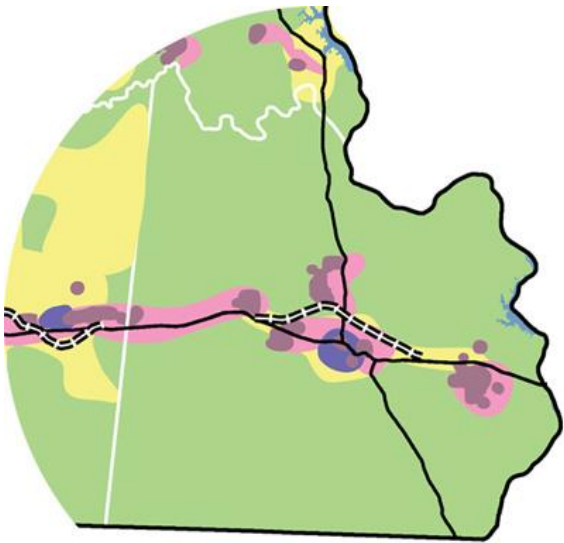


Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Anson County



Community Plans Scenario



In Anson County, the community plans scenario focuses suburban-scale residential and non-residential growth along major transportation corridors, especially US 74 and US 52. A node of walkable, mixed-use development is concentrated in Downtown Wadesboro. The rest of the county remains generally rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Anson County officials on May 6, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

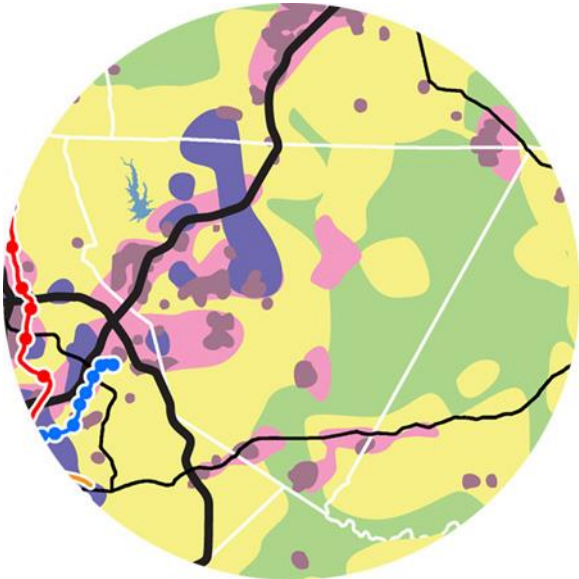
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Anson County?
<div>More Housing Choices</div> <div>An index for the variety of housing choices in the scenario. A positive score (0-10) is an improvement over the starting scenario (0 = Low / 10 = High).</div>	<div>Improves Priority Performance (4)</div> <div></div>	<div>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.</div>
<div>Parks & Open Space</div> <div>The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / - result bad).</div>	<div>Improves Priority Performance (+13%)</div> <div></div>	<div>Nearly 600 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.</div>
<div>Support Our Communities</div> <div>The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).</div>	<div>Improves Priority Performance (+44%)</div> <div></div>	<div>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 9,000 more acres).</div>
<div>Improved Water Quality</div> <div>Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).</div>	<div>Improves Priority Performance (-20%)</div> <div></div>	<div>The decrease in impervious surface throughout Anson County equates to an area nearly one-third the size of Wadesboro (or 1,153 acres).</div>
<div>Work Closer to Home</div> <div>An index for the number of people living near potential job opportunities (uses a 10 mile radius) (+ result good / - result bad) .</div>	<div>Improves Priority Performance (+33%)</div> <div></div>	<div>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.</div>
<div>Support Local Farms</div> <div>The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).</div>	<div>Improves Priority Performance (+2%)</div> <div></div>	<div>The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 99% of all farmland in Anson County (approximately 215,900 acres).</div>
<div>More Transportation Choices</div> <div>The amount of mixed-use, walkable development (as a % of total land area) that could support multiple travel modes (+ result good / - result bad).</div>	<div>Improves Priority Performance (+0.5%)</div> <div></div>	<div>The increase in new mixed-use, walkable development throughout Anson County equates to an area nearly half the size of Wadesboro (or 1,786 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.</div>
<div>Cost of Providing Services</div> <div>The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).</div>	<div>Improves Priority Performance (+\$14,000) ^</div> <div>^ = emphasis on return on investment portion of the index consistent with county-level reporting</div> <div></div>	<div>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.</div>
<div>Improved Air Quality</div> <div>The amount of CO2 or NOx that could be generated by automobiles (- result good / + result bad).</div>	<div>Improves Priority Performance (-21%)</div> <div></div>	<div>Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO2 and NOx emissions and improve air quality conditions in Anson County.</div>
<div>Cost of My Commute</div> <div>The percentage of household income spent on transportation (dual income household) (- result good / + result bad).</div>	<div>Improves Priority Performance (-1%)</div> <div></div>	<div>A decrease in the amount of household income spent on transportation means more money available to families for other households needs.</div>

