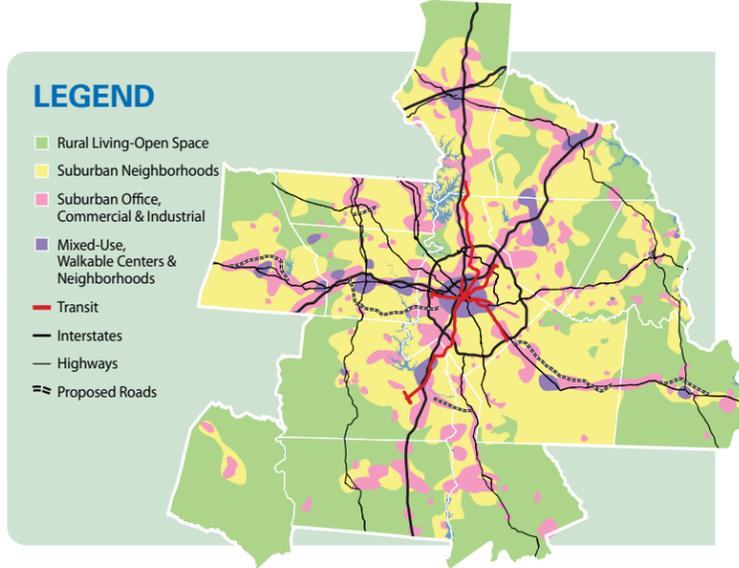


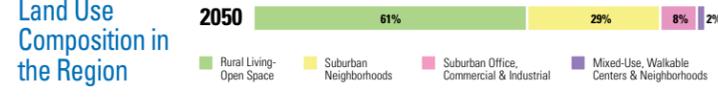
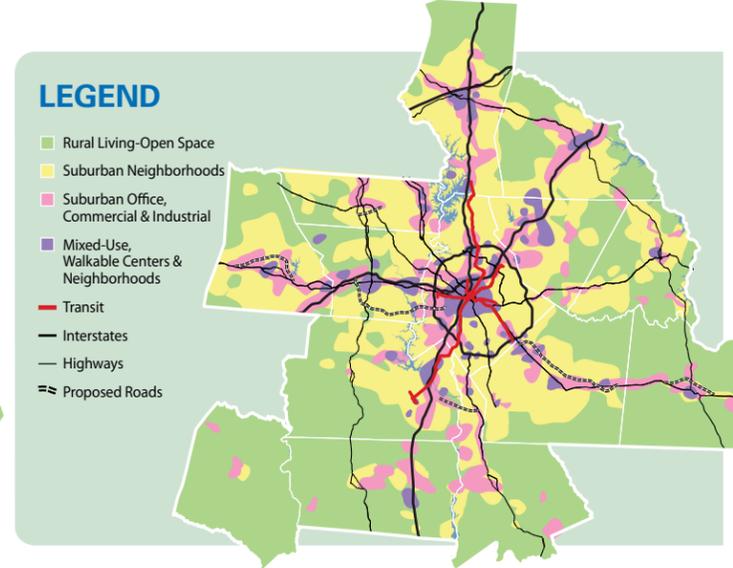
GROWTH OPTION 1: Maintain Suburban Focus



This shows how the region might develop if current zoning and land use practices are continued, or if current community plans are not followed.

- Most new housing and jobs are in large subdivisions or employment centers located outside existing cities and towns, on farmland or open space.
- Most people need cars to get from their houses to jobs, shopping or recreation.
- The region's most urban areas provide opportunities for people to use mass transit, walk or bike from homes to nearby work, play, or parks.
- Water, sewer, roads, schools, and other infrastructure investments will be focused on supporting the new growth outside existing cities/towns.

