

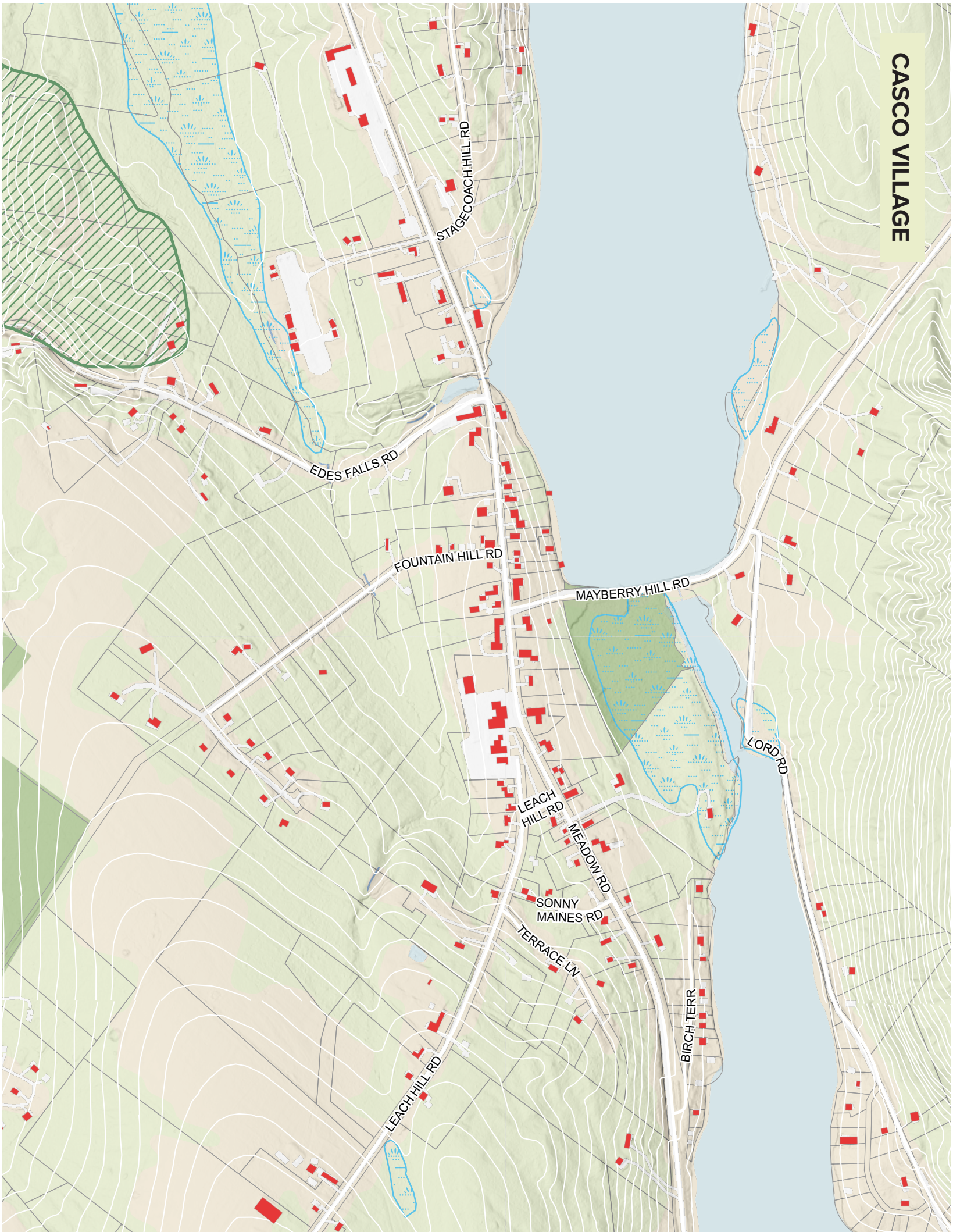


## Casco Village

Casco Village is the social center of the town, home to the Community Center, Library, Village Green, and Casco Days Park where the annual Casco Days fair is hosted. The village contains one of two public beaches and some of the only sidewalks in Casco. The village is characterized by a number of historic buildings despite losses in recent years such as the historic Grange Hall.











Casco Village is centered on Route 121 along the western side of Parker Pond and Pleasant Lake. Because of the concentration of social and recreational resources, the village is one of the most frequented areas of Casco. The Community Center, in particular, hosts many visitors daily where a large range of activities take place such as after school sports, senior breakfasts, and Planning Board meetings. Residents made the importance of the space clear during the public process and added that the demand for the

Community Center exceeds the space available. There is a desire to relocate activity unrelated to recreation and social activities (i.e., Government and municipal functions) elsewhere.

The short stretch of Route 121 where the heart of the village lies is marked by a speed limit change from 50 mph to 25 mph, however, residents have noted that cars rarely slow down passing through. While there are some sidewalks, pedestrians must walk on the side of the road for sections,







putting them in danger of speeding cars. Parking takes place off-street in the municipal parking lot adjacent to the Community Center and Post Office or in driveways of individual homes.

Casco Village has one of the widest ranges of building types in the town after the Route 302 area, including an assisted living facility, large connected barns to homes, small single family homes, large churches, and civic buildings. Many of these buildings have historic roots and are

part of the village's historic aesthetic. Participants in Casco Planning Days referred to this as one of the reasons the village is special, highlighting the need to create protections to preserve the historical aesthetic, particularly as chain and non-local businesses become interested in expanding to Casco. Additionally, Casco residents noted the lack of small local shops in the village (as well as the town more generally) and their desire to see more shops and restaurants.





