The Eastern Corridor

Station 3

OASIS RAIL TRANSIT

STATION AREA PLANNING

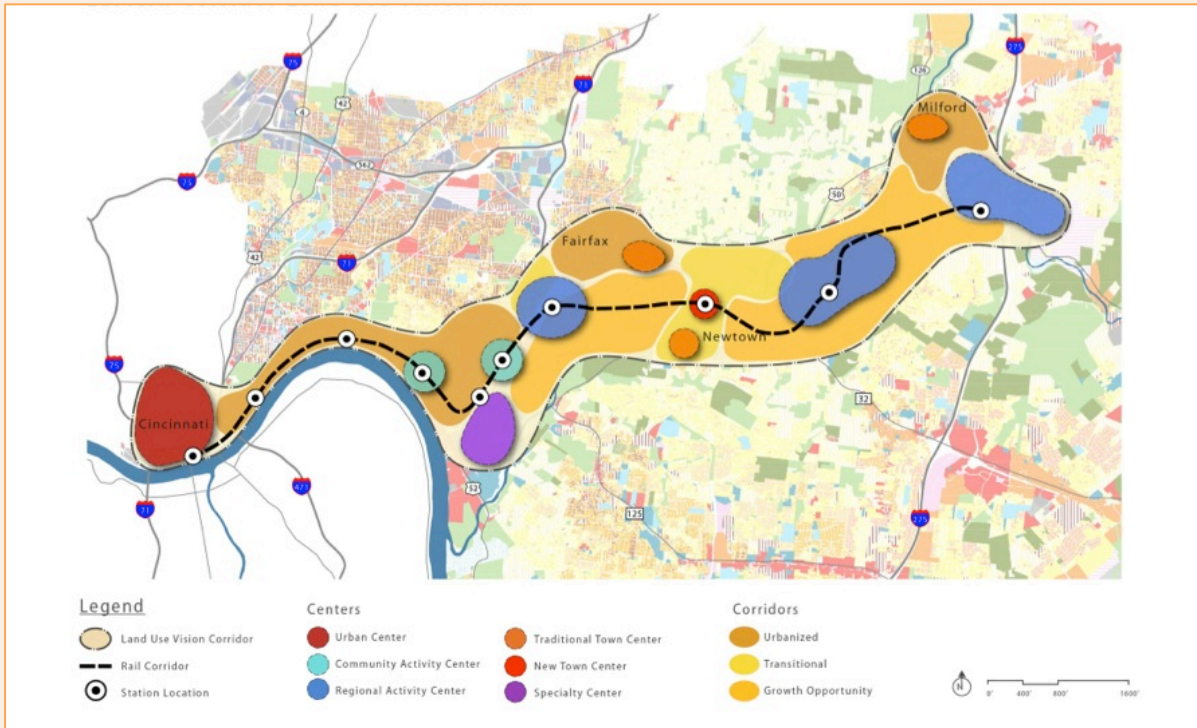
The Eastern Corridor

Oasis Rail Transit Corridor – Land Use Vision

The Oasis corridor land use vision is about more than determining rail alignments. It also can match the investment in transit to land use, community development and economic potentials and goals.

Elements of the Oasis Corridor Land Use Vision

- **Livability Principles guide corridor planning**
- **Transit follows and supports land use creating more livable places and livable places are supportive of transit**
- **Oasis is an integrated land use corridor**
- **Development is focused on a series of mixed-use activity centers**
- **Economic development is key to value creation**
- **Implementation is dependent on successful station planning**



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Livability Principles for Sustainable Communities

Six Livability Principles for Sustainable Communities are being used to help with Oasis Rail Transit planning and design:

1. **Provide more transportation choices**
2. **Promote equitable, affordable housing**
3. **Enhance economic competitiveness**
4. **Support existing communities**
5. **Coordinate policies and leverage investment**
6. **Value communities and neighborhoods**

A joint initiative of three agencies – Housing & Urban Development (HUD), Department of Transportation (DOT), and Environmental Protection Agency (EPA) – these principles can also be useful in pursuing federal funding opportunities such as TIGER grants, etc.