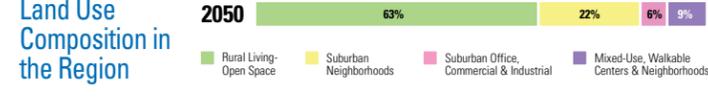
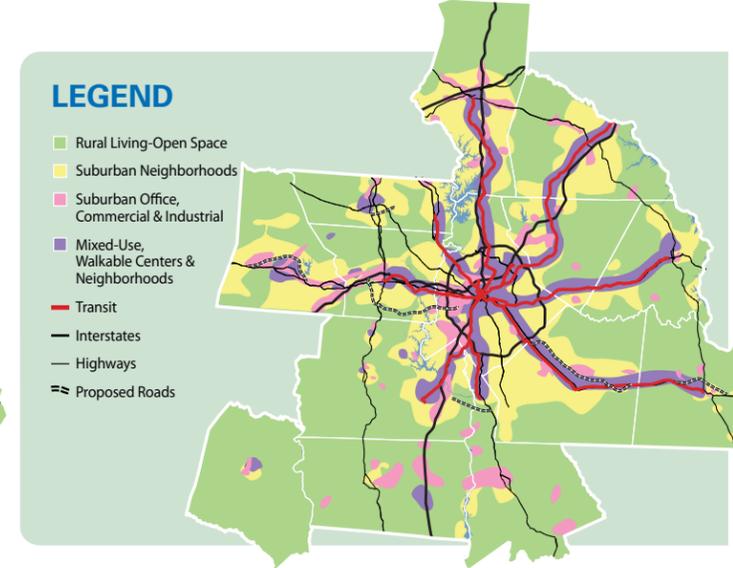
GROWTH OPTION 2: Follow Community Plans



This shows how the region might develop if adopted community plans are followed.

- Most new housing and jobs are within existing cities and towns, but many parts of the region continue suburban or rural growth.
- Limited transit is available in urban areas. People in the rest of the region will rely on cars to meet travel needs.
- Housing choices and types will stay about the same as today.
- Farmland will be preserved in some counties.
- Some communities will shift infrastructure investment to support growth within existing cities/towns, while other communities will invest more in infrastructure to support "outward growth."

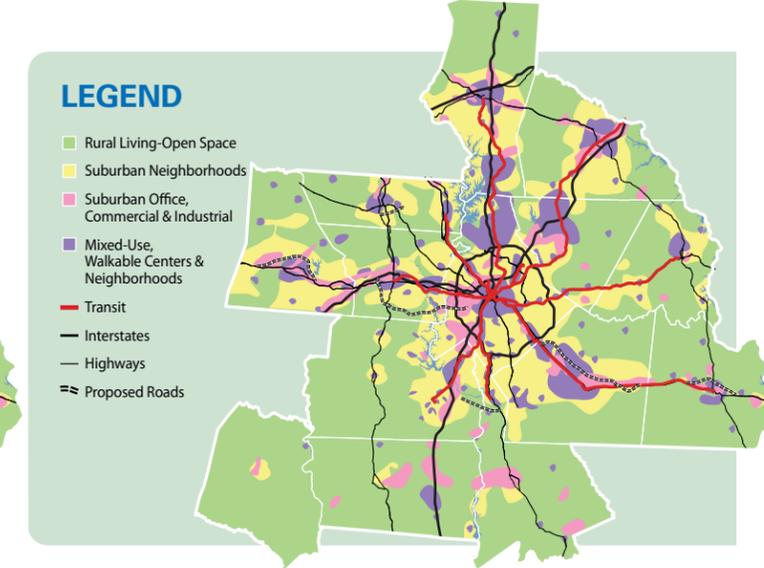
GROWTH OPTION 3: Grow Cities, Towns, Centers and Transit



This shows how the region might develop using all the ideas that have emerged from the public throughout CONNECT.

- Most growth happens within existing communities. There are more areas – called "activity centers" – where people can walk, bike, shop, access parks and use transit for daily trips.
- Urban, suburban, and rural living choices remain available, since land outside activity centers is open space, farmland or rural living.
- Mass transit serves some counties, and other counties have express bus connections.
- Infrastructure investments focus mostly on growth within cities/towns, or supporting new activity centers.

