PACTS Planning Committee Meeting
AGENDA

Thursday, May 14, 2020
1:00 PM - 2:30 PM
Remote Meeting
Zoom: https://us02web.zoom.us/j/88670842613
Call in: 312-626-6799
Meeting ID: 886 708 42613

As of March 31st, 2020, PACTS and GPCOG will be holding all committee meetings via Zoom conferencing technology. We remain committed to full public access and participation in our meetings through remote access during the COVID-19 crisis. Remote meetings will be held in accordance with the requirements of LD 2167, Public Law Chapter 618.

1. Welcome and Roll Call- Alex Jaegerman, Chairman

2. Public Comments

The general public will have an open comment period with a 3-minute limit per individual to comment on any issue, including items on the agenda

3. Acceptance of 4/2/20 Minutes (Attachment A)

4. Project Updates—30 min. (Attachment B + C)

The following project updates are attached:
- Transit Tomorrow – Next meeting May 22nd at 9:30 AM
- Maine Climate Council Transportation Working Group Recommendations
- South Portland Mill Creek to Cushing’s Point Multimodal Corridor Study

Questions on specific projects may be addressed at this time.

Recommended Action: Information only.

5. PACTS Transit-Oriented-Development—30 min.

The South Portland Maine Mall site was selected as a pilot location for a Transit-Oriented Development Concept Plan as a part of the current PACTS work plan. GPCOG worked with transit stakeholders, municipal staff, and the development community to create a vision for the area that identifies potential opportunities for increased density and mixed-use development that supports and encourages transit use. The final plan identifies potential policy and infrastructure improvements that encourage transit use and strengthen the region’s transit network.
The Mill District in Biddeford and the area of Saco Island in Saco has been selected as a location for a Transit-Oriented Development Concept Plan as part of PACTS’ 2020-2021 work plan. The Study Area includes Saco Island and the Mill District of Biddeford, bounded by Water and Front Streets in Saco, and Main Street in Biddeford, along with Lincoln Street and Elm Street (Route 1) in Biddeford – including Springs Island.

The Biddeford/Saco TOD final plan will include a narrative documenting the study process, a description of various alternative designs, and visual renderings of conceptual designs. The project will highlight the potential to enhance transit ridership, encourage mixed-use development, and foster the growth of bike/ped connectivity within the study area. A draft plan is tentatively scheduled for review in December 2020, with a final plan scheduled for completion in January 2021.

Rick Harbison, Senior Planner, will present and discuss both projects with the Planning Committee.

*Recommended Action: For information and discussion.*

6. Adjourn.
PACTS Planning Committee Meeting Minutes

AGENDA

Thursday, April 2, 2020
9:30 AM -11:00 AM
Remote Meeting

In Attendance:

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tad Redway</td>
<td>Arundel</td>
<td>N</td>
</tr>
<tr>
<td>Greg Tansley</td>
<td>Biddeford</td>
<td>Y</td>
</tr>
<tr>
<td>Maureen O’Meara</td>
<td>Cape Elizabeth</td>
<td>Y</td>
</tr>
<tr>
<td>Carla Nixon</td>
<td>Cumberland</td>
<td>N</td>
</tr>
<tr>
<td>Kara Wooldrick</td>
<td>Portland Trails</td>
<td>Y</td>
</tr>
<tr>
<td>Theo Holtwijk</td>
<td>Falmouth</td>
<td>Y</td>
</tr>
<tr>
<td>VACANT</td>
<td>Freeport</td>
<td>N/A</td>
</tr>
<tr>
<td>Carlos Pena</td>
<td>FHWA</td>
<td>N</td>
</tr>
<tr>
<td>Leah Sirmin</td>
<td>FTA</td>
<td>N</td>
</tr>
<tr>
<td>Tom Poirier</td>
<td>Gorham</td>
<td>N</td>
</tr>
<tr>
<td>Carol Eyerman</td>
<td>Gorham</td>
<td>Y</td>
</tr>
<tr>
<td>Chris Mann</td>
<td>MaineDOT</td>
<td>Y</td>
</tr>
<tr>
<td>Patrick Adams</td>
<td>MaineDOT</td>
<td>Y</td>
</tr>
<tr>
<td>Vanessa Farr</td>
<td>North Yarmouth</td>
<td>N</td>
</tr>
<tr>
<td>Anne Lang</td>
<td>North Yarmouth</td>
<td>N</td>
</tr>
<tr>
<td>Michael Foster</td>
<td>Old Orchard Beach</td>
<td>Y</td>
</tr>
<tr>
<td>Bruce Hyman</td>
<td>Portland</td>
<td>Y</td>
</tr>
<tr>
<td>Don Willard</td>
<td>Raymond</td>
<td>Y</td>
</tr>
<tr>
<td>Emily Cole-Prescott</td>
<td>Saco</td>
<td>N</td>
</tr>
<tr>
<td>Jamel Torres</td>
<td>Scarborough</td>
<td>Y</td>
</tr>
<tr>
<td>Eric Sanderson</td>
<td>SMPDC</td>
<td>N</td>
</tr>
<tr>
<td>Justin Barker</td>
<td>South Portland</td>
<td>Y</td>
</tr>
<tr>
<td>Tex Haeuser</td>
<td>South Portland</td>
<td>Y</td>
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<tr>
<td>Zach Mosher</td>
<td>Standish</td>
<td>N</td>
</tr>
<tr>
<td>Art Handman</td>
<td>South Portland</td>
<td>Y</td>
</tr>
<tr>
<td>Jennie Franceschi</td>
<td>Westbrook</td>
<td>Y</td>
</tr>
<tr>
<td>Amanda Lessard</td>
<td>Windham</td>
<td>Y</td>
</tr>
<tr>
<td>Alex Jaegerman, Chair</td>
<td>Yarmouth</td>
<td>Y</td>
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For GPCOG: Kristina Egan, Ryan Neale, Phaeng Southisombath, Harold Spetla
1. **Welcome- Alex Jaegerman, Chair**

   Alex Jaegerman opened the meeting.

2. **Review of Remote Meeting Etiquette**

   Staff provided a brief overview of Zoom meeting protocols.

3. **Acceptance of 3/12/20 Minutes**

   One amendment to the minutes was made; Michael Foster had been listed as absent from the March 12th minutes, but was in attendance.

   Tex Haeuser moved to approve the 3/12/2020 minutes; the motion was seconded by Alex; all were in favor.

4. **Public Comments**

   There was no public comment.

5. **Motion to Replace Jay Chace as Vice Chair of the Committee**

   Following a brief conversation, Jamel Torres agreed to step into the role of Vice Chair.

   Tex Haeuser officially moved to nominate Jamel as Vice Chair and Chris Mann seconded. Jamel was appointed unanimously.

6. **Transportation Improvement Plan (TIP) Ad Hoc Committee Update**

   As a TIP Ad Hoc Committee member, Alex addressed the Committee. He noted that he and Maureen would be attending the first meeting on April 21st. Staff confirmed that AECOM had been hired as the consultant. The Committee and staff will work with AECOM to work on integrating the scoring process for transit funding and review how PACTS makes funding criteria decisions. Alex also noted that there will likely be no capital funding available until 2023.

   The group discussed how the Planning Committee would like to be represented on the TIP Ad Hoc Committee. Tex mentioned that he hoped there would be funding for intersections and signals, which were identified as high PACTS priorities. Maureen sought feedback on the need to expand transit to currently unserved communities and how to balance that with quality and frequency in communities that are already served.

   The Committee also spent a portion of time discussing potential federal transit funding that may arise due to the COVID-10 crisis. The situation is fluid and uncertain at the moment, so it will be important to stay tuned in and be ready to take action for funding.
7. Maine Climate Council Strategies Discussion—45 min.

The Committee discussed the recommendations drafted by interested planners. Alex advised the Committee that the intent was not to wordsmith the recommendations, but to offer suggestions to add to the draft. There was not time to go through multiple iterations, so Alex asked that the Committee be prepared to act by the end of the agenda item.