# Webbs Mills

Webbs Mills is one of the most complete neighborhoods in Casco. Centered around the intersection of Webbs Mills Road and Route 11, Webb’s Mills boasts many historic homes and has a restaurant, a sugar shack, a church, and a waterfront park.

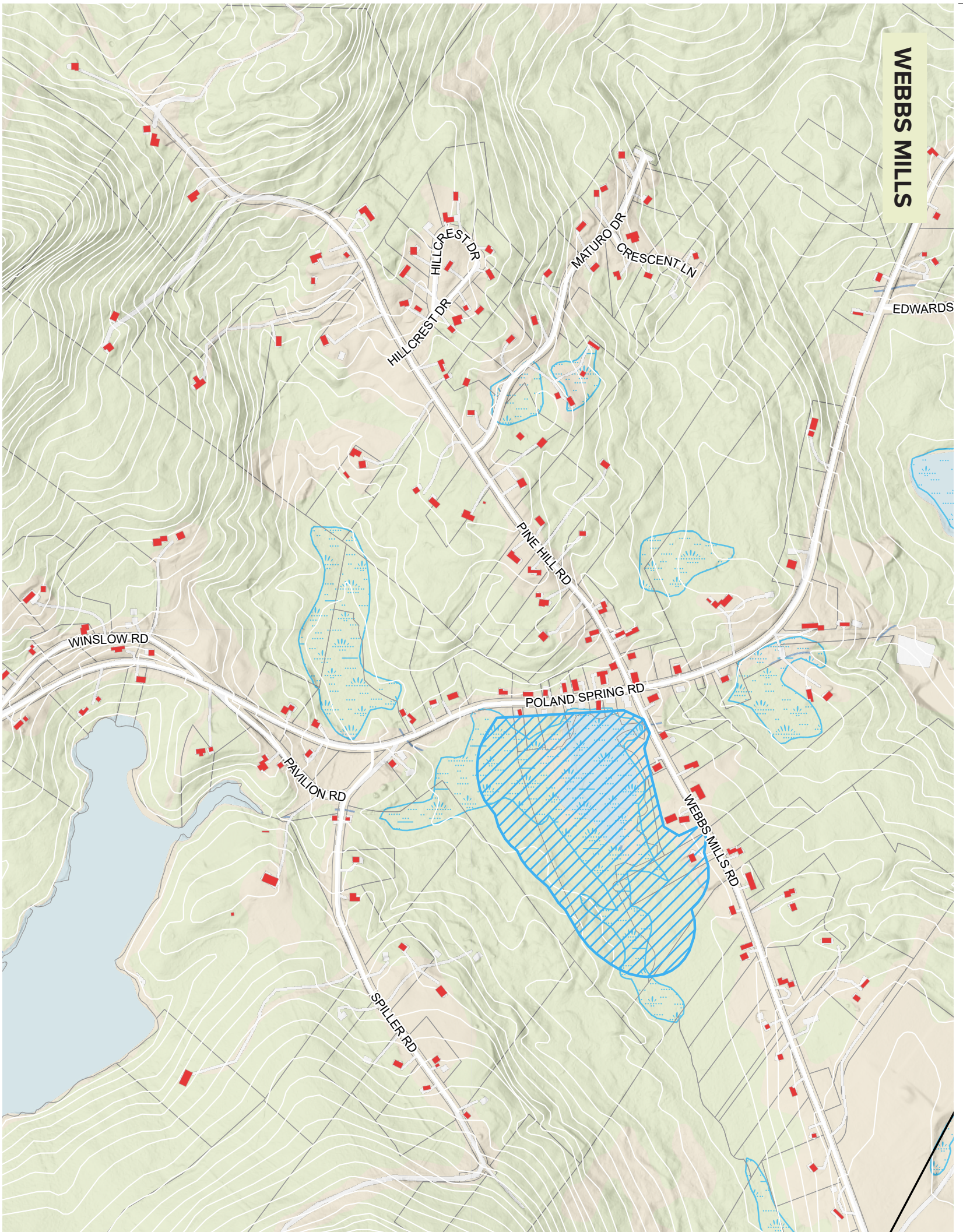
Similar to other parts of Casco, Webbs Mills residents are concerned about the speed of cars coming down Route 11. A speed change brings the limit down to 35 mph around the village’s central intersection and a homemade sign asks drivers to “please slow down” as they approach. There are a handful of meeting places near the intersection. A park (soon to be expanded) on one corner has a scenic space where people can be found sitting in the gazebo, eating at the picnic table, or fishing in the pond. Another corner hosts Webb’s Mills Eats and Craft Brews, which has limited indoor and outdoor dining space. Off of the intersection is Webbs Mills Free Baptist Church.

Houses in Webbs Mills tend to be single family, one to two stories, and removed from the street, although closer to the intersection are generally not as far back as in other parts of town. Webbs Mills has a mixture of historic homes with historic aesthetics and newer homes that tend to be smaller. There are several rundown buildings including one that was recently lost to a fire.