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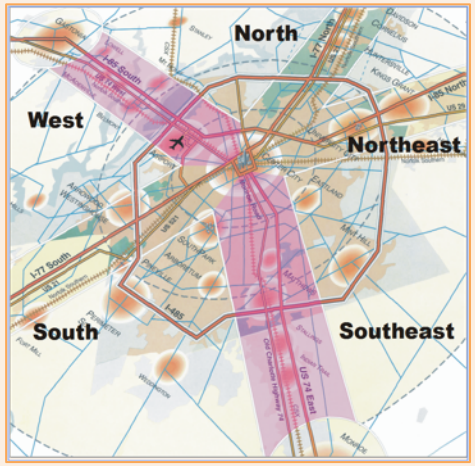
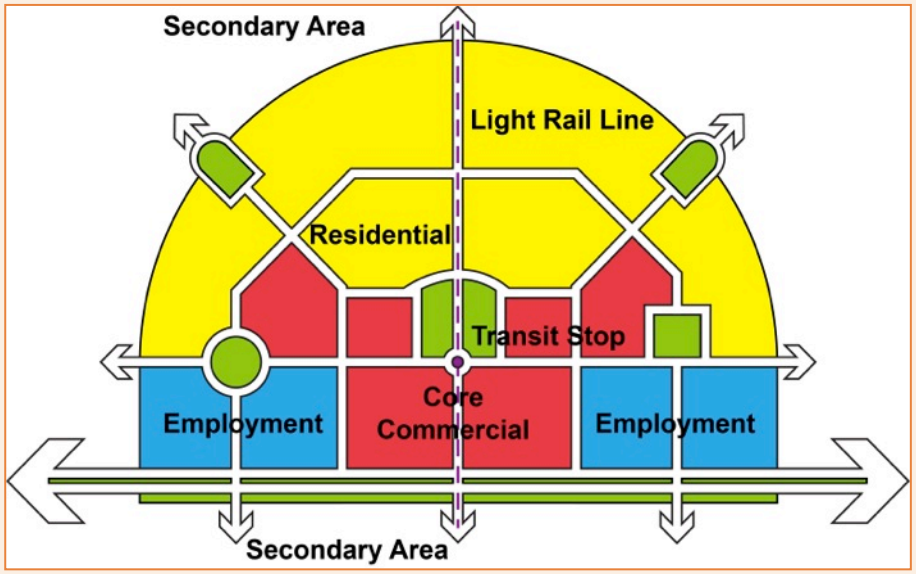
Role of Station Area Planning





Station Area Planning (SAP) is the process of planning and designing the community space around transit stations.

SAP facilitates opportunities for community enhancement, growth and development by:

- Re-balancing community and mobility needs
- Expanding mobility choices
- Putting land use goals first, then adding transit
- Recognizing the potential for changing regional development patterns

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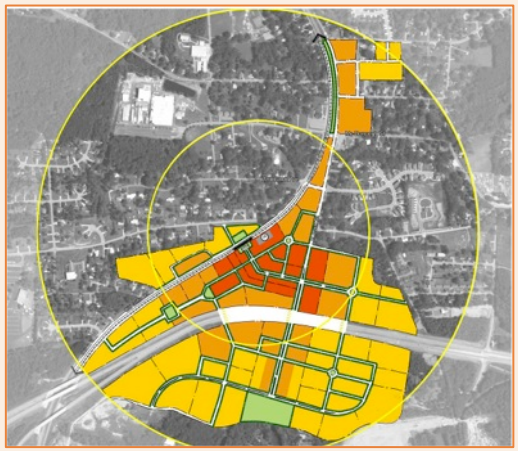
Transit Oriented Developments (TODs)

Located within easy walking distance of quality public transit stations, TODs are compact, mixed-use community spaces that integrate housing, office, retail, entertainment and/or other amenities into walkable neighborhoods. TODs:

- Reinforce traditional neighborhoods
- Revitalize by-passed properties and can increase their value
- Redefine development patterns by focusing growth along corridors served by transit
- Expands mobility choices beyond travel by automobile and supports bicycling and walking