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Cabarrus County

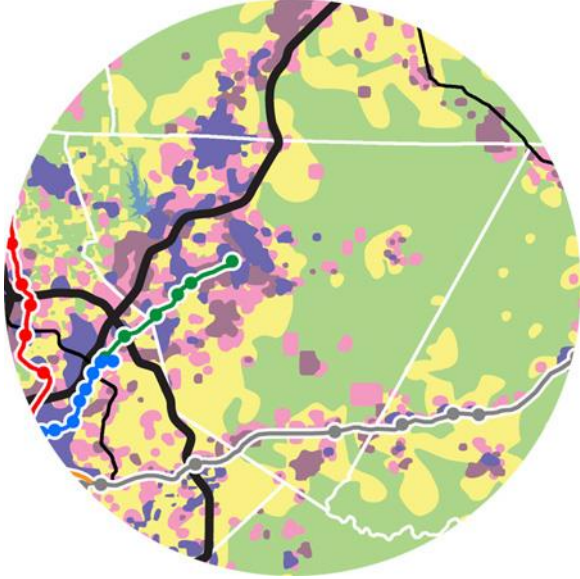


Community Plans Scenario



In Cabarrus County, the community plans scenario focuses growth in more traditional centers: Kannapolis, Concord, Harrisburg, Midland, and Mount Pleasant. New mixed-use, walkable activity centers throughout the five growth centers try to serve residents’ and employers’ daily needs. Activity centers are generally surrounded by suburban-scale residential and non-residential development. Rural areas and working farms east of NC 3 and Lower Rocky River Road (except for Midland and Mount Pleasant) reinforce policies to not extend water or sewer infrastructure in these areas.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Cabarrus County officials on May 7, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Cabarrus County, the county-level consortium scenario is very similar to the community plans scenario with a few notable exceptions. Land around Lake Howell and Mount Pleasant is reserved for preservation and rural development densities. Suburban-scale residential development in Harrisburg is extended south to Lower Rocky River Road. An expanded downtown and new walkable activity centers in Midland, and two expanded transit activity centers along US 29 in Concord, try to serve residents’ and employers’ daily needs and/or provide viable travel alternatives for accessing destinations in Charlotte. Other areas of the county remain consistent with the community plans scenario.

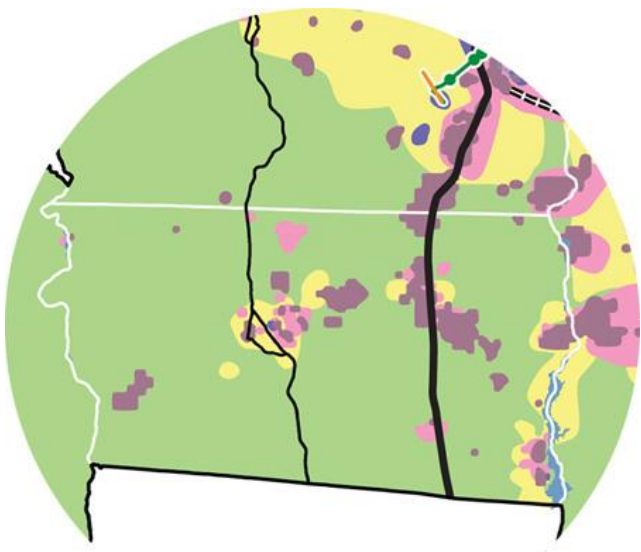
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Cabarrus County?
<div>Parks & Open Space</div> <div>The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / – result bad).</div>	<div>Improves Priority Performance (+9%)</div> <div></div>	<div>Nearly 16,000 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.</div> <div></div>
<div>More Transportation Choices</div> <div>The amount of mixed-use, walkable development (as a % of total land area) that could support multiple travel modes (+ result good / – result bad).</div>	<div>Improves Priority Performance (+0.5%)</div> <div></div>	<div>The increase in new mixed-use, walkable development throughout Cabarrus County equates to an area nearly one-third the size of Harrisburg (or 1,094 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.</div> <div></div>
<div>Support Local Farms</div> <div>The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / – result bad).</div>	<div>Improves Priority Performance (+39%)</div> <div></div>	<div>The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 68% of all farmland in Cabarrus County (approximately 31,000 acres)</div> <div></div>
<div>Work Closer to Home</div> <div>An index for the number of people living near potential job opportunities (uses a 10 mile radius) (+ result good / – result bad) .</div>	<div>Improves Priority Performance (+16%)</div> <div></div>	<div>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.</div> <div></div>
<div>Support Our Communities</div> <div>The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / – result bad).</div>	<div>Improves Priority Performance (+36%)</div> <div></div>	<div>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 35,200 more acres).</div> <div></div>
<div>Cost of Providing Services</div> <div>The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / – result bad).</div>	<div>Improves Priority Performance (+\$10,000) ^</div> <div>^ = emphasis on return on investment portion of the index consistent with county-level reporting</div> <div></div>	<div>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.</div> <div></div>
<div>Improved Air Quality</div> <div>The amount of CO₂ or NO_x that could be generated by automobiles (– result good / + result bad).</div>	<div>Improves Priority Performance (-13%)</div> <div></div>	<div>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 Cabarrus County.</div> <div></div>
<div>Improved Water Quality</div> <div>Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (– result good / + result bad).</div>	<div>Improves Priority Performance (-5%)</div> <div></div>	<div>The decrease in impervious surface throughout Cabarrus County equates to an area nearly one-third the size of Harrisburg (or 1,134 acres).</div> <div></div>
<div>Cost of My Commute</div> <div>The percentage of household income spent on transportation (dual income household) (– result good / + result bad).</div>	<div>No Change to Priority Performance</div> <div></div>	<div>The percent of household income spent on transportation was found to be generally the same between the two scenarios.</div> <div></div>
<div>More Housing Choices</div> <div>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).</div>	<div>Improves Priority Performance (3)</div> <div></div>	<div>A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural, suburban, and walkable suburban conditions.</div> <div></div>