Photos: GPCOG





WEBB'S MILLS

EDWARDS

WINSLOW RD

PAVILION RD

SPILLER RD

HILLCREST DR

MATURO DR

CRESCENT LN

PINE HILL RD

POLAND SPRING RD

WEBB'S MILLS RD







## Pike's Corner

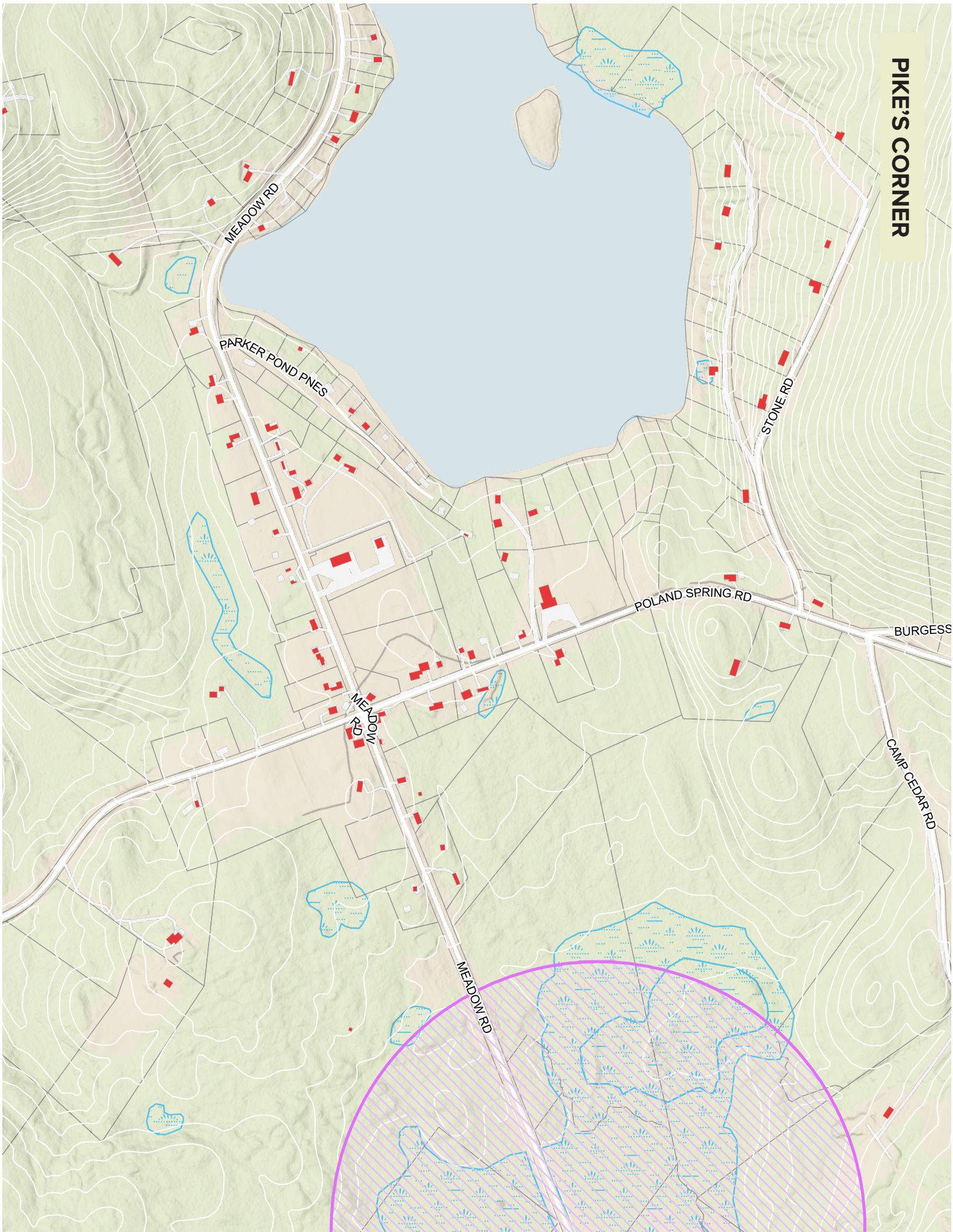
Pike's Corner is the municipal center of Casco, sitting at the intersection of Route 121 and Route 11. Pike's Corner is home to the relatively newly constructed Town Office and Fire Station as well as Kindred Farms, one of the most popular food establishments in Casco.

The town buildings in Pike's Corner are removed from the street and surrounded by a large municipal parking lot. Because they were so newly constructed, the buildings are modern but have a classically municipal style. The Town Office has a fluorescent sign on Route 121 that displays town news and meeting times. The sign is the most clear marker that the municipal center of Casco is there. Kindred Farms is closer to the street with parking behind the store front and is often busy, cars circulating regularly. The intersection sees quite a bit of daily vehicular traffic. Because of the historic high volume of crashes at the intersection, the intersection is now controlled by a four way

stop. While the area is easy to travel through by car, residents expressed a desire for multi-modal connectivity between Pike's Corner and other villages, particularly Casco Village which is only about 1.5 miles down Route 121.

Residents and town staff recognized the potential for the plot of land recently purchased by the town which surrounds the Town Office and stretches down to the lake. The land has the capacity to transform what now exists as a dislocated collection of municipal buildings into a complete, walkable campus.













This is a conceptual drawing expressing ideas only.