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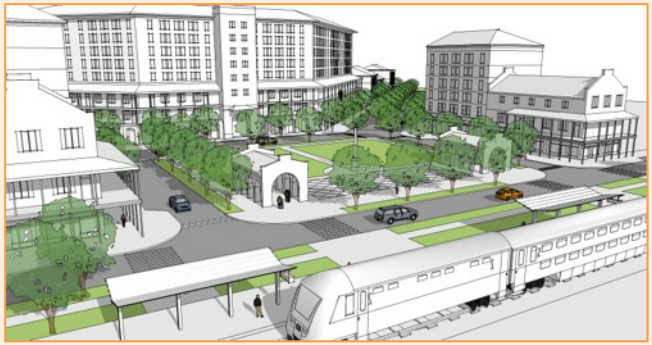
Tranist Oriented Development – Desired Features



The areas around the ten proposed Oasis station locations have been assessed for their ability to create and encourage:

- Defined centers around which the community can continue to grow and thrive
- Compact, walkable areas supporting a diverse mix of uses, including residential, retail and commercial
- Civic and/or public spaces for increased interaction
- Areas for pedestrian and bicycle use
- A connected neighborhood street and sidewalk network
- Opportunities for increased transit ridership

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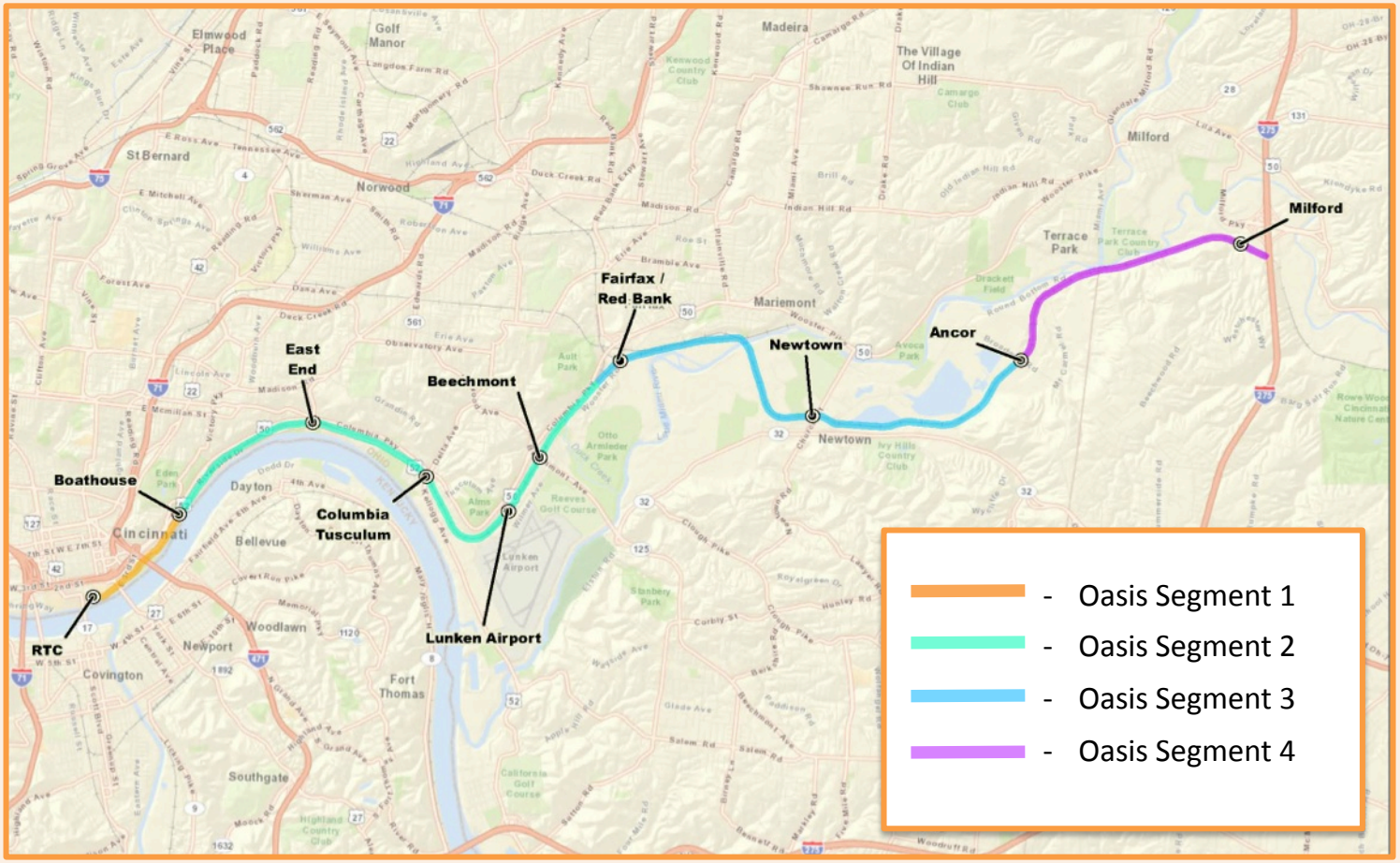
Oasis Rail Station Locations