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Chester County

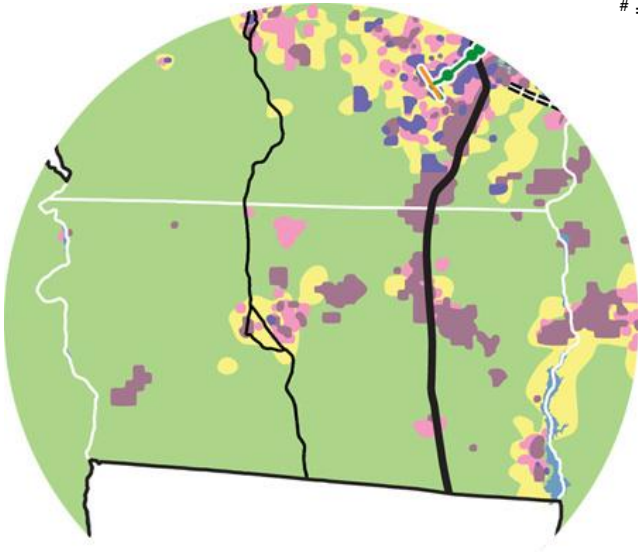


Community Plans Scenario



In Chester County, the community plans scenario focuses suburban-scale residential and non-residential growth in more traditional areas: Chester, Richburg, Fort Lawn, and Great Falls. Industrial development in unincorporated areas of the county is focused on either SC 9 or one of several railroad corridors in the area. The rest of the county (including the Graham Property along I-77) remains generally rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Chester County officials on May 14, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Chester County, the county-level consortium scenario is very similar to the community plans scenario. A new industrial center and supporting residential and commercial uses along I-77 and SC 9 (near Richburg) anticipate the impact of a major employment center in the area. Other traditional growth areas in the county remain suburban in both scale and intensity. The rest of the county (including the Graham Property along I-77) remains generally rural with working farms.

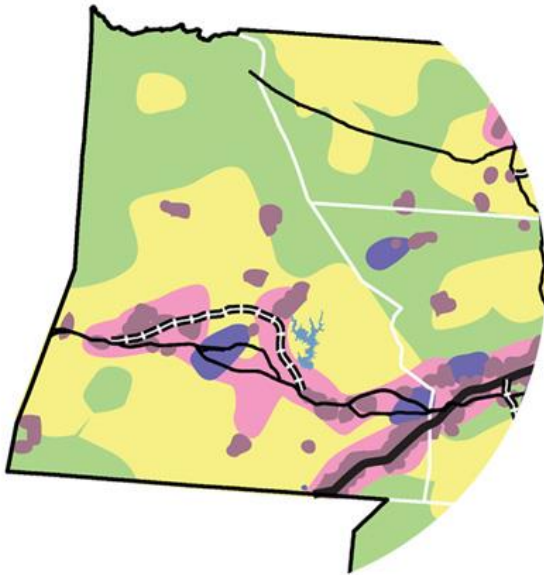
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for Chester County?
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+30%)		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 13,400 more acres).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$800) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting		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.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Lowers Priority Performance (-5%)		While a reduction, the location and intensity of development in the alternative scenario still preserves a significant amount of farmland; nearly 95% of all farmland in Chester County (approximately 17,400 acres).
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).	Improves Priority Performance (+57%)		Nearly 400 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.
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).	No Change to Priority Performance		There is no significant change to the amount of mixed-use, walkable development in Chester County. Opportunities for new development to support transit, bicycle, or walking trips are the same as the starting scenario (generally few).
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).	Improves Priority Performance (3)		A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural and suburban living conditions.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-2%)		The decrease in impervious surface throughout Chester County equates to an area nearly one-half the size of Richburg (or 283 acres).
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) .	Improves Priority Performance (+1%)		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.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance		The percent of household income spent on transportation was found to be generally the same between the two scenarios.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-11%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Chester County.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Cleveland County