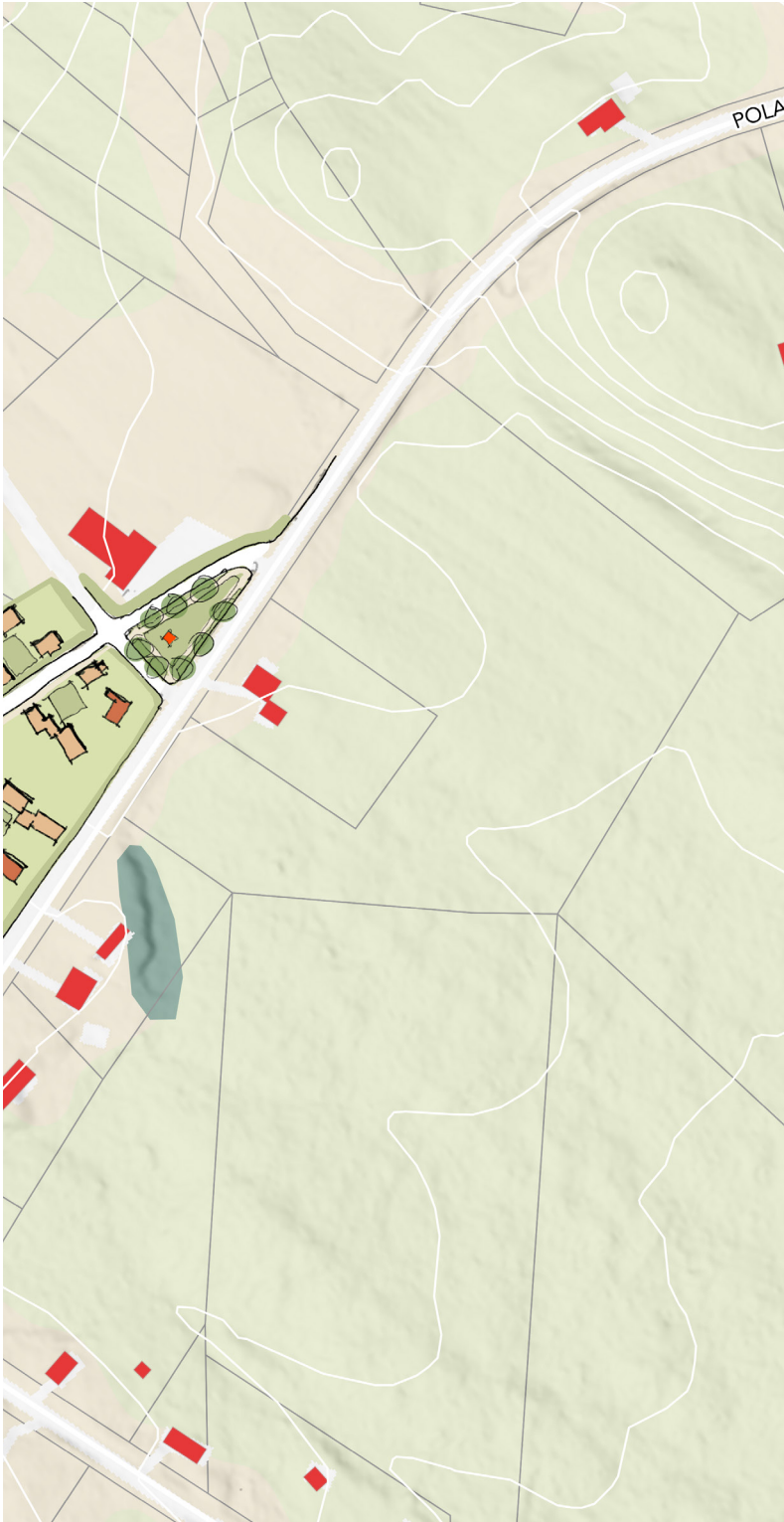






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The design for Pike's Corner as presented here is one of a number that could be considered. During the planning process participants expressed various views for how this area, particularly the 11-acre parcel owned by the Town, should be used. The three most commonly heard desired uses were for open space/public space, housing, and municipal expansion. Further master planning and decision making on the part of the town (in the case of town-owned land) or private landowners will be needed to come to a consensus on the ideas expressed here to determine what this part of town should look like.

This particular rendition of Pike's Corner focuses on the possibility of a multi-generational neighborhood with supportive amenities like the town office, newly improved playground, trails and access to water, and local cafe. As the site is flat, it presents an opportunity to become a place for seniors to live as they downsize and allow them to stay in the community as they age.

These drawings were developed during Casco Planning Days to illustrate how a mix of new housing types and local businesses could be arranged around intimate village-scaled blocks and civic spaces. The block pattern allows for development to happen slowly, over time. With this pattern of connected blocks, each block could accept a modification of the design by swapping in more housing, less housing, more open space or less open space, different housing types, etc.

The ideas encompassed by this Comprehensive Plan are meant to ensure that whatever tools are needed will be in place to bring to life whatever the agreed upon vision turns out to be.





# South Casco Village

South Casco, located at the end of Quaker Ridge Road, marks the spot of a formerly vibrant village. Today, South Casco is predominantly a residential area dotted with single family homes.