Ten station locations were identified along the Oasis Rail Corridor in Tier 1. These stations are being further evaluated in the Tier 2 study. Some locations may not be advanced for development at this time.



Tier I Station Locations

1. Riverfront Transit Center (RTC)
2. Boathouse
3. East End
4. Columbia Tusculum
5. Lunken Airport
6. Beechmont
7. Fairfax
8. Newtown
9. Ancor
10. Milford

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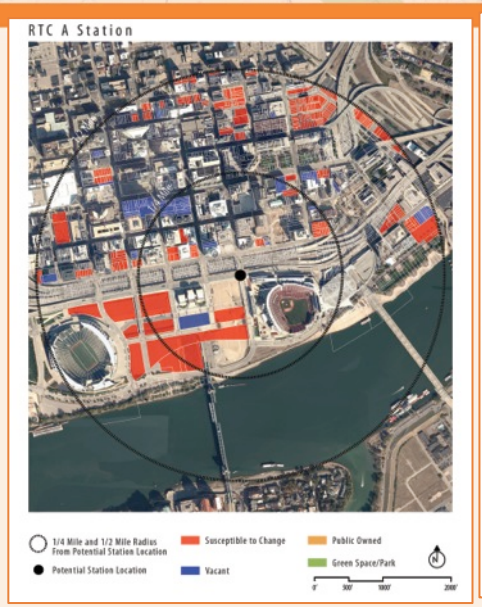
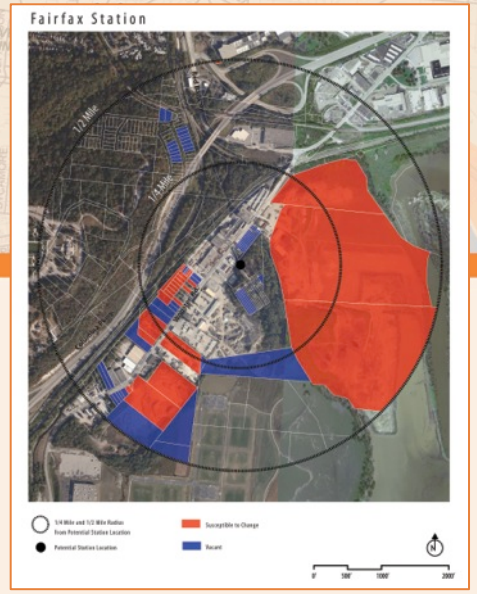
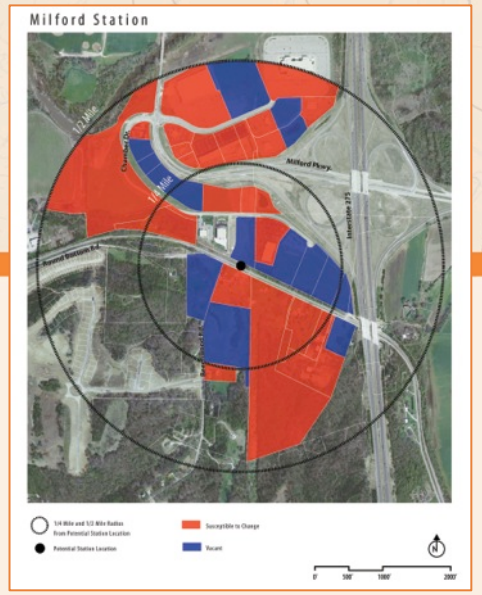
Oasis Rail Station Evaluation – Development Capacity Potential