GROWTH OPTION 4: Focus on Regional Transportation

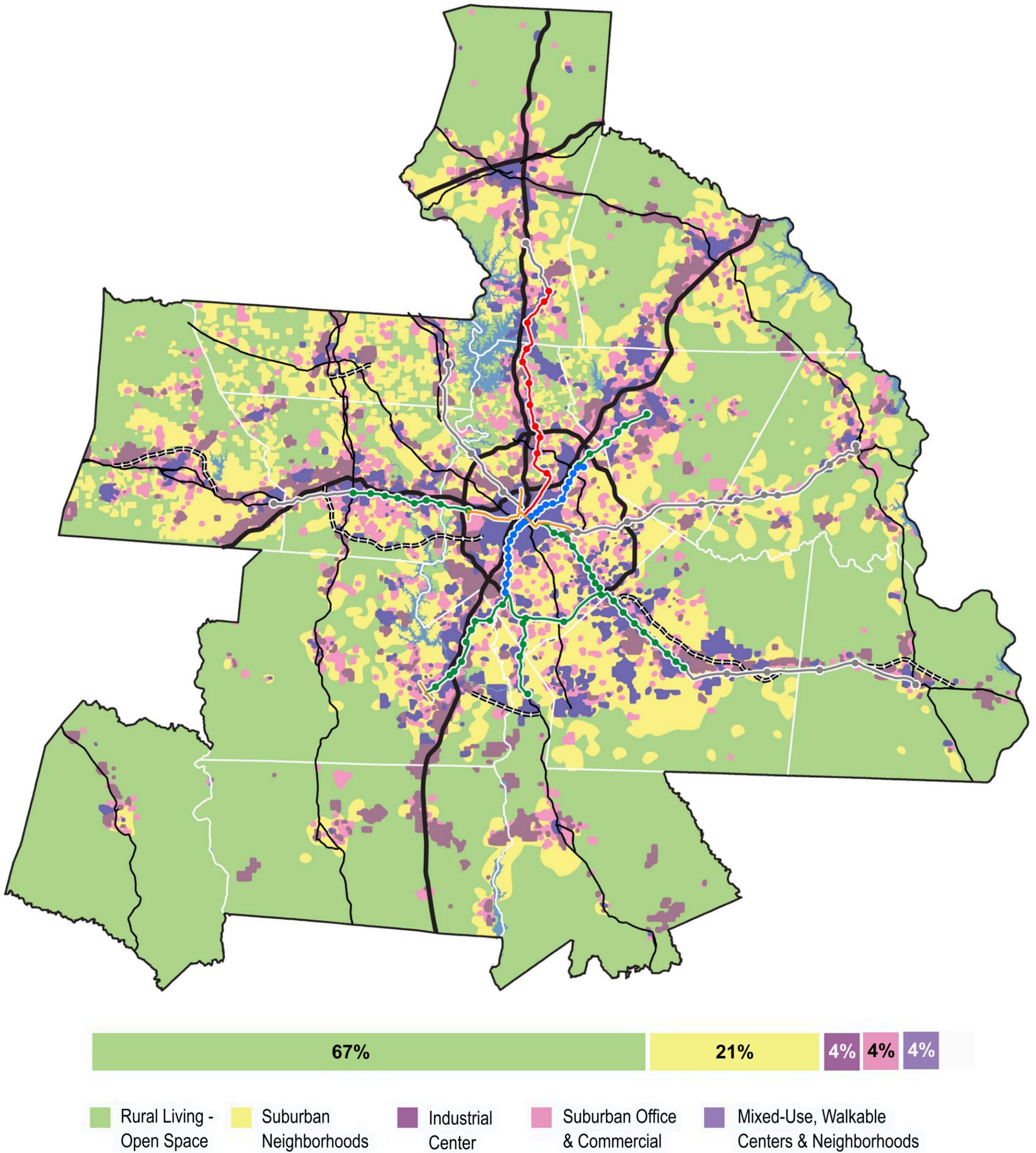


This shows how the region might develop based on ideas of people who came to the community growth workshops held in each county. It addresses the great interest in regional transit, transportation connections, and walkability.