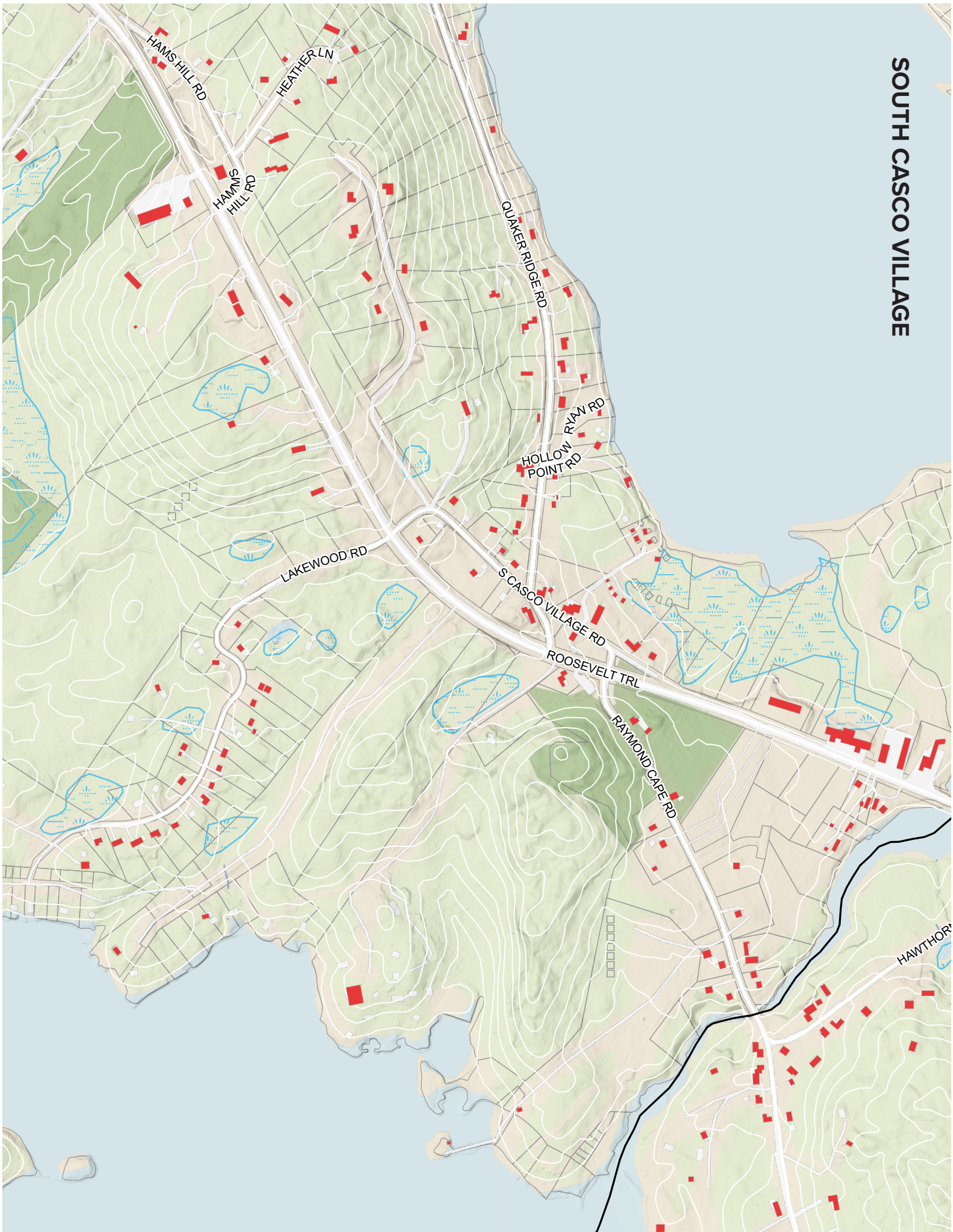
While South Casco may not appear as a robust village today, there are glimpses of the village it was in the past. South Casco had far more robust activities and industries which developed during the village's beginnings surrounding saw and corn mills. South Casco had a vibrant economy in the second half of the 19th century when the business of the mills was accompanied by the production of wood products and many shops including corn shops, a box shop, a carriage and smith shop, a coat shop, and a general store. There were reports that not only was the village populated by residents, but patrons came all the way from Portland to visit the carriage shop. By the mid 20th century, South Casco had lost many of the old buildings and the village had become less cohesive.







SOUTH CASCO VILLAGE





# Cook's Mills

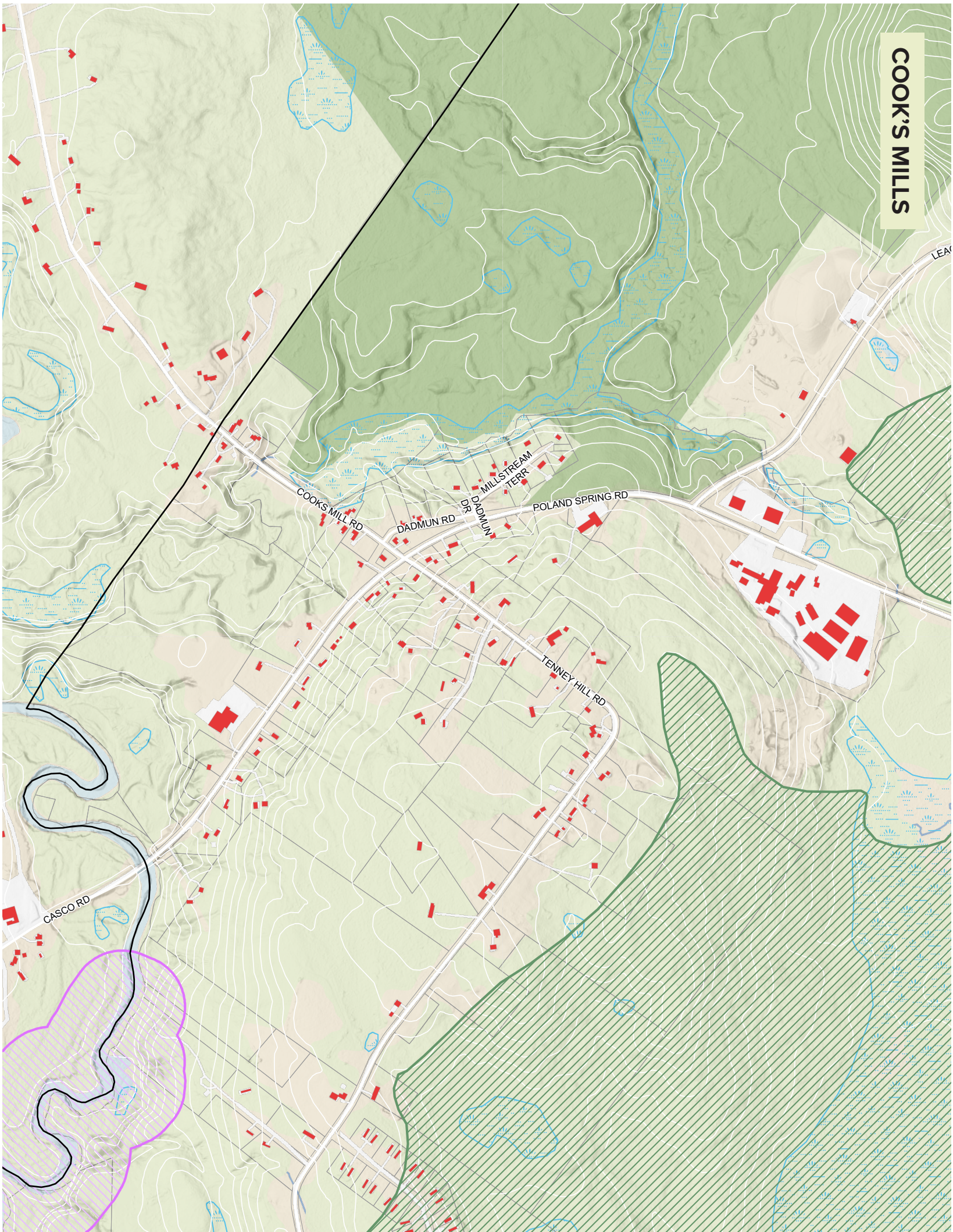
Cook's Mills is centered along Route 11 and is home to the Crooked River Elementary School. A recent reinvestment in the school could be leveraged to bring new investment in housing to the area.