- Assess the areas around each station within a ¼ and ½ mile radius
- Calculate land use capacity of each station – including vacant properties and those potentially susceptible to change
- Develop ratings of High, Medium, and Low for these and related factors



Station Area Development Capacity & Rating





Station	Net Area within ½ mile buffer (~502 acres)	Vacant Parcels within ¼ mile buffer (Acres)	Vacant Parcels within ½ mile buffer (Acres)	Total Vacant Area (Acres)	Area Susceptible to Change (STC) within ¼ mile buffer (Acres)	STC Area within ½ mile buffer (Acres)	Total STC Area (Acres)	Total Area Vacant and STC (Acres)	Percentage Vacant or STC Relative to Total Net Area	Rating
Boathouse	147	3.9	13.9	17.8	0.8	2.28	3.08	20.88	14.2%	
East End	296	5.7	19.9	25.6	0.2	0.3	0.5	26.1	8.8%	
Columbia Tusculum	294	18.9	40.3	59.2	6.2	7.9	14.1	73.3	24.9%	
Lunken Airport	250	4.9	11.8	11.8	1.8	2	3.8	15.6	6.2%	
Beechmont	362	6.2	27.1	33.3	1.1	1.2	2.3	35.6	9.8%	
Fairfax	270	7.3	27	14.3	22	128.7	150.7	185	68.5%	
Newtown (Existing Alignment)	463	4.6	49.1	53.7	4.3	49.2	53.5	107.2	23.2%	
Newtown B	486	6.5	48.1	54.6	0	41.4	41.4	96	19.8%	
Ancor	396	16.5	121.4	137.9	14.6	61.1	75.7	213.6	53.9%	
Milford	422	38.2	59.8	98	39.4	141.6	181	279	66.1%	

High Medium Low

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Station Evaluation Criteria and Ratings

Station	Supports Oasis Corridor Land Use Vision	Consistent with Livability Principles	Consistent with Planning / Zoning	Station Spacing (Miles)	Development Potential within ½ mile buffer (Acres)	Potential for Bus / Bike Access	Multimodal Potential	2035 Ridership Forecast	Constraints on Access to Station	Overall Rating
RTC	Yes	High	Yes	0.0	High	High	High	1,550	None	
Boathouse	Yes	Medium	No	1.0	Low	Low	Low	0	Distance, Pattern, Topo, Roadways	
East End	Yes	Low	Yes	2.0	Low	Low	Low	60	Distance, Pattern, Topo, Roadways	
Columbia Tusculum	Yes	Medium	Yes	1.4	Medium	Medium	Medium	180	Distance, Topo, Roadways	
Lunken Airport	Yes	Low	Yes	1.5	Low	Low	Low	25	Distance, Topo, Roadways	
Beechmont	Yes	Medium	Yes	0.7	Low	Low	Medium	100	Distance, Pattern, Topo, Roadways	
Fairfax	Yes	Medium	Yes	1.5	High	Low	Medium	250	Distance, Pattern, Topo, Roadways	
Newtown	Yes	High	Yes	2.0	Medium	High	High	310	None	
Ancor	Yes	Low	No	2.7	High	High	Low	250	None	
Milford	Yes	High	Yes	3.3	High	High	High	375	Distance, Pattern, Topo, Roadways	

