continuation of existing highway commercial uses, while allowing new development that enables buildings to be closer together with opportunities for walking.

c. LOT DIMENSIONS

Width	20 ft min, 100 ft max (3)
Depth	n/a

d. PRIMARY BUILDING PLACEMENT

Primary Front Setback	0 ft max
Secondary Front Setback	3 ft max
Side Setback	5 ft max
Rear Setback	5 ft min

New regulations and development that enables buildings to be closer together and consolidated access/ circulation creates opportunities for walking between buildings without having to re-enter Rt 302. The Highway Commercial Special District shows a variety of building types including fabrication buildings, workshops and small hotel/inn building which could also be retirement/senior housing. Smaller mixed use building types fill in the frontage and provide opportunities for expanding Casco’s commercial tax base.



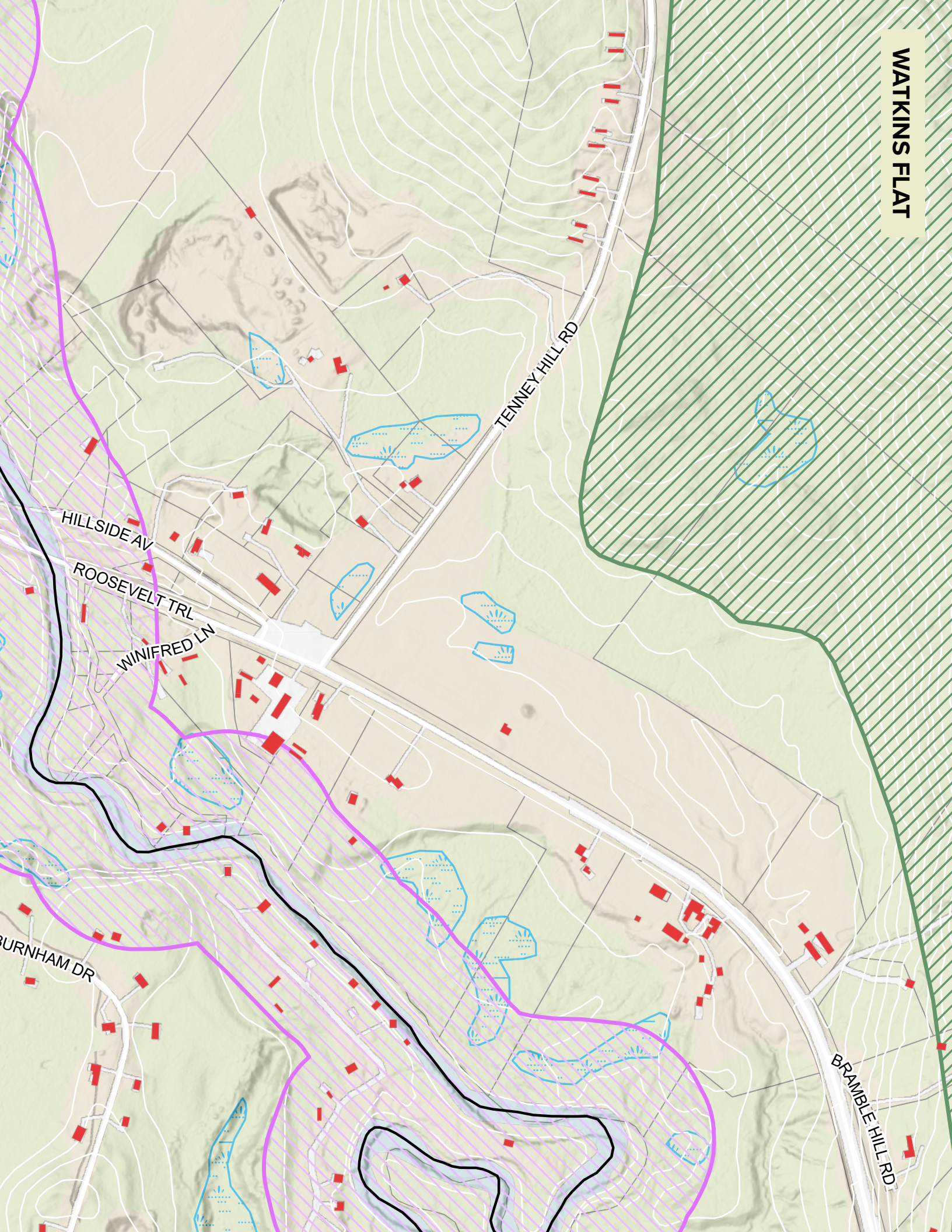
Watkins Flat Agricultural Neighborhood

The Watkins Flats area is both beloved for its wide sweeping views across a field, the cluster of historic buildings at the Raymond Casco Historical Society, and the ice cream and farm stands. And yet this area of the Rt 302 corridor is infamous for traffic accidents and dangerous driving conditions. Furthermore, the land is zoned for commercial activities and well-positioned in the lakes region to see development. Because of these conditions, Casco Planning Days tested out the concept of development arranged around agriculture to balance land protections with the likely scenario of future growth.

The Town could consider adopting an Agricultural Neighborhood ordinance that protects land while providing limited development rights. In this diagram, housing is arranged closer together along the treeline and set back and out of the field, allowing a large block of land to remain preserved as agriculture. The housing types imagined here could support small apartments up to 12 units and 4 - 8 units in a connected farm building typology. Row houses and cottages could also provide opportunity for fee ownership of attainable housing - row houses being attractive to young buyers and cottages to those downsizing from larger homes, seeking lower maintenance living.

Another small cluster of local retail buildings could be located along a portion of Tenney Hill, integrating with and supporting this new agricultural neighborhood. Shops could support the summer tourist economy and the need for more localized neighborhood amenities. Arranging development in this way would allow landowners to yield fiscal returns from their land while minimizing costs to serve development.

WATKINS FLAT





This is a conceptual drawing expressing ideas only.

WATKINS FLAT AGRICULTURAL NEIGHBORHOOD





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