Community members expressed concern about Route 11 as it passes Crooked River Elementary, particularly related to the high speed of cars driving around the bend. Residents expressed desire for the road to be made safer for students who walk to school or have to cross the street to reach the school as well as the general safety of students near the road. Potential treatments to address the speeds suggested by residents at the public planning process included planting native plants along the road.

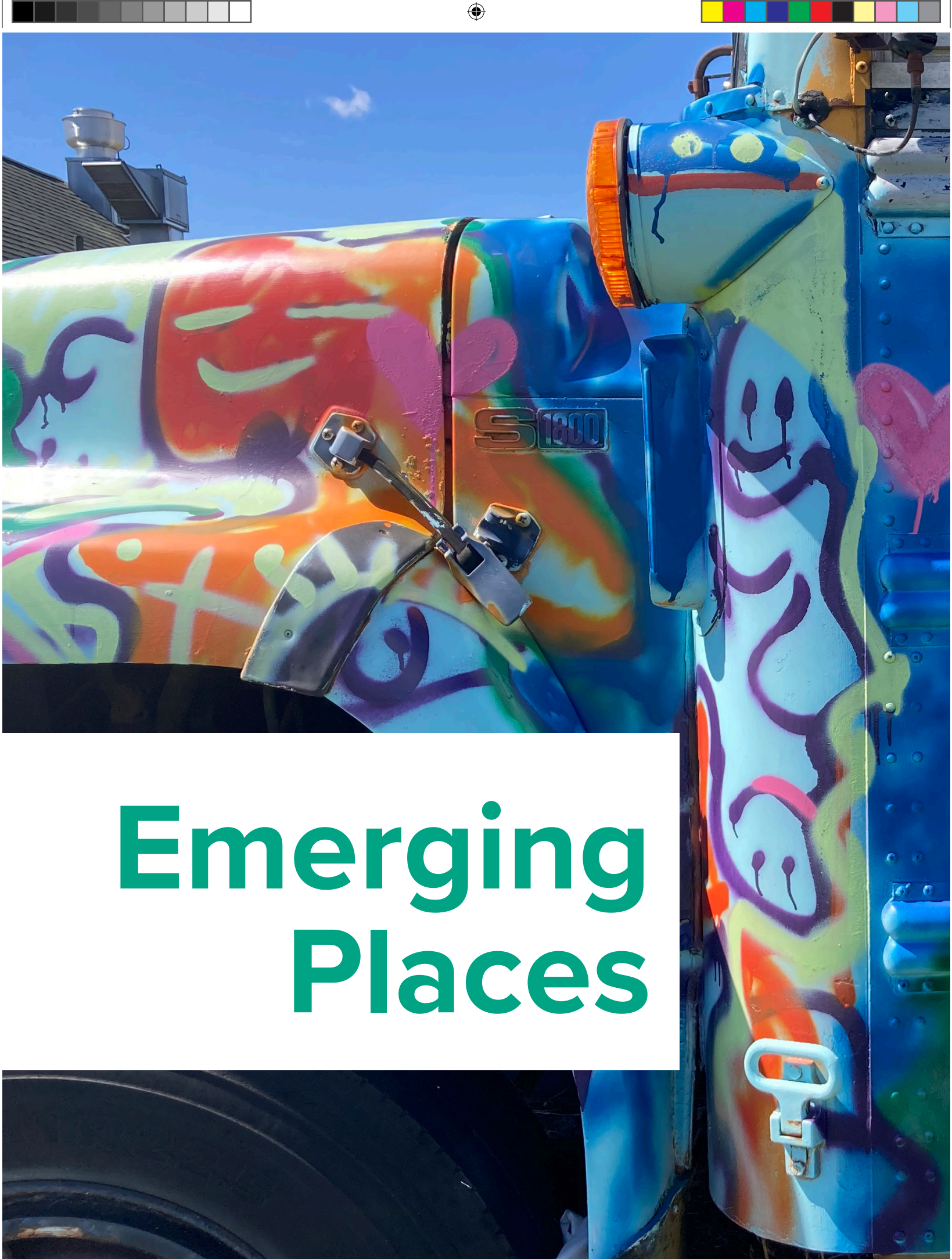
The village has a residential population accommodated by a stock of low to moderate income housing. Turnout by Cook's Mills residents was low during the public planning process so the planning team was only able to gain limited insight into relevant issues and desires for the area.