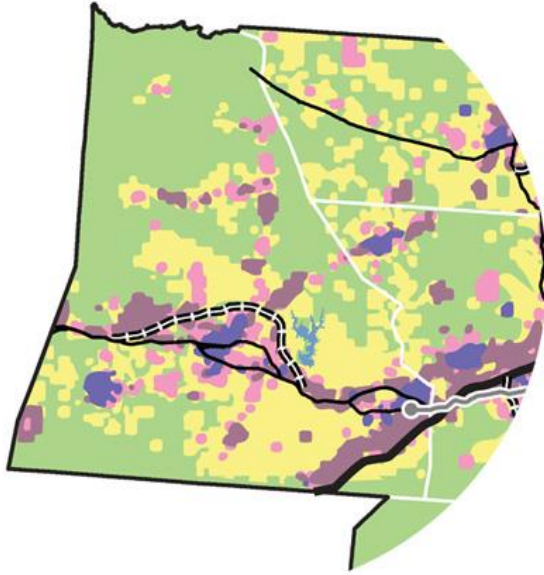


Community Plans Scenario



In Cleveland County, the community plans scenario focuses suburban-scale residential and non-residential growth in an area generally south of NC 182. A limited number of mixed-use, walkable downtowns and their surrounding activity centers are present in Shelby, Kings Mountain, and Boiling Springs. Land surrounding the county's cities and towns are designated for suburban-scale residential development. The area generally north of NC 182 (and a few other concentrated areas in the county) remains rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Cleveland County officials on May 2, 2014. to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Cleveland County, the county-level consortium scenario focuses more growth in and around cities and towns generally south of NC 182. The emphasis on reinvestment in downtowns and the emergence of a few new mixed-use, walkable activity centers provides additional job centers, greater housing choice, and identifiable centers for the communities. Land surrounding the county's cities and towns are designated for rural living, working farms, and regional parks. Additional multifamily development is also provided in key locations to meet anticipated demand.

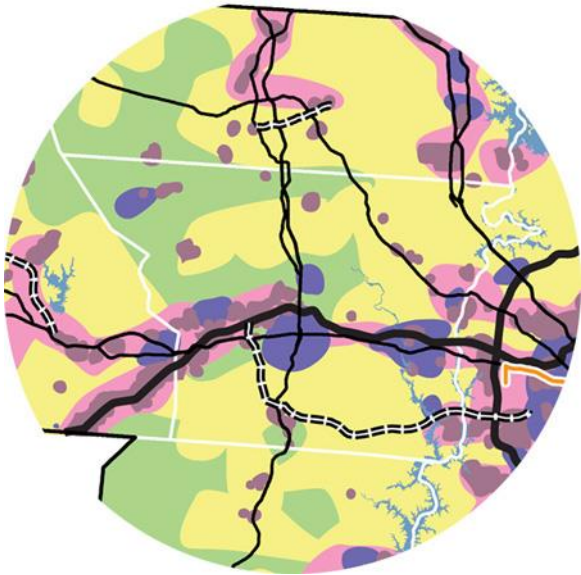
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for Cleveland County?
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+44%)		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 33,900 more acres).
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).	Improves Priority Performance (+10%)		Nearly 3,000 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.
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).	Improves Priority Performance (+0.25%)		The increase in new mixed-use, walkable development throughout Cleveland County equates to an area nearly the size of Lattimore (or 659 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+13%)		The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 68% of all farmland in Cleveland County (approximately 91,100 acres).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$1,000) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting		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.
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).	Improves Priority Performance (1)		A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural and suburban living conditions.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-34%)		The decrease in impervious surface throughout Cleveland County equates to an area nearly three-fourths the size of Shelby (or 8,459 acres).
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-7%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Cleveland County.
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) .	Improves Priority Performance (+10%)		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.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance		The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Gaston County