Chris Mann and Kristina Egan reiterated that anyone who would like to attend future Transportation Working Group meetings is welcome and that they should contact Harold to arrange an invitation.

Maureen O’Meara moved to approve the recommendations as written, and Chris Mann seconded. The topic was opened to discussion.

Alex said that the volunteer planners intentionally kept the recommendations at a high level so they would be easier for the Policy Committee to approve. The presented draft recommendations were condensed from the original working document.

Tex provided an additional recommendation for a development impact fee based on trip generation and clarified that it was not only an impact fee on the driver but on the developer as well.

Justin Barker clarified the intention of providing grants and loans to existing development water and sewer infrastructure, as opposed to new development infrastructure, and Carol Eyerman clarified that this should be public water and sewer.

Maureen revised her motion to incorporate the highlighted changes made to the recommendations during the meeting and Kara seconded. The motion was approved unanimously.

Kristina asked the Committee to consider how they would present the recommendations to the Policy Committee on April 23rd. Alex and Tex volunteered to attend and planned to follow up with other members for support. Attending Planning Committee members were asked to be prepared to discuss the recommendations.

Staff will revise the document to reflect the recommendation changes made throughout the meeting.

8. Adjourn.

Bruce Hyman moved to adjourn, and Maureen seconded. All were in favor.
PACTS Project Updates

Transit Tomorrow

Transit Tomorrow is entering its final phases with a draft plan expected for review early this summer. In the last year, AECOM and GPCOG staff have evaluated existing conditions, adopted a regional vision statement for public transit, and completed an in-depth scenario planning exercise.

At the last Project Advisory Committee meeting on April 24th, AECOM presented the findings of the recently completed scenario planning exercise, which centered on the following scenarios related to investment decisions and land use:

<table>
<thead>
<tr>
<th>Investment Decision Scenarios</th>
<th>Land Use Scenarios</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Business-As-Usual</strong></td>
<td><strong>Business-as-Usual</strong></td>
</tr>
<tr>
<td>Transit funding remains the same.</td>
<td>Population/employment distribution is based on historical trends.</td>
</tr>
<tr>
<td><strong>Improve Transit Everywhere</strong></td>
<td><strong>Destination 2040</strong></td>
</tr>
<tr>
<td>Additional funding is used to increase frequency on all routes by 25%.</td>
<td>Population/employment occurs within Priority Corridors/Centers identified in Destination 2040.</td>
</tr>
<tr>
<td><strong>Targeted Transit Investment</strong></td>
<td><strong>Compact Land Use</strong></td>
</tr>
<tr>
<td>Additional funding is targeted to increase frequency on key corridors by over 100%.</td>
<td>100% of population/employment occurs within one mile of transit routes.</td>
</tr>
</tbody>
</table>

The key takeaways from AECOM’s modeling were: improving transit service everywhere results in a significant increase in transit ridership (13-19%); targeting transit investments to key corridors has an even greater impact on ridership (26-32%); the Destination 2040 and Compact Land Use scenarios increase ridership but to a lesser degree (4%); and, the Compact Land Use scenario, when combined with the Targeted Transit Investment scenario, performs the best across all metrics (i.e., ridership, VMT, GHG, congestion, travel speed, transit proximity to housing/jobs, and parking demand).

AECOM is currently developing recommendations and strategies, which will be vetted by the Project Advisory Committee at its next scheduled meeting on May 22nd, as well as at the GPCOG Annual Summit on May 28th. Throughout the planning process the project team has been guided by the Project Advisory Committee (PAC) as well as its many public engagement activities. Please review previous Transit Tomorrow PAC agendas here.
Maine Climate Council Transportation Working Group Recommendations

Following the April 2\textsuperscript{nd} Planning Committee meeting, the recommendations to the Transportation Working Group were adopted by PACTS on April 23\textsuperscript{rd} at the Policy Committee meeting. The recommendations will be passed along to the Transportation Working Group co-chairs to help in the deliberations on how to meet the state’s climate goals. Attachment C contains the full letter to the Transportation Working Group.

