

# Portland – Lewiston- Auburn

## Economic Evaluation Study

Public Meeting #1



# Agenda

- Project Purpose and Outcomes
- Market Analysis Results Overview
- Development Potential Examples
- Next Steps

# Study Area

- Alternatives

- 1A (Pan Am)
- 1B (SLR)

- General Station Areas for Economic Evaluation

- Lewiston (1A/1B)
- Auburn Park and Ride (1A/1B)
- Pineland (1A/1B)
- Yarmouth Junction (1A)

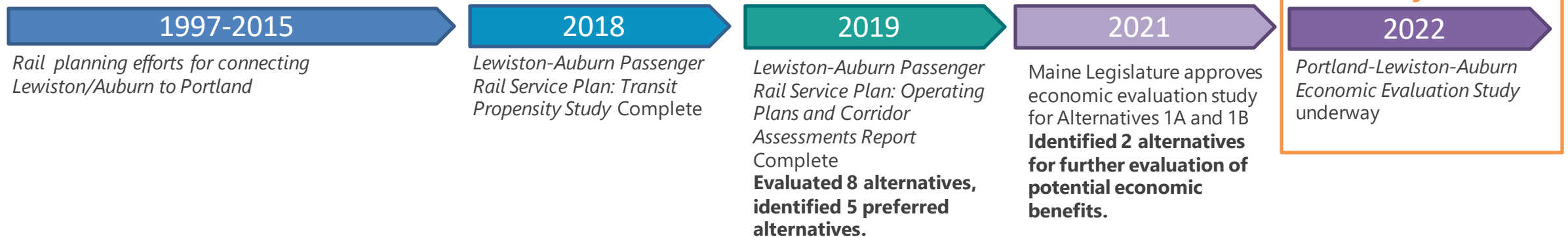


# Project Purpose

- Continue planning efforts for Lewiston-Auburn Passenger Rail Project by:
  - Evaluating potential development demand around general station areas for Alternatives 1A/1B
  - Comparing findings for Alternatives 1A/1B
  - Developing Project Purpose and Need

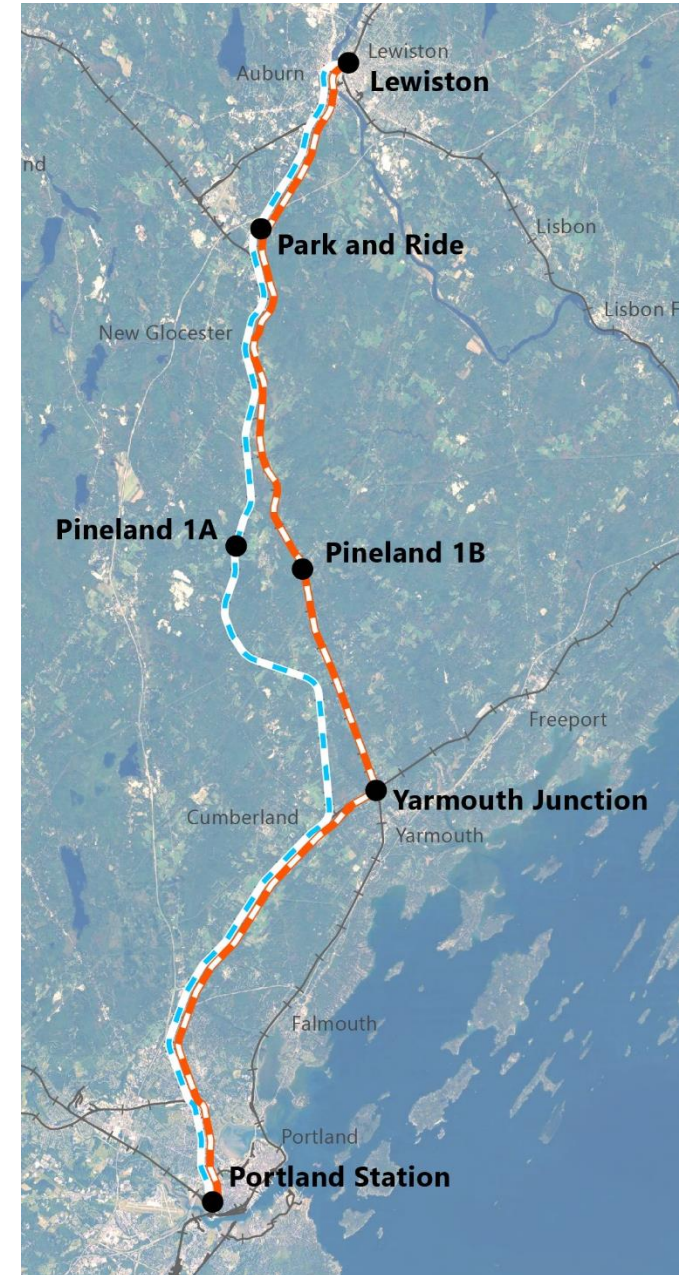
# Project Background

- Continue planning and evaluation efforts for Lewiston-Auburn Passenger Rail Study
- Conduct economic evaluation study per direction from Maine Legislature