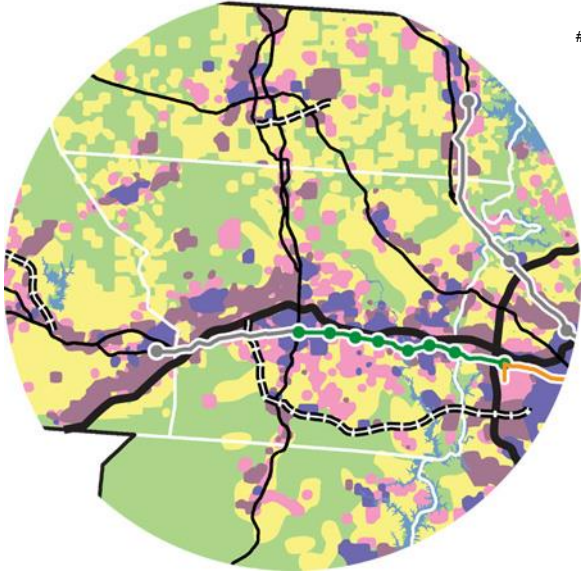


Community Plans Scenario



In Gaston County, the community plans scenario focuses growth and development in both the I-85 corridor and traditional cities and towns located in other parts of the county. New mixed-use, walkable activity centers in most of the county's cities and towns try to serve residents' and employers' daily needs. The designated activity centers are generally surrounded by suburban-scale residential and non-residential development. Remaining areas of the county (near the fringes) are designated for a mix of suburban residential development, rural living, and working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Gaston County officials on May 2, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Gaston County, the county-level consortium scenario focuses growth in existing cities and towns throughout the county. Expanded downtowns, new walkable activity centers, and six new transit activity centers along US 29 try to serve residents' and employers' daily needs and/or provide viable travel alternatives for accessing destinations in Charlotte. Areas generally north and west of NC 275, NC 27, and US 321 (with the exception of Cherryville and Stanly) and south of the proposed Garden Parkway remain rural with working farms.

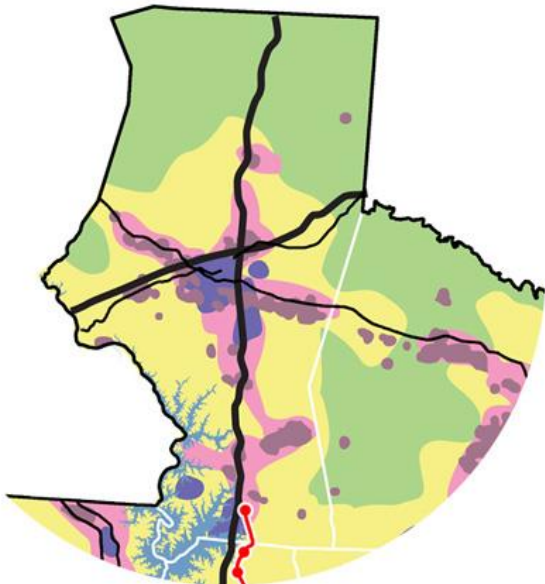
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Gaston County?
More Transportation Choices The amount of mixed-use, walkable development (as a % of total land area) that could support multiple travel modes (+ result good / - result bad).	Improves Priority Performance (+1%) 	The increase in new mixed-use, walkable development throughout Gaston County equates to an area nearly one-third the size of Belmont (or 2,022 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+33%) 	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 34,600 more acres).
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).	Improves Priority Performance (+8%) 	Nearly 6,000 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.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+40%) 	The location and intensity of development in the alternative scenario preserves some farmland; nearly 56% of all farmland in Gaston County (approximately 28,000 acres).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$9,100) ^ <small>^ = emphasis on return on investment portion of the index consistent with county-level reporting</small> 	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.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-21%) 	Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Gaston County.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-7%) 	The decrease in impervious surface throughout Gaston County equates to an area nearly one-fifth the size of Belmont (or 1,324 acres).
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) .	Improves Priority Performance (+5%) 	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.
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).	Improves Priority Performance (5) 	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.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance 	The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Iredell County

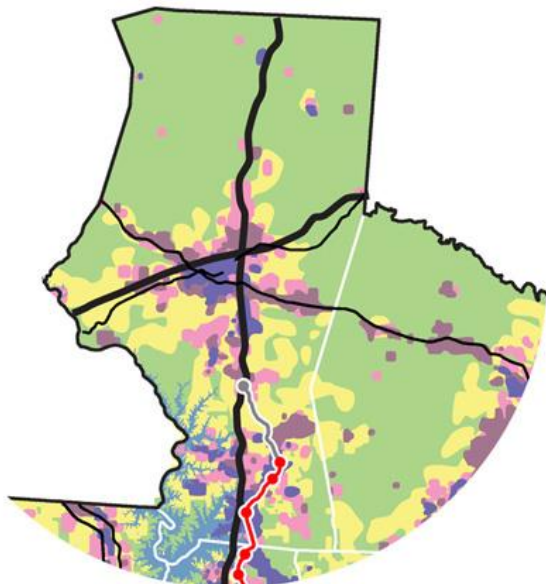


Community Plans Scenario



In Iredell County, the community plans scenario focuses suburban-scale residential and non-residential growth in the lower two-thirds of the county. A limited number of mixed-use, walkable downtowns and their surrounding activity centers are present in Statesville, Troutman, and Mooresville. A significant amount of land surrounding the county’s cities and towns are designated for suburban-scale residential development. The upper third of the county remains rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Iredell County officials on May 5, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Iredell County, the county-level consortium scenario focuses more growth in and around traditional centers: Statesville, Troutman, and Mooresville. Reinvestment in downtowns and existing buildings and the emergence of new mixed-use, walkable activity centers help support a more self-sustainable county where residents are able to work closer to home. A large opportunity site is also identified north of Statesville to serve a large future employer (the “game changer”). Land surrounding cities and towns are designated for rural living and working farms. The upper third of the county remains almost exclusively rural with working farms.