South Portland Mill Creek to Cushing’s Point Multimodal Corridor Study

This study will examine potential additions/improvements to the alternative transportation network along the Mill Creek to Cushing’s Point corridor—including traffic signals, bicycle and pedestrian facilities, and transit options. The bidding closed on April 30\textsuperscript{th} and PACTS received two proposals. South Portland is coordinating the selection committee, which will review the proposals and decide if interviews are necessary.
Attachment C

Date: May 8, 2020
To: Joyce Taylor and Sarah Cushman, Co-Chairs, Transportation Working Group
From: Matt Sturgis, Chair, Portland Area Comprehensive Transportation System
Hope Cahan, Vice Chair, Portland Area Comprehensive Transportation System
Re: PACTS’ Recommendations to the Maine Climate Council Transportation Working Group

Ms. Taylor and Ms. Cushman,

As Maine’s largest Metropolitan Planning Organization, the Portland Area Comprehensive Transportation System (PACTS) programs federal transportation funding for 18 municipalities and is responsible for long-range transportation planning for our region. PACTS would like to provide recommendations to the Maine Climate Council Transportation Working Group as it evaluates and recommends mitigation and adaptation strategies to address climate change.

These recommendations were adopted on April 23, 2020 by the PACTS Policy Committee, the Metropolitan Planning Organization’s governing body, which is composed of 18 member municipalities, the Maine Turnpike Authority, and transit operators.

We hope the following recommendations are helpful in the Transportation Working Group’s important deliberations on how to meet the state’s climate goals.

Include Climate Mitigation and Adaptation in Municipal and Regional Planning

● Update the Growth Management Act to include provisions for municipalities to develop and implement strategies for meeting the state’s climate goals in comprehensive plans.
● Support regional plans that guide development and state and local capital investments.

Create a Statewide Policy Framework to Support Smart Growth and Clean Transportation and Align State Investments to Support Implementation

● Reward municipalities that are part of a regional plan and whose comprehensive plans and municipal investments reduce greenhouse gases with state funding for open space conservation, farmland conservation, public transit, roads, active transportation facilities, affordable housing, renewable energy, school buildings, and more.
● Create regulatory requirements and incentives for municipalities and regions to ensure land development incorporates best practices for transportation-related greenhouse gas reductions.

Encourage Compact Development in Designated Growth Areas

● Remove regulatory barriers to growth areas identified in municipal comprehensive plans. Removing barriers would allow for multi-family housing, accessory dwelling units, reduced parking requirements, and other zoning and ordinance changes that would increase housing and employment growth.
● Provide grants and loans for public water and sewer to support compact development in growth areas.
**Expand electric vehicles**

- Expand the state’s electric vehicle (EV) incentives and expand eligibility for incentives to include e-bikes.
- Include solar incentives for EV charging.
- Require parking facilities and developments over a certain size to have EV charging infrastructure.
- Ensure the electric grid can handle the anticipated increased load from electric transportation.
- Incentivize the use of electric technology on ferries.

**Invest in High Quality, Rapid Public Transportation**

- In the PACTS region, key public transit corridors should aim for 15 - 20 minute headways, in separated guideways from normal traffic, and connect downtowns and growth centers.

**Provide funding for Complete Streets**

- Ensure the state is providing adequate investments in commuter trails, bikeways, and sidewalks, in addition to traditional road funding, to encourage active transportation use for both recreational trips and commuter trips.
- In addition to making the adequate investments above, ensure the state is providing MaineDOT with sufficient funds to fully accomplish its complete streets policy.
- Incentivize municipalities to develop and implement a Complete Streets Plan.

**Provide funding for climate-friendly transportation investments**

- The state currently has a funding shortfall to maintain our current transportation infrastructure in a state of good repair. To implement the above recommendations, the state needs new transportation resources to invest in transportation projects and initiatives that will reduce greenhouse gases. A fund should be established.
- The resources should come from transportation user fees, which should be based on greenhouse gas emissions levels, and a Transportation Impact Fee on developers, based on trip generation by new, large-scale buildings.