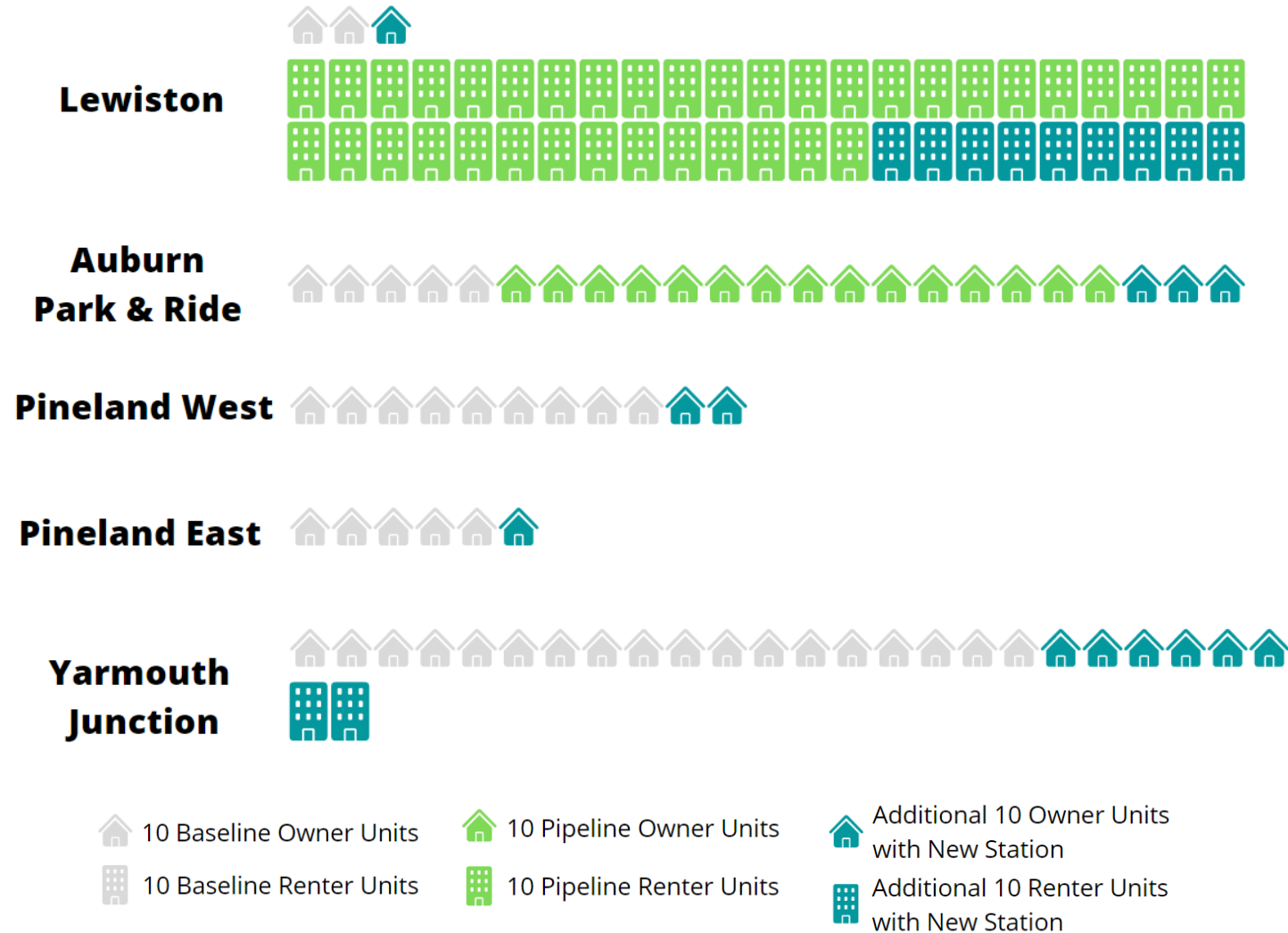
# Market Analysis Approach

- Define a catchment area around each proposed station location.
    - 15-minute walk (Lewiston)
    - 3-miles (all other stations)
- ↓
- Develop baseline projections of growth and demand
- ↓
- Based on project assumptions, evaluate potential development opportunities at each station location for the following demand:
    - Residential – estimated rental and owner units
    - Commercial – estimated square footage demand
    - Retail – estimated square footage demand
    - Service – estimated square footage demand
    - Office – estimated square footage demand



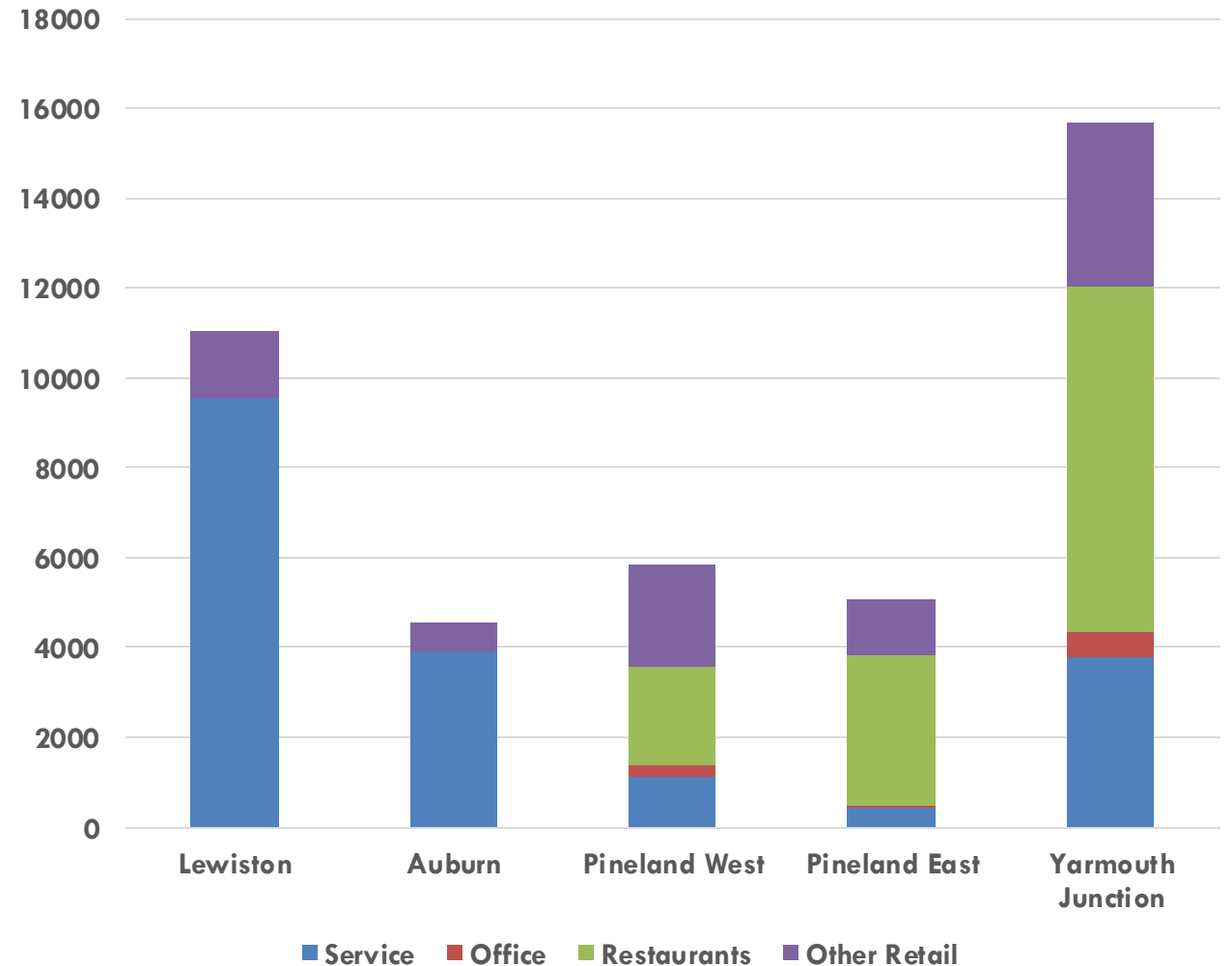
# Projected Demand Opportunities for Housing Units

- Baseline** – within each Station study area there is some projected change in owner and renter housing, generally an increase in owner and decrease in renter.
- Increase County Share by 1.15%** – conservative growth assuming “new” housing, commuter rail and Station amenities could create increased desirability for the Station study area relative to the county.
- Note** - possibility that some owner demand (if owner condominiums) could translate to renter demand if targeted to cohort aged 65+.