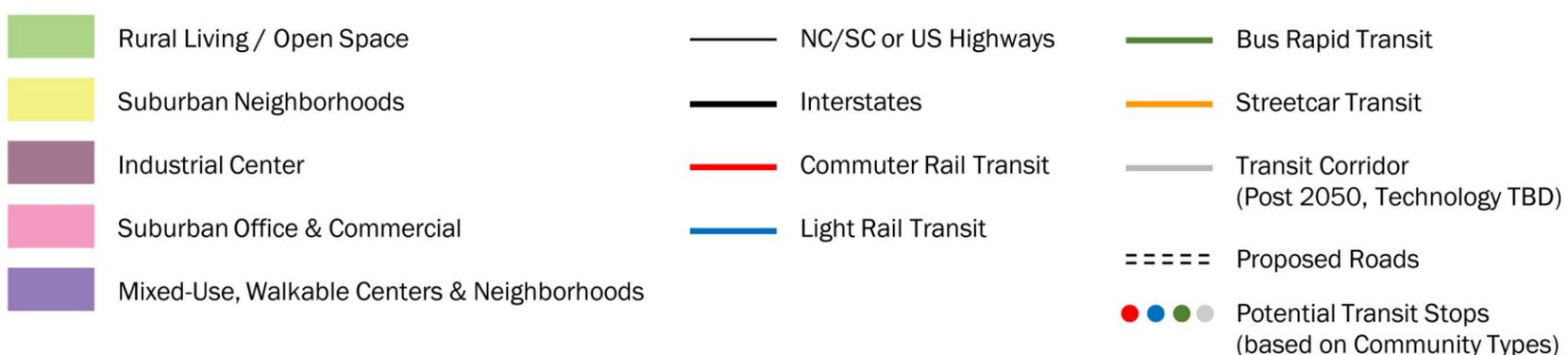
- Most new residents will live in the many "activity centers" in or near existing communities. Housing, work, and shopping options are close by.
- People are able to walk, bike, or use local bus service or transit to get around.
- There are many opportunities for suburban or rural living in most counties.
- Region-wide, major investments in transit means people can travel between most counties using transit and roads. Local bus service is also available at destinations.
- There's more focus on supporting infrastructure systems within cities, towns and activity centers.

CONNECT Our Future Scenario Planning Initiative

Building a Preferred Growth Concept



County-Level Consortium Scenario



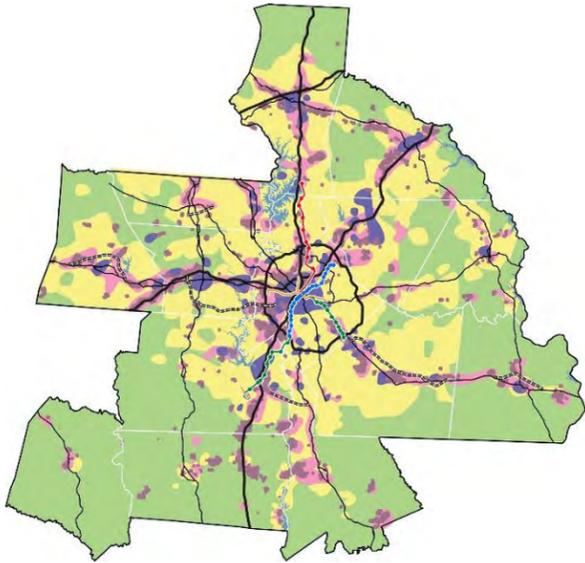
= Artist's Illustration of Community Types in the CommunityViz Model, Last Updated June 21, 2014