**Adopt state level vehicle emissions standards** in the face of the planned federal rollback of the Corporate Average Fuel Economy standards.

The PACTS members are extremely grateful for the many hours of hard work by the Transportation Working Group. We appreciate the amount of foresight that has already gone into developing transportation-minded climate goals and strategies and hope that you will give additional consideration to the recommendations above.
TRANSIT-ORIENTED DEVELOPMENT PLANNING INITIATIVES

Maine Mall TOD Concept Plan
Biddeford-Saco TOD Concept Plan
MAINE MALL

Transit-Oriented Development
Concept Plan
What is Transit-Oriented Development (TOD)?

“A type of development that maximizes the amount of residential, business, and leisure space within walking distance of a public transit hub. The goal is to promote sustainable growth by increasing walkability and usage of public transit, while reducing dependence on private vehicles.”

- Maine Mall TOD Concept Plan
What is the purpose of this plan?

To develop a conceptual vision for what the Maine Mall could look like in 10-20 years if redevelopment is guided by TOD principles.

www.gpcog.org/305/Maine-Mall-Transit-Oriented-Development
About this Plan

**TIMELINE:** Nov. 2018-Jan. 2020

**BUDGET:** $20,000 (no match)

**DELIVERABLES:** Final plan/presentation; conceptual site rendering and visualizations.

**DESIRED OUTCOMES:** To demonstrate the value of TOD planning; serve as a resource for South Portland, PACTS, other Greater Portland municipalities.

**TEAM:** GPCOG/PACTS, South Portland, Maine Mall, Long Creek Watershed Management District, and MaineDOT.

**DISCLAIMER:** Plan/renderings are conceptual only.
Why Transit-Oriented Development?
The Greater Portland Region is Growing

CUMBERLAND COUNTY

+17,000

New residents by 2026.

SOURCE: MAINE STATE ECONOMIST
“MAINE POPULATION OUTLOOK 2016-2026”
The City of South Portland is Growing

SOUTH PORTLAND

+1,300 to 3,800

New residents by 2022.

SOURCE: CITY OF SOUTH PORTLAND COMPREHENSIVE PLAN
Where this growth occurs has major implications for our quality of life and the environment.

Suburban and Rural Sprawl

- Difficult to serve by public transit
- Reliance on vehicle travel
- Creates more congestion
- Longer and more expensive commutes
- Increase air/water pollution
- Degradation of rural landscapes and open spaces
- Weakening of town/city centers
Where this growth occurs has major implications for our quality of life and the environment.

Why transit-oriented development?

- Easier to serve by public transit
- Ability to walk/bike most places
- Less reliance on vehicle travel
- Opportunity to live/work in close proximity
- Attractive/vibrant places
- Reduces development pressure on rural areas and open spaces
Where this growth occurs has major implications for our quality of life and the environment.
The market is trending in this direction

Why transit-oriented development?

Rock Row, Westbrook

- 450,000 sq. ft. retail
- 750 residential units
- 300,000 sq. ft. office space
- 100,000 sq. ft. of med. office
- 26-acre recreational quarry
- 12 screen movie theatre
- 8,200-person capacity concert venue
The Downs, Scarborough

• 70-acre innovation district
• 48 apartment units
• 48 condo units
• 30 single-family houses
• Athletic complex w/ice rink and pool
• 10-miles of recreation trails
• 200-acres of open space

Why transit-oriented development?

The market is trending in this direction
The market is trending in this direction

Why transit-oriented development?

Mill District Biddeford/Saco
- 270,000 sq. ft. of retail
- 800 residential units
- Riverwalk Trail
- New parking garage
- Much more in the works...
Why is the Maine Mall a good site for TOD?
Why is the Maine Mall a good site for TOD?

The Maine Mall is already a thriving center.
It’s convenient to major roads and highways
Why is the Maine Mall a good site for TOD?

It’s already a transit hub
Why is the Maine Mall a good site for TOD?

It has underutilized space (vacant parking lots)
To improve environmental impacts

Why is the Maine Mall a good site for TOD?