# Estimates of Supportable Retail & Non-Retail SF of Development

- Employment growth was then translated to demand for additional development using typical SF per employee metrics. Assumed 25.0% of growth is new build space.
- **Note** - commercial could be ground level in a mid-rise mixed-use project. This increases density and enhances developer financial feasibility.
- Assumed a 35.0% re-capture could result in supportable demand for additional retail SF
- May include new build or expansion of existing
- Assumed average metrics of sales per SF





# Market Analysis – Key Takeaways

- Residential development opportunity is present for each potential station area
  - Lewiston highest for renter units
  - Potential for owner occupied at other stations
    - Smaller, higher density may be more cost effective to build
    - May be opportunity to target the 65+ population
- Retail and non-retail opportunity is present for each potential station area
  - Service sector highest in Lewiston, similar in Auburn, Yarmouth Junction
  - Potential space could integrate as a ground floor use of a mixed-use project.
- Retail development opportunities are strongest for restaurants and other specialty retailers
  - Commuter rail ridership demand may translate into additional spending or larger space for existing/planned retailers

# Option 1

Stops at Lewiston/Auburn, Park & Ride, Portland

Direct, shorter travel times from Lewiston/Auburn to Portland



## Potential Housing Units

300+ Units in Pipeline

85-125 New Rental with Station

100-135 New Owner with Station

## Development Potential Around Stations

2,610 sq  
Other Retail

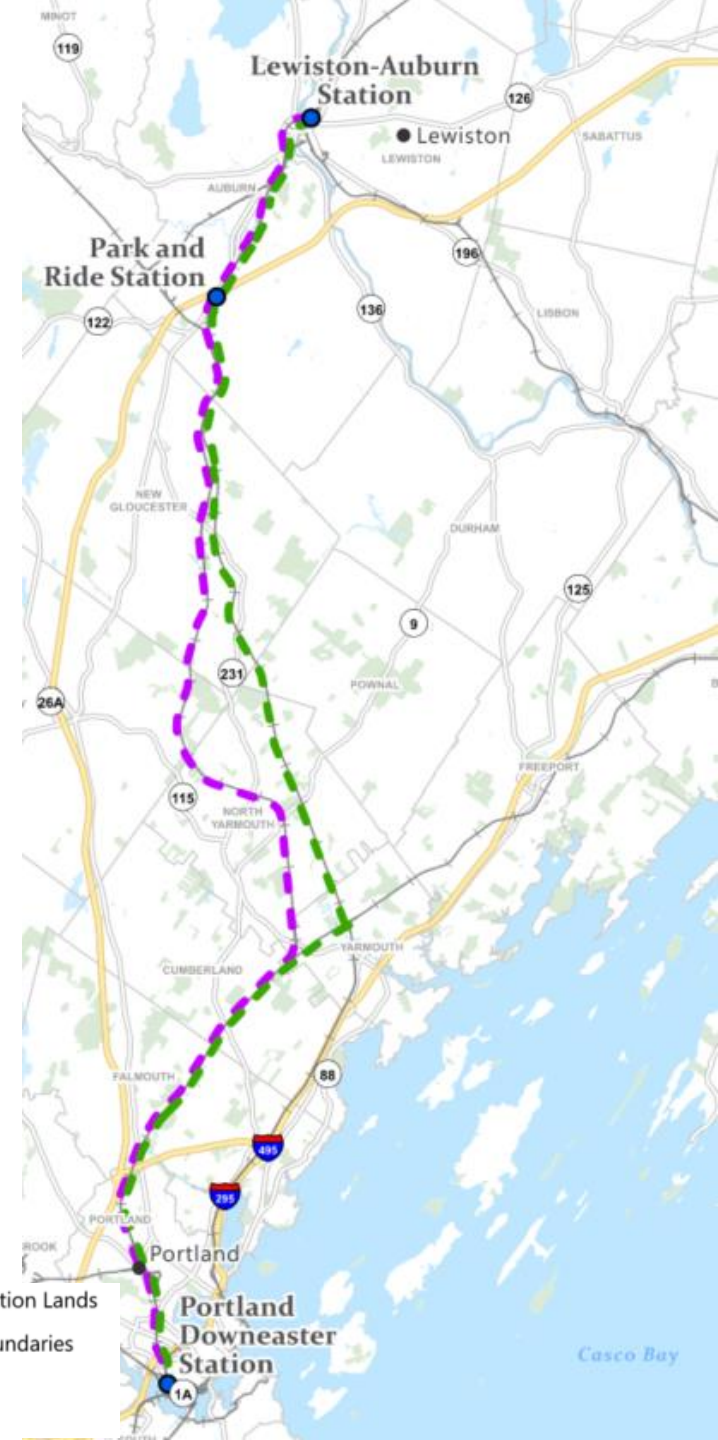
13,460 sq  
Service

Limited sq  
Office

800 sq  
Restaurant

- Stations
- Railroad
- Interstate Route
- Secondary Route
- Alternative 1A
- Alternative 1B

- Conservation Lands
- Town Boundaries



# Option 2

Stops at Lewiston/Auburn, Park & Ride, Pineland 1A, Portland

Additional stop at Pineland via Alternative 1A, additional development potential, longer travel times for through riders from Lewiston/Auburn