Low Medium High

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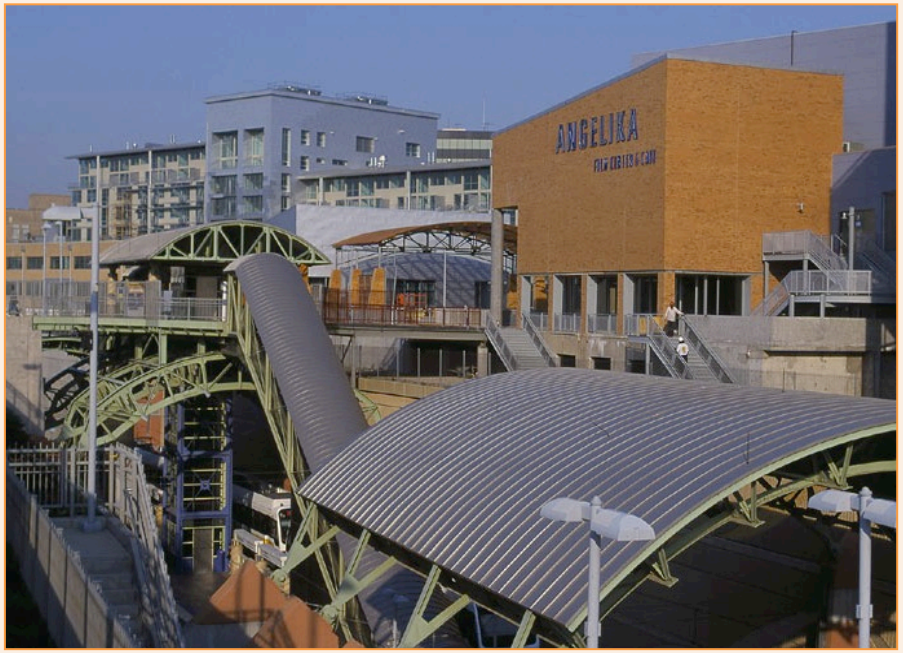
Oasis Rail Transit Station Types – Regional, District, Community

Three station types (Regional, District, Community) recognize the potential needs each Oasis station might serve. The station type selected for a location impacts its size and the amenities provided.

Regional Serving Station: Riverfront Transit Center and Milford Stations

- Is located at major intercept points
- Modal transfer and service functions
- Includes bus bays/staging area
- Includes a Park & Ride facility – has limited walk up (Milford Station)
- Supports a high density mixed-use development
- Offers Special Event access



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Station Types – Continued

District Serving Station: Red Bank and Ancor Stations

- Connected to highways, major roads, main bus routes
- Provides bus/rail transfer
- Includes Park & Ride – but has bike up/walk up potential as well
- Allows for High/Moderate density mixed-use development
- Offers Special Event access

Community Serving Station: All Other Stations

- Have fewer bus transfer options, may be served by feeder routes
- Has higher bike up/walk up potential
- Offers limited parking
- Allows for Moderate density mixed-use development
- Offers Special Event access