IMPERVIOUS SURFACES AT THE MAINE MALL.
SOURCE: MAINE OFFICE OF GIS
Why is the Maine Mall a good site for TOD?

Growing demand
The key ingredients to successful TOD at the Maine Mall.
Increase density

Higher densities of people, jobs, or building units per acre support greater levels of transit service since there are more potential riders in the same amount of space.

- Maine Mall TOD Concept Plan
The key ingredients to successful TOD at the Maine Mall.

Increase diversity (mix of land uses)

“Mixed land use means having a complementary and context appropriate combination of shops, services, housing types, offices, and employment opportunities within the same area that allow people to meet most of their daily needs nearby.”

- Maine Mall TOD Concept Plan

SOURCE: CITY OF SOUTH PORTLAND
Increase diversity (mix of land uses)

The key ingredients to successful TOD at the Maine Mall.

Most of the land west of I-295 is devoted exclusively to commercial or industrial use.

SOURCE: U.S. CENSUS BUREAU
The key ingredients to successful TOD at the Maine Mall.

Scale parking to meet reasonable demand

“Large expanses of surface parking lots tend to erode an area’s overall sense of place and contribute to a pedestrian environment that is less safe, convenient, or attractive.”

- Maine Mall TOD Concept Plan

SOURCE: STREETLIGHT INSIGHTS (2018)
Invest in transit service

Transit service should be competitive with vehicle travel.
“In the context of TOD, design primarily refers to the elements that make for an attractive, interesting, and pedestrian friendly place.”

- Maine Mall TOD Concept Plan
Improve Design

The key ingredients to successful TOD at the Maine Mall.

Example improvements:

- **Sidewalks** (appropriately scaled, continuous, buffered from traffic)
- Enhanced crosswalks
- Pedestrian-scale lighting
- Comfortable / safe places to wait
- Street trees and landscaping
- Parks and green space
- Connected streets / short blocks
- Street oriented buildings
What the Mall could look like in 10-20 years.
If development is guided by TOD principles.
Highlights:

1. New Main St.
2. Transportation center
3. Parking garages
4. Restored South Branch
5. Diverse housing supply
6. Connected street grid
7. Year-round open-air market
8. Recreation and open space
Next Steps
City-Wide TOD Planning & Policy

Next Steps

Adopt a city-wide TOD vision
Adopt a city-wide TOD vision to send a clear signal to developers and residents about future development priorities and to establish a mandate for other regulatory changes required.

Measure access to transit and set city-wide TOD targets
Evaluate existing access to transit and set quantifiable TOD targets. Example targets could include percent of population (or new development) within a certain distance of transit; and/or percent of population living in TOD zones.

Establish TOD Overlay Districts
Establish TOD (or “Smart Growth”) overlay districts to provide incentives for appropriate development, or redevelopment, within areas identified for future growth by the City.
Next Steps

Site-Specific Planning

**Engage property and business owners**
The City should continue to engage property and business owners in the Maine Mall area to understand their needs and future development desires.

**Develop an area-wide master plan**
Develop a master plan for the western side of the City in which the Maine Mall is the primary anchor. A master plan could also include a market analysis to determine what types of mixed-uses the market can support.

**Amend zoning at the Maine Mall**
Amend zoning at the Mall site to align land use regulations with TOD strategies. Zoning should allow for higher density residential and mixed-use development that supports active, pedestrian-friendly streets and careful transit integration.

**Acquire municipally-owned property**
The City should seek to acquire property in, or near, the site to use for public purposes (parks, open spaces, parking garages, public buildings, etc.).
Next Steps

Transportation & Mobility

Develop corridor studies for all major roads in the Maine Mall area.

Improve mobility, safety, and accessibility in the Maine Mall area for all users by developing detailed corridor studies for all major roads.

Improve existing transit facilities

Transit service could be improved in the short-term by providing more amenities at existing stops. At the main stop by JC Penney, benches and shelters could be installed and a real-time display provided inside the lobby. At other stops, benches could be installed and accessibility issues reviewed.