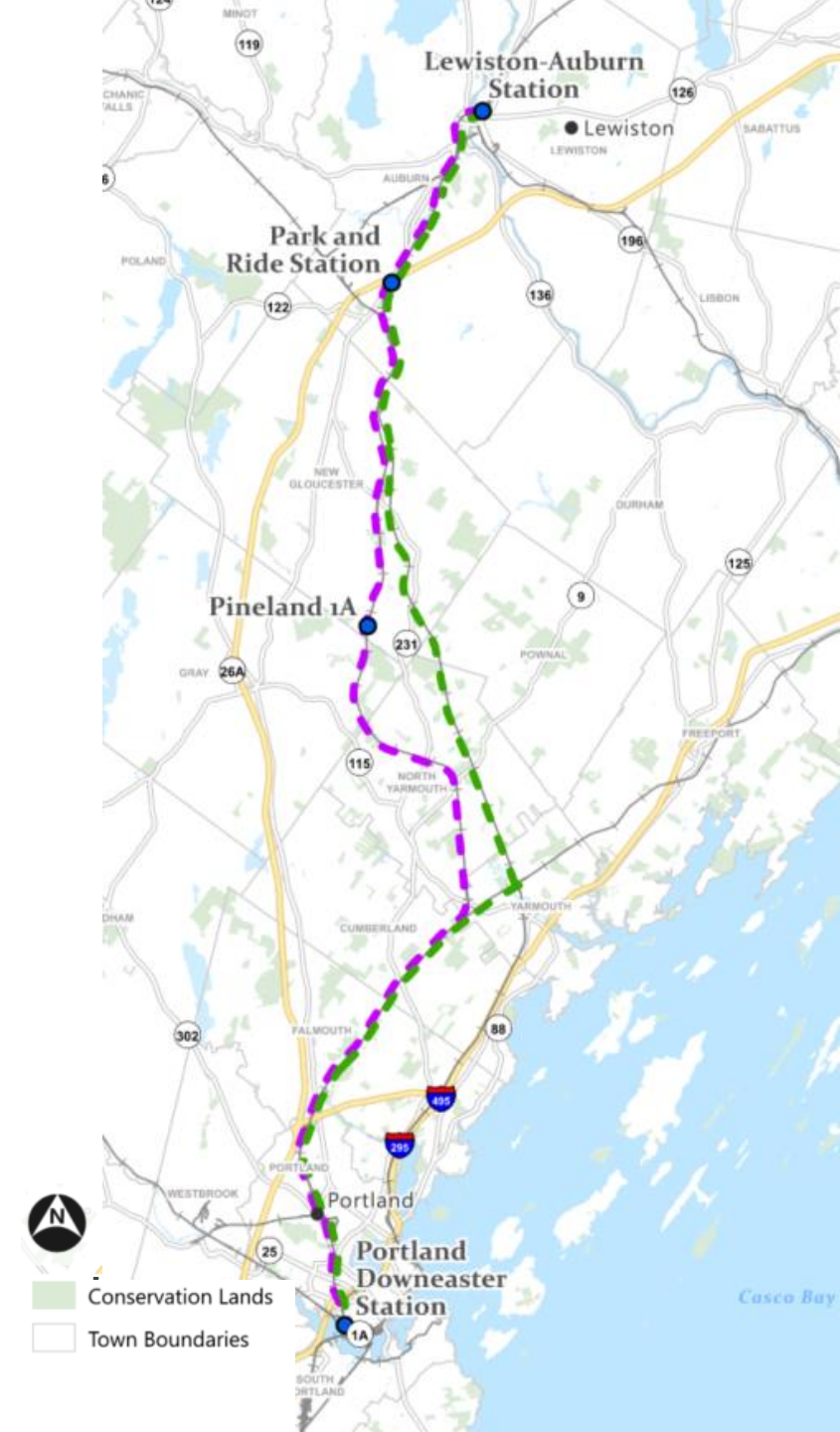
## Potential Housing Units

95-135 New Rental with Station  
160-255 New Owner with Station

## Development Potential Around Stations

5,000 sq Other Retail 	14,600 sq Service 
230 sq Office 	3,000 sq Restaurant 

- Stations
- Railroad
- Alternative 1A
- Alternative 1B
- Interstate Route
- Secondary Route





# Option 3

Stops at Lewiston/Auburn, Park & Ride, Yarmouth Junction, Portland

Additional stop at Yarmouth Junction via Alternative 1B, additional development potential, longer travel times for through riders from Lewiston/Auburn

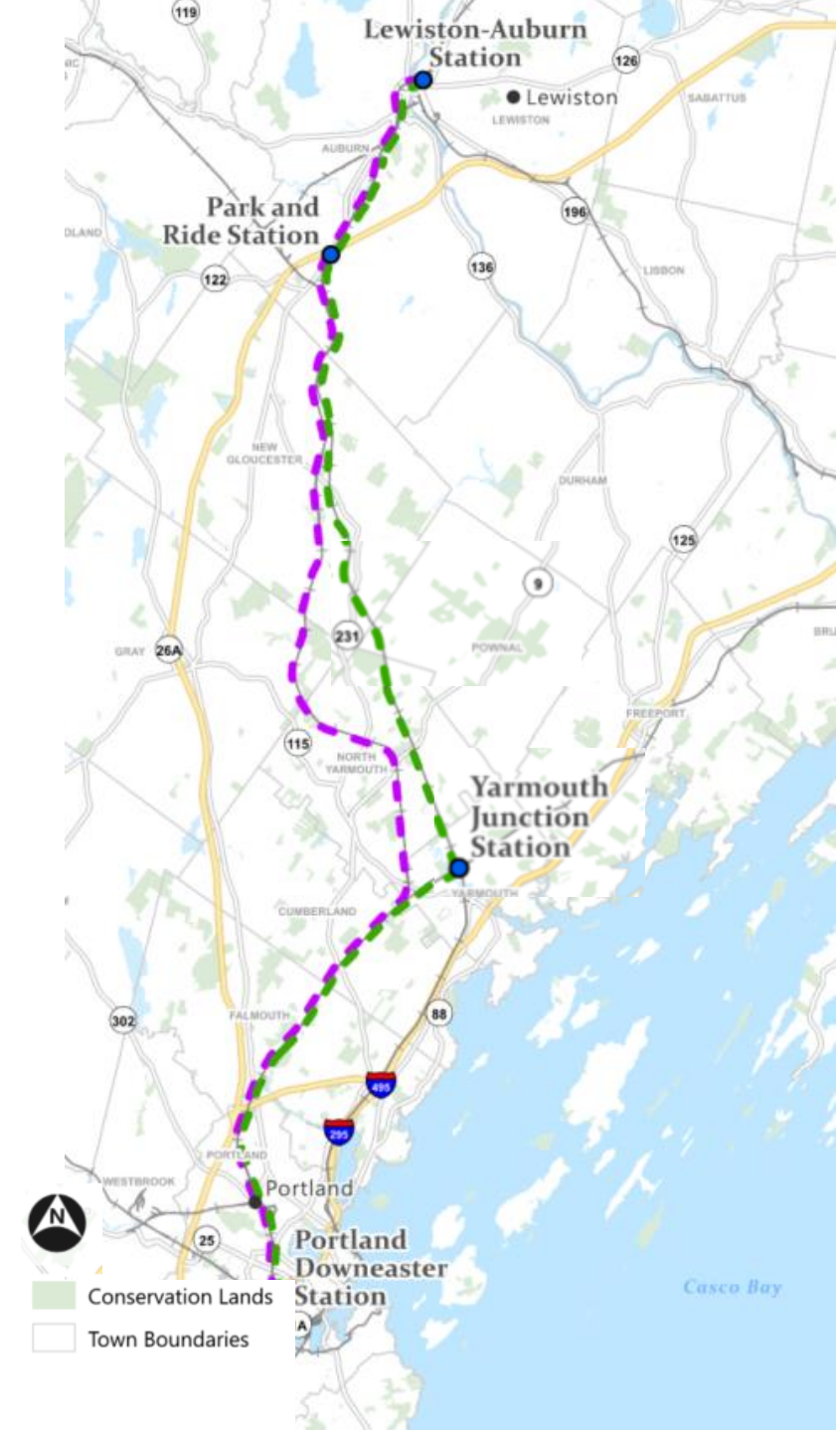
**Potential Housing Units**

 105-160 New Rental with Station  
 400-500 New Owner with Station

## Development Potential Around Stations

6,280 sq Other Retail 	17,240 sq Service 
550 sq Office 	8,500 sq Restaurant 

- Stations
- Railroad
- Alternative 1A
- Alternative 1B
- Interstate Route
- Secondary Route