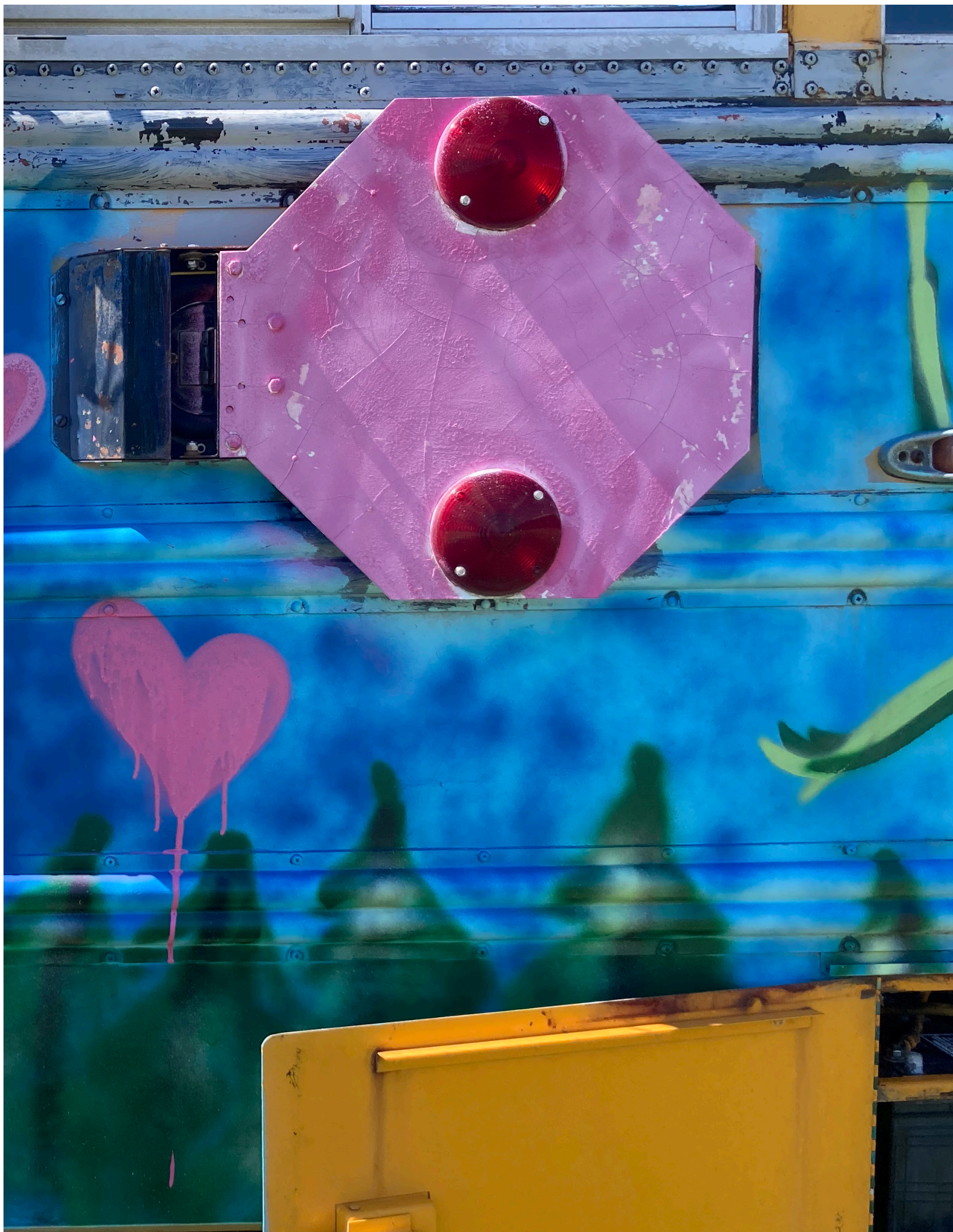






# Emerging Places









## Route 302 Corridor

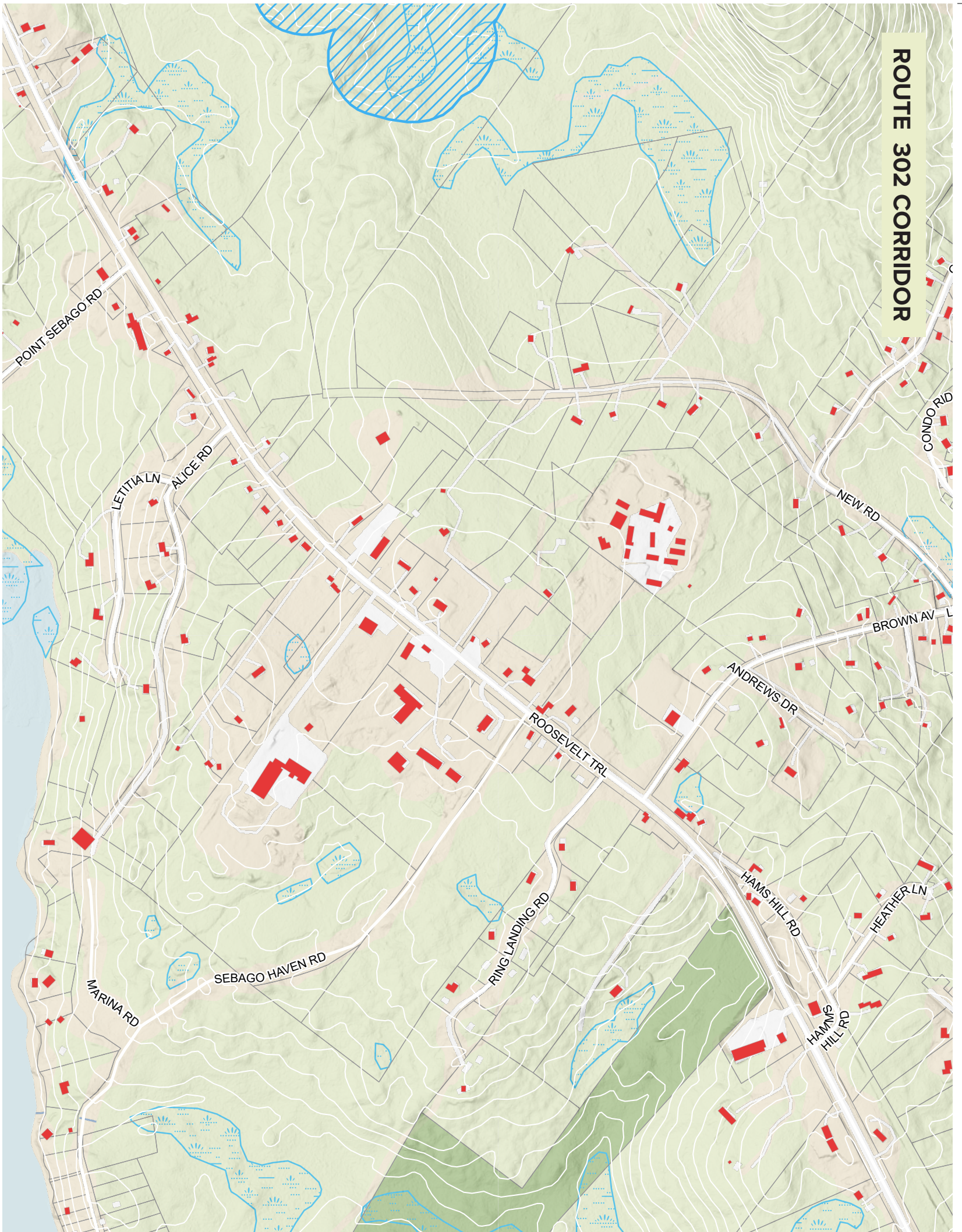
Route 302 is a high-speed regional throughway that bisects Casco between Raymond and Naples. Commercially zoned, the 302 corridor allows for many kinds of land uses with no regulations to control scale of buildings and aesthetics which has led to a disconnected hodge-podge of places from a beloved local business to massive industrial warehouses.