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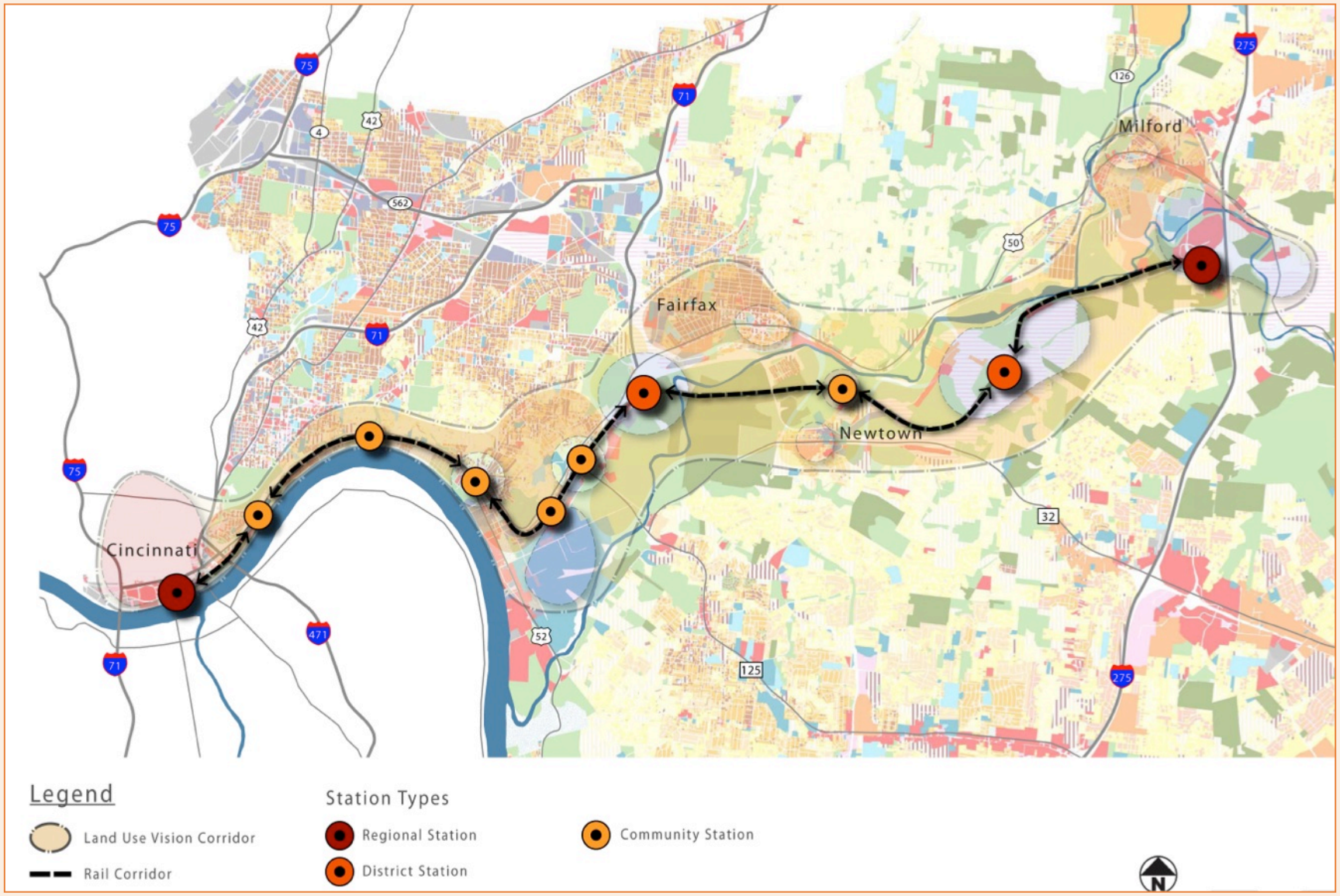
Oasis Corridor Showing Station Types by Location



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Oasis Station Area Planning – Next Steps

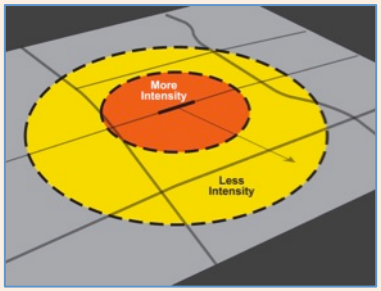
Future efforts in refining station areas will involve close coordination with each station community and its shareholders.

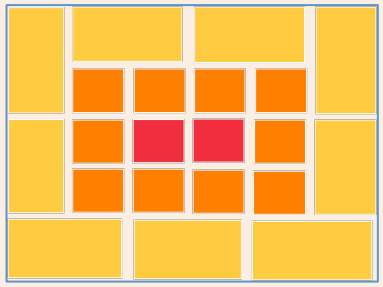
This can be important in attracting developer interest and pursuing funding opportunities.

Steps include:

- Applying a Station Planning Model
- Conducting Station Area Workshops with the public
- Preparing a Station Area Plan reflecting the community's vision for the station's evolution over time

Examples of Station Planning Models





Center General Edge

Examples of Station Area Plans