# Option 4

Stops at Lewiston/Auburn, Park & Ride, Pineland 1B, Yarmouth Junction, Portland

Two additional stops at Pineland and Yarmouth Junction via Alternative 1B, additional development potential, longest travel times for through riders from Lewiston/Auburn

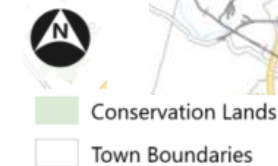


## Potential Housing Units

115-170 New Rental with Station

460-500 New Owner with Station

## Development Potential Around Stations



# What could this look like?

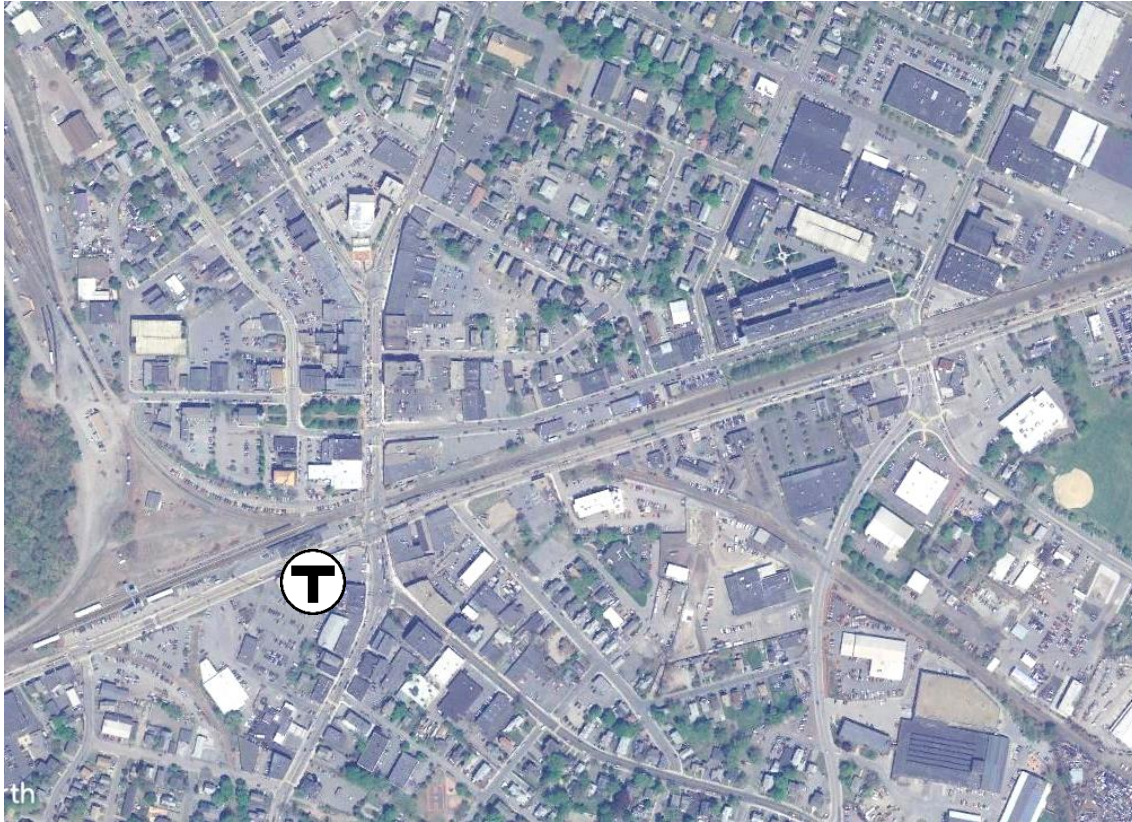
As MaineDOT continues this project, this study analyzes potential demand and development, and what that could look like at various station areas. The following are examples of investment in New England around new/revitalized stations and increases in service similar in size to potential station areas for this project.



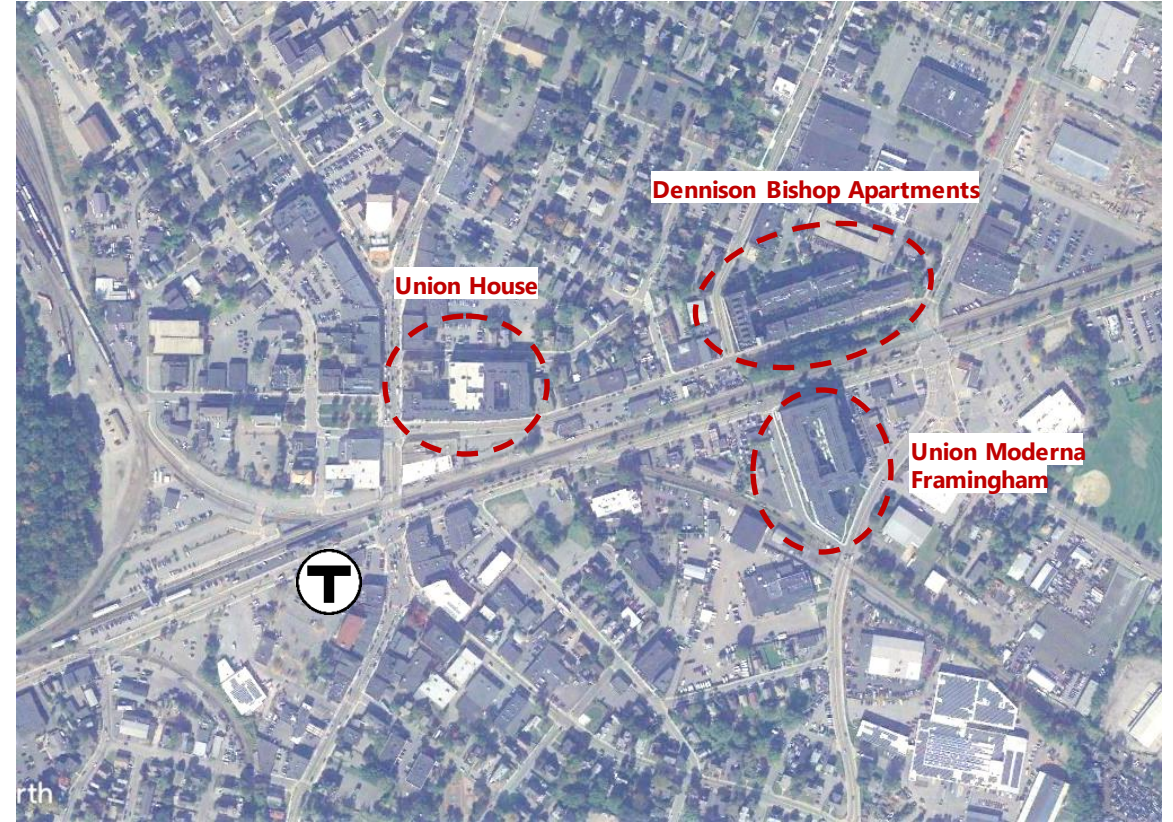
	Number	Town	Population
	1	Framingham, MA	72,362
	2	Meriden, CT	60,868
	3	Wilmington, MA	23,349
	4	Littleton, MA	10,141
	5	Cohasset, MA	8,381
	6	Lewiston, ME	37,121
	7	Auburn, ME (Park & Ride)	24,061
	8	New Gloucester (Pineland)	5,676
	9	Yarmouth (Yarmouth Junction)	8,990
	10	Cumberland (Royal Junction)	8,473