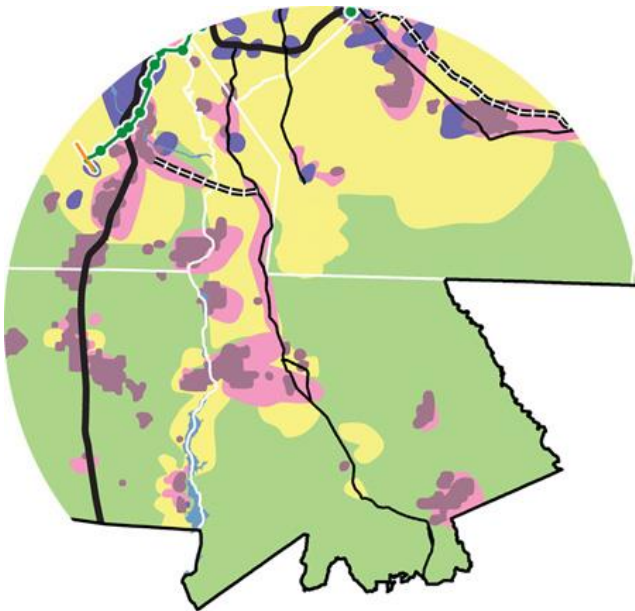
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Iredell County?
Parks & Open Space The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / – result bad).	Improves Priority Performance (+17%) 	Nearly 9,900 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.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / – result bad).	Improves Priority Performance (+65%) 	The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 81% of all farmland in Iredell County (approximately 118,100 acres).
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / – result bad).	Improves Priority Performance (+54%) 	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 87,700 more acres).
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) .	Improves Priority Performance (+24%) 	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.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (– result good / + result bad).	Improves Priority Performance (-9%) 	Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Iredell County.
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / – result bad).	Improves Priority Performance (+\$6,300) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting 	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.
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).	Improves Priority Performance (+1%) 	The increase in new mixed-use, walkable development throughout Iredell County equates to an area nearly 1.75 times the size of Troutman (or 2,374 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (– result good / + result bad).	Improves Priority Performance (-31%) 	The decrease in impervious surface throughout Iredell County equates to an area nearly the size of Statesville (or 12,000 acres).
Cost of My Commute The percentage of household income spent on transportation (dual income household) (– result good / + result bad).	No Change to Priority Performance 	The percent of household income spent on transportation was found to be generally the same between the two scenarios.
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).	Improves Priority Performance (3) 	A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural, suburban, and walkable suburban living conditions.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Lancaster County

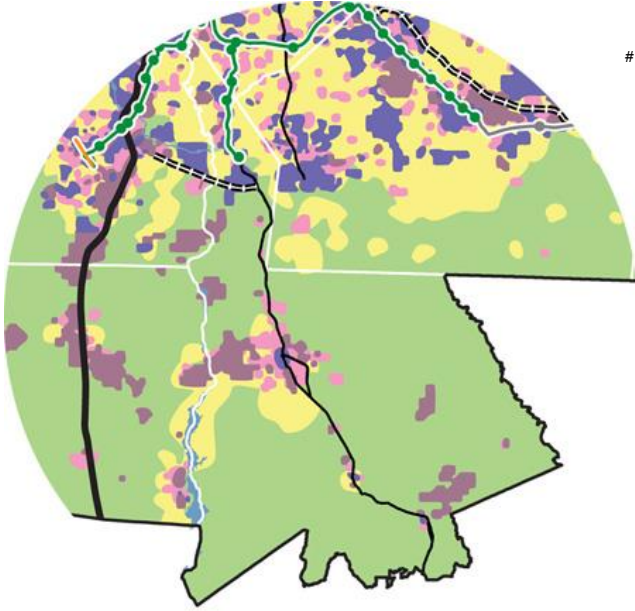


Community Plans Scenario



In Lancaster County, the community plans scenario focuses suburban-scale residential and non-residential growth in traditional centers: Indian Land, Lancaster, Heath Springs, and Kershaw. A large, suburban-scale residential neighborhood is also identified between SC 9 and SC 200 near the Catawba River. Industrial development in unincorporated areas of the county is focused along major highways or one of several railroad corridors in the area. The rest of the county remains generally rural with several working farms and permanent conservation areas.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Lancaster County officials on May 13, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Lancaster County, the county-level consortium scenario focuses growth in traditional centers throughout the county. Walkable downtowns and mixed-use activity centers concentrate development, which provides opportunities to live, work, shop, and be entertained in small, identifiable communities. Two new transit activity centers along US 521 also serve residents' and employers' daily needs and/or provide viable travel alternatives for accessing destinations in Charlotte. Compact development patterns also help control the cost of providing government facilities and services by concentrating development in smaller service areas. Suburban-scale residential and non-residential uses continue to support growth in the City of Lancaster. The rest of the county remains generally rural with several working farms and permanent conservation areas.