Coordinate transit improvements with new development

As the site evolves, conduct periodic transit level of service evaluations to explore the feasibility of increasing transit frequency, or adding new routes (such as bus rapid transit or an internal Mall circulator) to ensure a high level of transit service is provided.
Next Steps

Transportation & Mobility

Review and revise parking regulations
Review, and consider revising, existing parking regulations so available parking is appropriate to average demand.

Improve and expand the trail network
Continue to partner with the South Portland Land Trust, Portland Trails, and other relevant groups to improve and expand the local trail network.
Next Steps

Environmental Planning

Explore South Branch restoration

Make initial inquiries to the Long Creek Watershed Management District, the MaineDEP, and other relevant agencies to explore the feasibility of restoring the South Branch of Long Creek to its original source.

Reduce environmental impacts

Continue to incorporate best management practices (BMPs) for reducing environmental impacts at the Mall and in the Long Creek Watershed. Possible BMPs include: heated sidewalks, pervious pavement, stormwater recapture, green infrastructure, and green roofs, among other projects.

Coordinate improvements with the goals and actions identified in the City’s “One Climate Future” initiative and forthcoming final plan.
Next Steps

Funding

Review and update the Transit TIF

Review and update (if appropriate) the City’s existing Transit-Oriented Development Tax Increment Financing District (Transit TIF). The City’s Transit TIF captures 25% of the increase in value of real property located in the TIF District.

Promote the Opportunity Zone Incentive

Promote the Opportunity Zone incentive to prospective developers, as well as other state incentives and programmatic resources. The Opportunity Zone is a community investment tool established by Congress to encourage long-term investments in low-income urban and rural communities nationwide.
TIMELINE: Jan. 2020 - Jan. 2021

BUDGET: $40,000 (no match)

DESCRIPTION: Provide ideas and recommendations for how to create a more pedestrian-oriented environment that supports increased use of public transit.

TEAM: GPCOG/PACTS, Cities of Biddeford and Saco, BSOOB Transit, NNEPRA, and MaineDOT.

DELIVERABLES: Plan/renderings

PROJECT HOMEPAGE
www.gpcog.org/388/Biddeford-Saco-TOD
Construction to start on Biddeford Lincoln mill hotel, residential project

A rendering of the redeveloped Lincoln Mill in Biddeford, which will include a hotel, market-rate apartments, a restaurant and more.

Aerial rendering of the planned Pearl Street Riverfront District, on the former MERC site in downtown Biddeford.
Main Differences Between TOD Plans...

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<tr>
<th>Feature</th>
<th>Maine Mall</th>
<th>Biddeford-Saco</th>
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<tbody>
<tr>
<td><strong>Density</strong></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>(People, jobs, building units)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Diversity</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(Mix of land uses)</td>
<td></td>
<td></td>
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<tr>
<td><strong>Public Transit</strong></td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>(High frequency bus/rail service)</td>
<td></td>
<td></td>
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<tr>
<td><strong>Distance to Transit</strong></td>
<td>✔</td>
<td></td>
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<tr>
<td>(.25 - 0.5 mile walking distance)</td>
<td></td>
<td></td>
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<tr>
<td><strong>Demand Management</strong></td>
<td></td>
<td></td>
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<tr>
<td>(Parking considerations)</td>
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<tr>
<td><strong>Design</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Attractive, bike-ped friendly)</td>
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Project Goals

“To ensure safe, sustainable, and equitable growth in the area.”

Identify opportunities to improve:

- Bicycle and pedestrian connectivity
- Traffic flow, circulation, and parking;
- Wayfinding and design; and
- Access to transit.
**Project Timeline**

**Project Kick-Off**
- Steering Committee
- Stakeholder Meetings

**Developing Plan**
- Existing Conditions
- Developing Renderings
- Public Engagement

**Developing Plan**
- Drafting Plan
- Refining Renderings
- Public Engagement

**Finalizing Plan**
- Present Draft Plan to City Councils
- Final Plan Approved...

- **WINTER 2020**
- **SPRING 2020**
- **FALL 2020**
- **WINTER 2020-2021**
THANK YOU

Rick Harbison, Senior Planner
rharbison@gpcog.org