# Framingham, MA (pop. 72,362)

- Character: Urban/Suburban
- Rail Connection – MBTA Commuter Rail



Previous condition (2016)

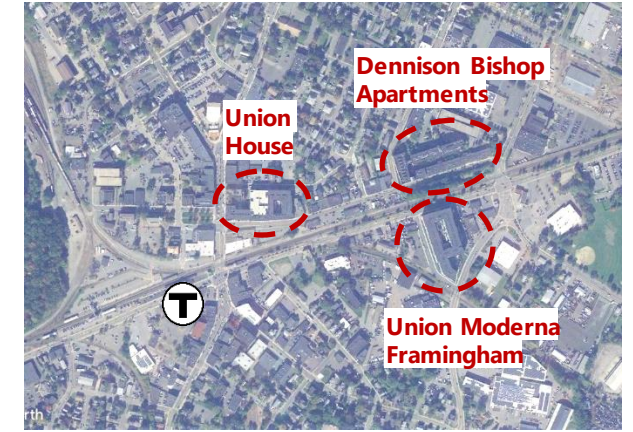


New infill development (as of 2022)

- Intensity: High
- Use: Residential, Commercial

# Framingham, MA (pop. 72,362)

- Character: Urban/Suburban
- Rail Connection – MBTA Commuter Rail



Union House

- 0.1 Mile to station
- Intensity: High
- Use: Residential/Commercial



Union Moderna Framingham

- 0.3 Miles to station
- Intensity: High
- Use: Residential/Commercial



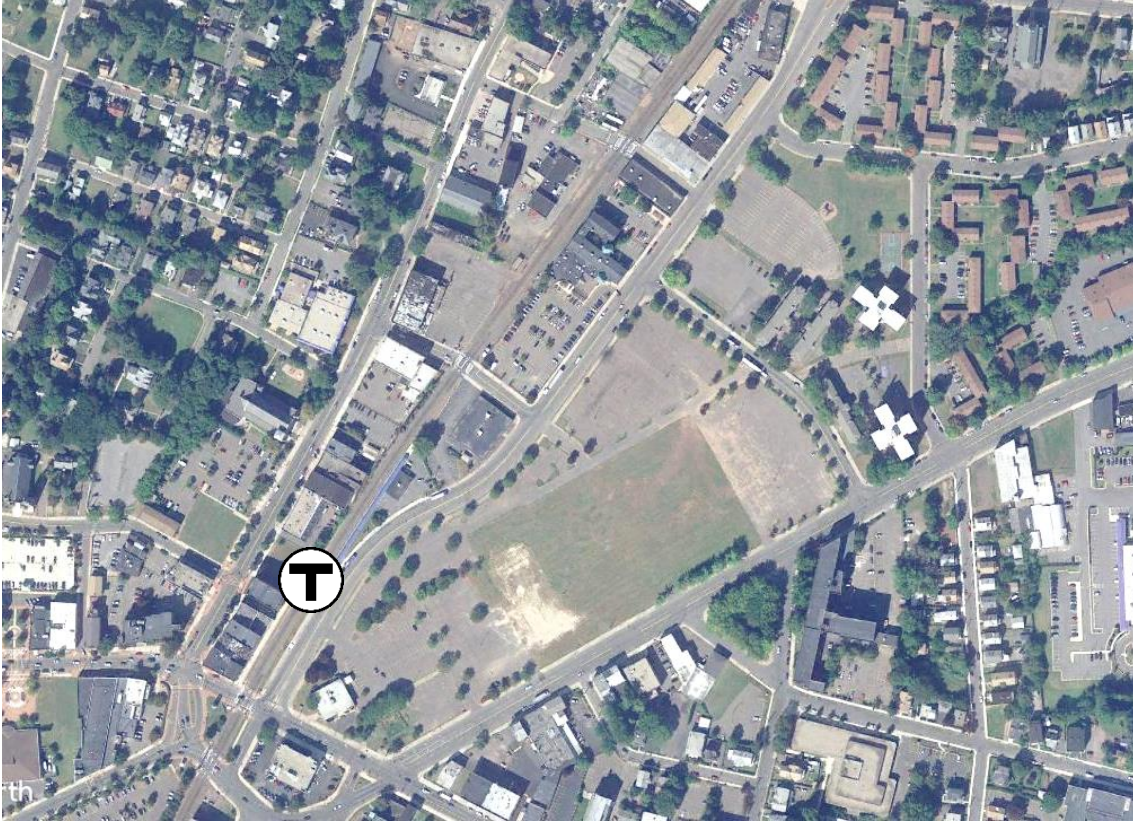
Dennison Bishop Apartments

- 0.4 Miles to station
- Intensity: High
- Use: Residential



# Meriden, CT (pop. 60,868)

- Character: Urban/Suburban
- Rail Connection – Amtrak



Previous condition (2016)



New infill development  
(as of 2022)