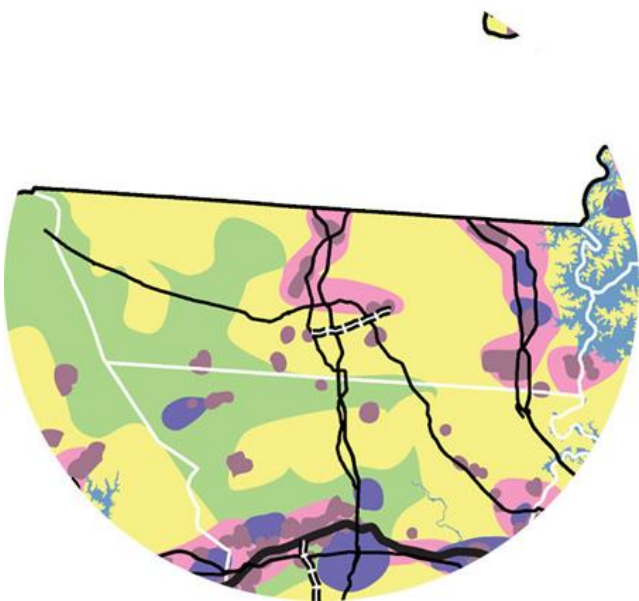
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Lancaster County?
<div>Parks & Open Space</div> <div>The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / - result bad).</div>	<div>Lowers Priority Performance (-8%)</div> <div></div>	<div>Nearly 1,200 less 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.</div>
<div>Cost of Providing Services</div> <div>The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).</div>	<div>Improves Priority Performance (+\$3,600) ^</div> <div>^ = emphasis on return on investment portion of the index consistent with county-level reporting</div> <div></div>	<div>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.</div>
<div>Support Local Farms</div> <div>The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).</div>	<div>Improves Priority Performance (+1%)</div> <div></div>	<div>The location and intensity of development in the alternative scenario preserves some farmland; nearly 46% of all farmland in Lancaster County (approximately 46,500 acres).</div>
<div>Support Our Communities</div> <div>The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).</div>	<div>Improves Priority Performance (+23%)</div> <div></div>	<div>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 25,600 more acres).</div>
<div>More Housing Choices</div> <div>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).</div>	<div>Improves Priority Performance (7)</div> <div></div>	<div>A high-range index score represents a strong mix of several housing choices to meet future demand; including rural, suburban, walkable suburban, and urban living conditions.</div>
<div>Work Closer to Home</div> <div>An index for the number of people living near potential job opportunities (uses a 10 mile radius) (+ result good / - result bad) .</div>	<div>Improves Priority Performance (+29%)</div> <div></div>	<div>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.</div>
<div>More Transportation Choices</div> <div>The amount of mixed-use, walkable development (as a % of total land area) that could support multiple travel modes (+ result good / - result bad).</div>	<div>Improves Priority Performance (+0.30%)</div> <div></div>	<div>The increase in new mixed-use, walkable development throughout Lancaster County equates to an area nearly one-third the size of the City of Lancaster (or 1,133 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.</div>
<div>Improved Water Quality</div> <div>Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).</div>	<div>Lowers Priority Performance (+6%)</div> <div></div>	<div>The increase in impervious surface throughout Lancaster County equates to an area nearly one-third the size of the City of Lancaster (or 1,284 acres).</div>
<div>Cost of My Commute</div> <div>The percentage of household income spent on transportation (dual income household) (- result good / + result bad).</div>	<div>Improves Priority Performance (-1%)</div> <div></div>	<div>A decrease in the amount of household income spent on transportation means more money available to families for other households needs.</div>
<div>Improved Air Quality</div> <div>The amount of CO₂ or NO_x that could be generated by automobiles (- result good / + result bad).</div>	<div>Improves Priority Performance (-22%)</div> <div></div>	<div>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 Lancaster County.</div>

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Lincoln County

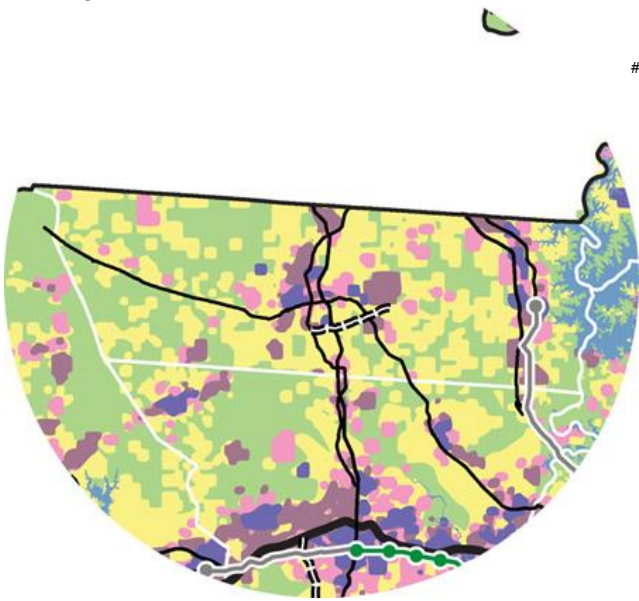


Community Plans Scenario



In Lincoln County, the community plans scenario focuses the majority of growth and development in both Lincolnton and areas east of NC 16 (especially near Lake Norman). Remaining areas of the county are designated for a mix of suburban-scale residential development, rural living, and working farms. Nodes of walkable, mixed-use development are concentrated in activity centers identified in both Lincolnton and the NC 16 corridor.