Although the corridor hosts local tenants as well as regional and national chains, Route 302 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, a mixture of landscaping treatments, and some sidewalks. Parking lots are often accessed by wide, street-sized access lanes or individual driveways and dead-end streets.

Chute's Cafe, a former business located up Route 302 from Brown Ave, was an example of the direction of a shift toward more purposeful design in the corridor. Chute's resides in a simple but attractive building which served as a local hub for Casco residents. The Cafe felt like an integral part of a neighborhood where today a neighborhood doesn't exist, similar to Kindred Farms in Pike's Corner. Finding a new operator will be important to maintaining human connection for many residents who relied on this place as a social outlet.



















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

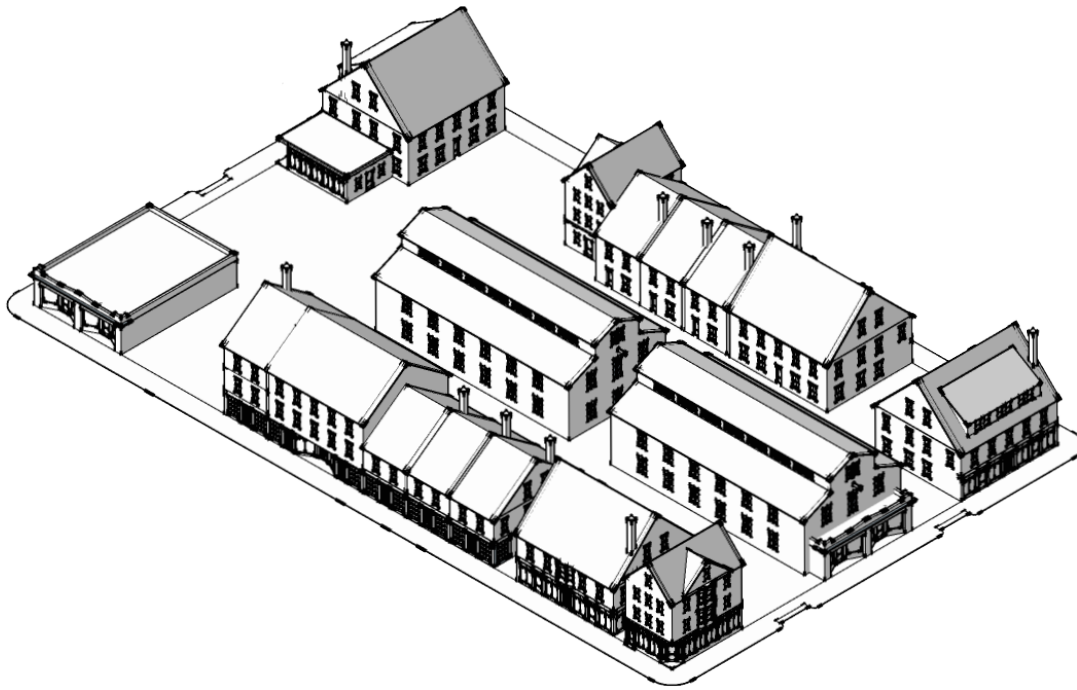
## HOW TO REPAIR THE CORRIDOR

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.





**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

**Above:** 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. 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.





## Watkin's Flat Agricultural Neighborhood

The Watkin's Flats area of Casco provides sweeping views across a field from Rt 302 toward the east and west. This area includes a beloved farm stand as well as a cluster of historic buildings on the south side of Rt 302 that comprise the Raymond Casco Historical Society. Watkin's Flats is zoned for commercial business along its frontage, which led the design team to test out the concept of development arranged around agriculture with the community.

In this plan, denser blocks of housing cluster along the treeline, 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.