- Intensity: High
- Use: Residential, Commercial

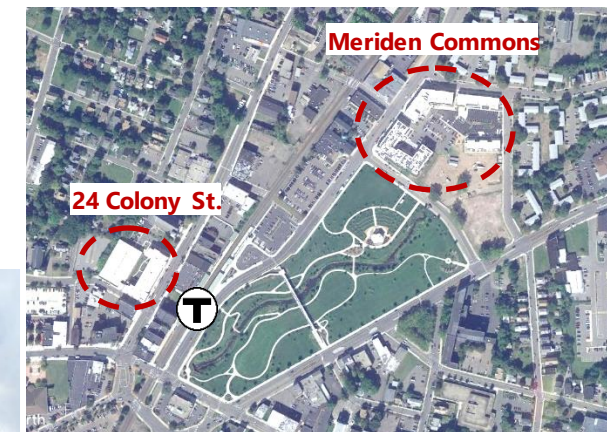
# Meriden, CT (pop. 60,868)

- Character: Urban/Suburban
- Rail Connection – Amtrak



Meriden Commons

- 0.2 Mile to station
- Intensity: High
- Use: Residential/Commercial



24 Colony St

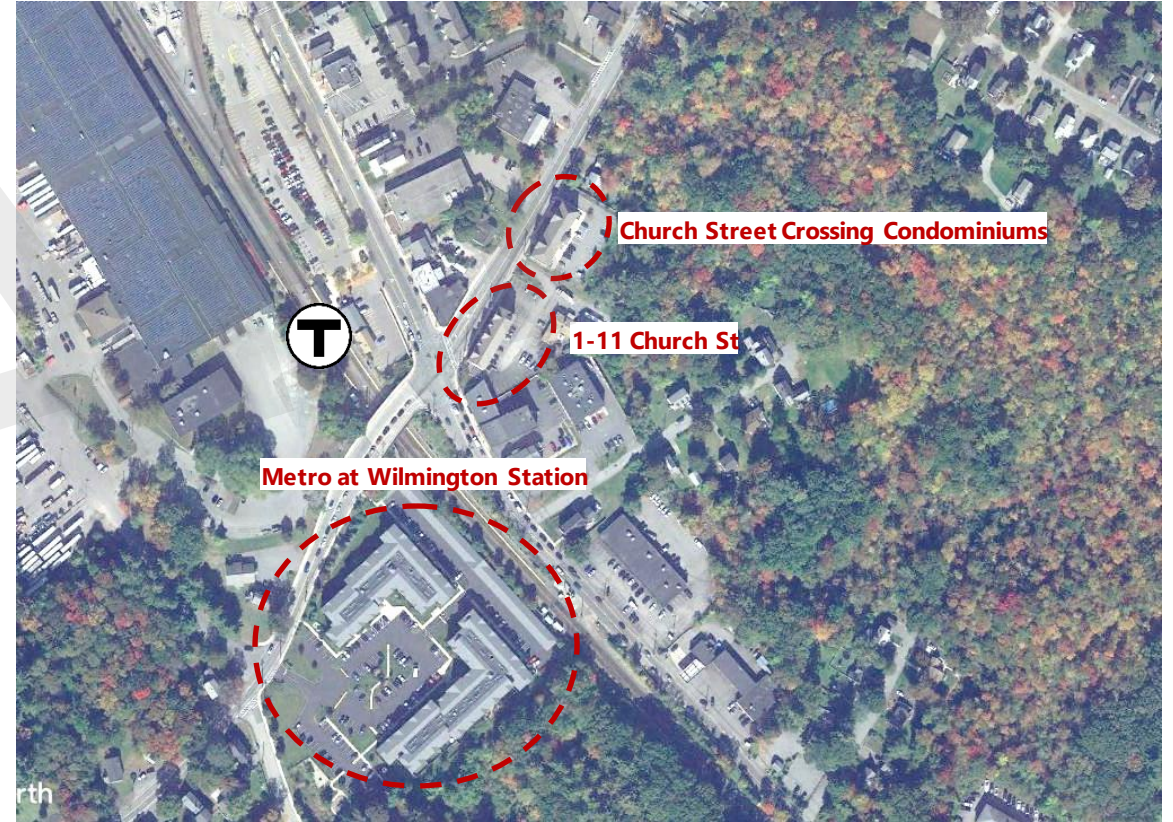
- 0.1 Mile to station
- Intensity: High
- Use: Residential/Commercial

# Wilmington, MA (pop. 23,349)

- Character: Suburban
- Rail Connection – MBTA Commuter Rail



Previous condition (2016)



New infill development (as of 2022)

- Intensity: Medium, High
- Use: Residential, Commercial

# Wilmington, MA (pop. 23,349)

- Character: Suburban
- Rail Connection – MBTA Commuter Rail



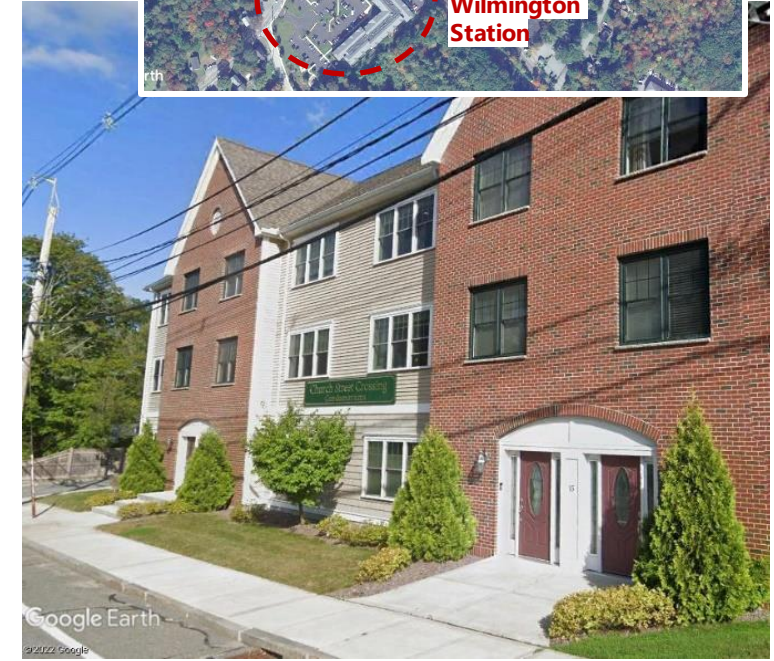
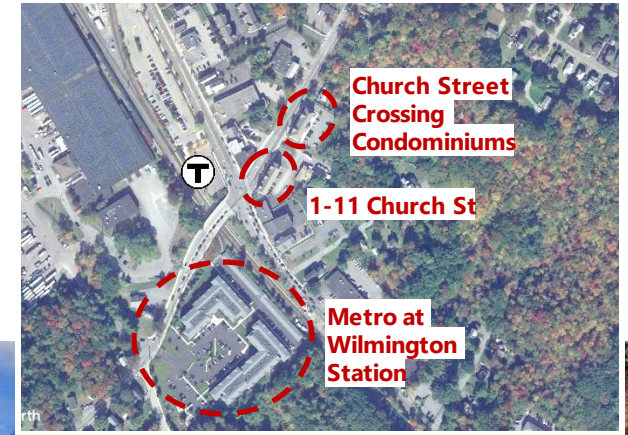
1-11 Church St