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for the CONNECT Region

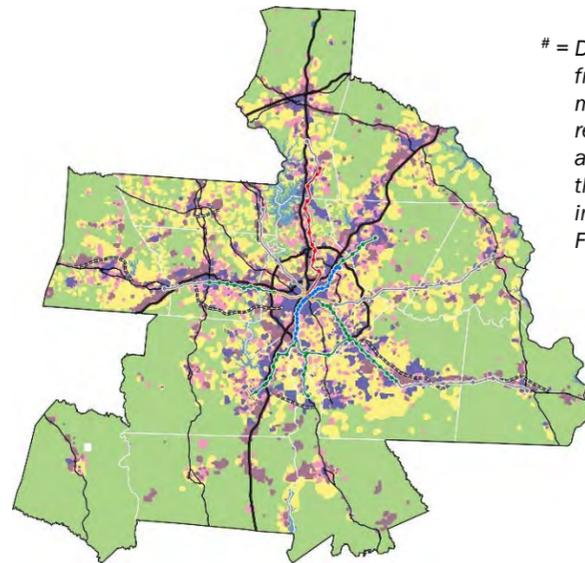


Community Plans Scenario



The community plans scenario considers how the region might develop if adopted community plans were strictly enforced. Preferred development types, patterns, and intensities vary from rural to suburban to urban in different parts of the region. Rural and suburban areas favor single-use, low density residential and non-residential development growing outward from existing cities and towns. Walkable downtowns and new mixed-use activity centers in the region's more urban areas provide opportunities to live, work, shop, and be entertained in small, identifiable communities. Farmland protection is a priority for only some areas in the region.

County-Level Consortium Scenario



= Developed using input gathered from county-level consortium meetings May 5 - 19, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

The county-level consortium scenario represents the thoughts and ideas from each of seventeen meetings held with consortium members and/or local government officials in the region. The scenario supports major (re)investment in walkable downtowns, mixed-use activity centers, walkable neighborhoods, and major transit corridors region-wide. More compact development patterns help increase housing choices, travel choices, and open space preservation; create new job centers; and control the cost of providing government facilities and services by concentrating development in smaller service areas. Land outside designated growth areas are preserved as rural or working farms.

Growth Priority (indicator definition)

Parks & Open Space

The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / - result bad).

More Transportation Choices

The amount of mixed-use, walkable development (as a % of total land area) that could support multiple travel modes (+ result good / - result bad).

Support Our Communities

The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).

Support Local Farms

The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).

Cost of Providing Services

The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).

Improved Water Quality

Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).

Improved Air Quality

The amount of CO₂ or NO_x that could be generated by automobiles (- result good / + result bad).

Work Closer to Home

An index for the number of people living near potential job opportunities (uses a 10 mile radius) (+ result good / - result bad).

More Housing Choices

An index for the variety of housing choices in the scenario. A positive score (0-10) is an improvement over the starting scenario (0 = Low / 10 = High).

Cost of My Commute

The percentage of household income spent on transportation (dual income household) (- result good / + result bad).

County-Level Consortium Scenario Performance

Improves Priority Performance (+6%)



Improves Priority Performance (+1%)



Improves Priority Performance (+35%)



Improves Priority Performance (+23%)



Improves Priority Performance (+\$12,400) ^

^ = emphasis on return on investment portion of the index consistent with county-level reporting



Improves Priority Performance (-9%)



Improves Priority Performance (-15%)



Improves Priority Performance (+14%)



Improves Priority Performance (4)



Improves Priority Performance (-1%)



What Does It Mean for the CONNECT Region?

Nearly 93,500 more people will be able to live near an existing park of some kind because of the location and intensity of development in the alternative scenario.

The increase in new mixed-use, walkable development throughout the CONNECT Region equates to an area nearly twice the size of Rock Hill (or 48,166 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.

The increased emphasis on compact development in the alternative scenario preserves the character of existing cities and towns, while also preserving the surrounding landscape for rural living, working farms, or open space (nearly 432,000 more acres).

The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 78% of all farmland in the CONNECT Region (approximately 935,100 acres).

The type, pattern, and intensity of development in the alternative scenario generates more ad valorem tax revenue per acre, while smaller services areas should reduce government's cost to serve future growth.

The decrease in impervious surface throughout the CONNECT Region equates to an area nearly the size of Rock Hill (or 28,684 acres).

Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO₂ and NO_x emissions and improve air quality conditions in the CONNECT Region.

More opportunities to live and work nearby should shorten trip lengths, reduce commute times, and provide more travel mode options. All of this will give people extra time to do important things in their lives.

A mid-range index score represents a reasonable number of housing choices to meet future demand; including rural, suburban, walkable suburban, and urban living conditions.

A decrease in the amount of household income spent on transportation means more money available to families for other household needs.