- 0.1 Miles to station
- Intensity: Medium
- Use: Residential/Commercial



Metro at Wilmington Station

- 0.1 Miles to station
- Intensity: Med/High
- Use: Residential



Church Street Crossing Condominiums

- 0.1 Miles to station
- Intensity: Medium
- Use: Residential

# Littleton, MA (pop. 10,141)

- Character: Suburban/Rural
- Rail Connection – MBTA Commuter Rail



Previous condition (2013)



New home development (as of 2022)

- Approx. 0.3 Miles to station
- Intensity: Low
- Use: Residential

# Littleton, MA (pop. 10,141)

- Character: Suburban/Rural
- Rail Connection – MBTA Commuter Rail



New home development (as of 2022)

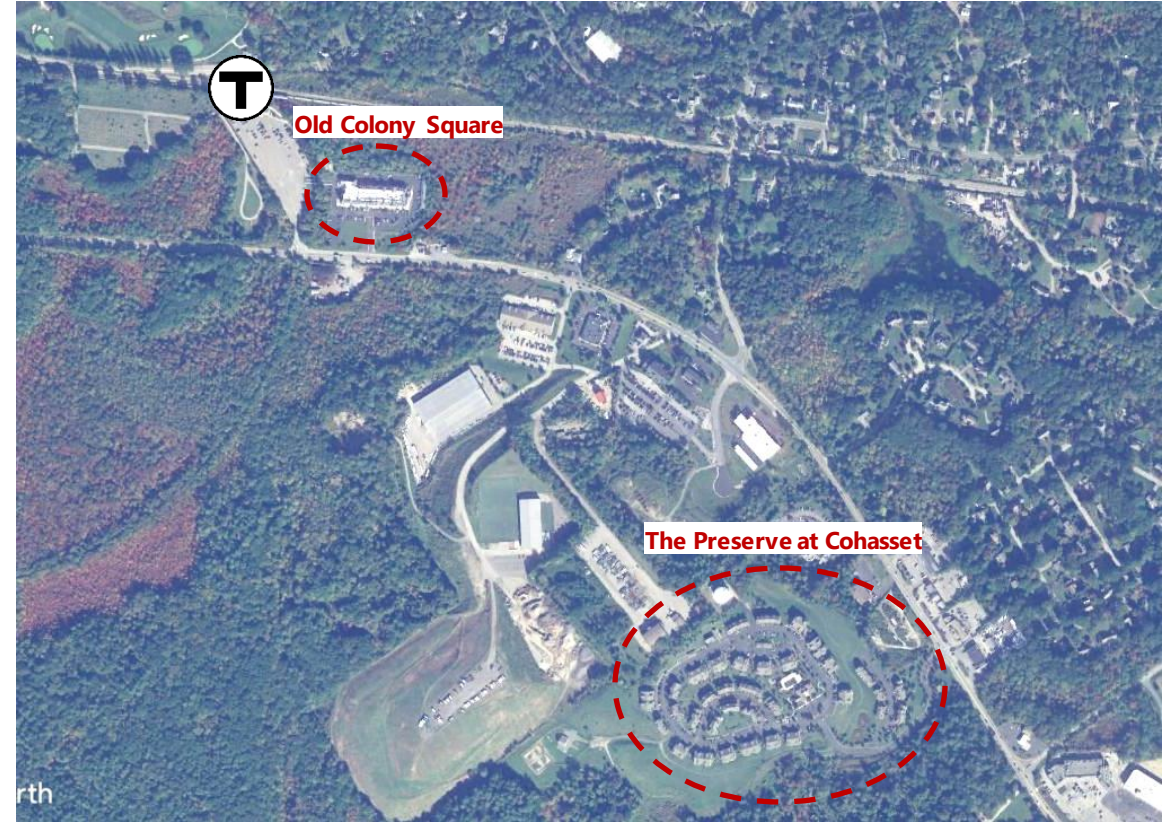
- Approx. 0.3 Miles to station
- Intensity: Low
- Use: Residential

# Cohasset, MA (pop. 8,381)

- Character: Suburban/Rural
- Rail Connection – MBTA Commuter Rail



Previous condition (2008)



New development (as of 2022)

- Intensity: Medium
- Use: Residential, Commercial

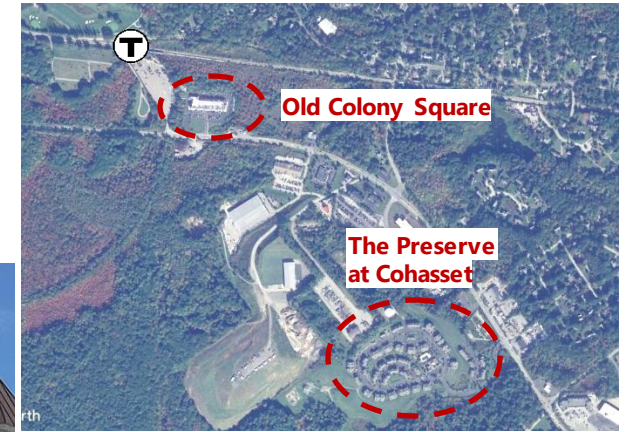
# Cohasset, MA (pop. 8,381)

- Character: Suburban/Rural
- Rail Connection – MBTA Commuter Rail



The Preserve at Cohasset

- Approx. 0.7 Miles to station
- Intensity: Medium
- Use: Residential



Old Colony Square

- Approx. 0.1 Mile to station
- Intensity: Medium
- Use: Residential/Commercial



## What does this mean for station areas?

- Particular station site selection is a later part of the planning and design process.
- Developments are not part of the project and station design. With the additional benefit of transit access, the potential for development is higher, and would be specifically done in coordination with local cities.
- Market demand, along with local requirements will shape the eventual development around station areas.

# What comes next?

- As part of this study:
  - Document and respond to public meeting comments
  - Develop report summarizing potential economic benefits and impacts for Alternatives 1A and 1B
  - Develop Project Purpose and Need
- For the Lewiston-Auburn Passenger Rail Study Overall:
  - Presentation of findings to Maine legislature
  - Update to the evaluation matrix of alignment alternatives to consider as a preferred alignment is selected

# Portland – Lewiston- Auburn

## Economic Evaluation Study

Public Meeting #1

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