County-Level Consortium Scenario #



= Developed using input gathered from a meeting with Lincoln County officials on May 19, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Lincoln County, the county-level consortium scenario is very similar to the community plans scenario with a few notable exceptions. New industrial development is concentrated around the Lincolnton-Lincoln County Regional Airport as one method for attracting additional jobs to the county. Suburban-scale residential and non-residential uses are also identified near Vail, and unincorporated areas of the county are generally to remain rural with working farms (especially west of Lincolnton). Additional multifamily development near Lake Norman is also provided to meet anticipated demand.

Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for Lincoln County?
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).	No Change to Priority Performance		There is no significant change to the amount of mixed-use, walkable development in Lincoln County. Opportunities for new development to support new transit, bicycle, or walking trips are the same as the starting scenario (generally moderate).
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).	Improves Priority Performance (+9%)		Nearly 4,900 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.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-9%)		The decrease in impervious surface throughout Lincoln County equates to an area nearly one-third the size of Lincolnton (or 1,781 acres).
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+22%)		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 12,200 more acres).
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) .	Improves Priority Performance (+11%)		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.
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$14,000) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting		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.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-5%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Lincoln County.
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).	Improves Priority Performance (1)		A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural and suburban living conditions.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+14%)		The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 90% of all farmland in Lincoln County (approximately 77,400 acres).
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance		The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Mecklenburg County



Community Plans Scenario



In Mecklenburg County, the community plans scenario advocates for green field development, infill development, and urban redevelopment in different parts of the county. Most developed areas and emerging growth centers south of NC 24 and east of US 74 support suburban-scale residential and non-residential development. New mixed-use, walkable downtowns and their surrounding activity centers throughout the county (many redeveloped from existing strip shopping centers) try to serve residents’ and employers’ daily needs. Rural preservation in northern areas of the county and a county-wide parks and open space master plan keep areas natural and green in the built environment.

County-Level Consortium Scenario



= Developed using input gathered from meetings with Mecklenburg County officials on May 8, 12, & 13, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Mecklenburg County, the county-level consortium scenario supports major (re)investment in walkable downtowns, mixed-use activity centers, and major transit corridors. Preferred development types, patterns, and intensities throughout the county support more housing choices, more travel choices, open space preservation, and economic development. Rural areas, working farms, and permanent open space are targeted in undeveloped areas surrounding the activity centers (especially in north and southeast areas of the county) to increase the size, location, and number of natural areas, parks, and greenways for a more active community.

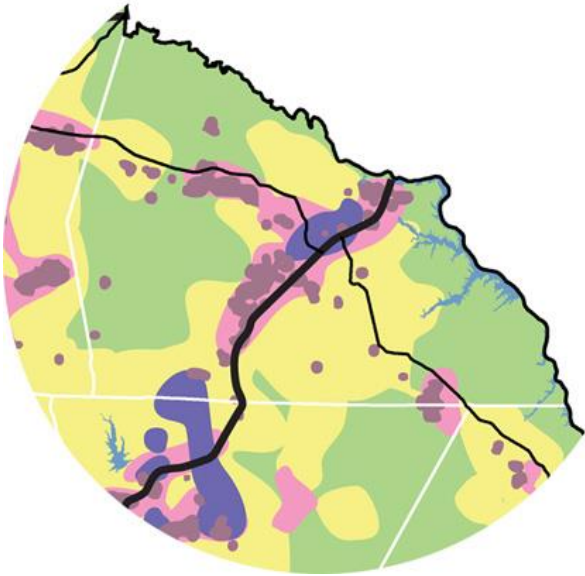
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Mecklenburg County?
More Transportation Choices The amount of mixed-use, walkable development (as a % of total land area) that could support multiple travel modes (+ result good / - result bad).	Improves Priority Performance (+3%) 	The increase in new mixed-use, walkable development throughout Mecklenburg County equates to an area nearly half the size of Huntersville (or 9,632 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
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).	Improves Priority Performance (+1%) 	Nearly 9,400 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.
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+4%) 	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 2,600 more acres).
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-14%) 	Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Mecklenburg County.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Lowers Priority Performance (+17%) 	The increase in impervious surface throughout Mecklenburg County equates to an area nearly the size of Matthews (or 8,031 acres).
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+40%) 	The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 78% of all farmland in Mecklenburg County (approximately 6,700 acres).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$13,600) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting 	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.
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) .	Improves Priority Performance (+7%) 	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.
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).	Improves Priority Performance (2) 	The alternative scenario assumes increased housing choices and inventories similar to those advocated for in the starting scenario (thus a low index score for improvement); including rural, suburban, walkable suburban, and urban living conditions.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance 	The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Rowan County

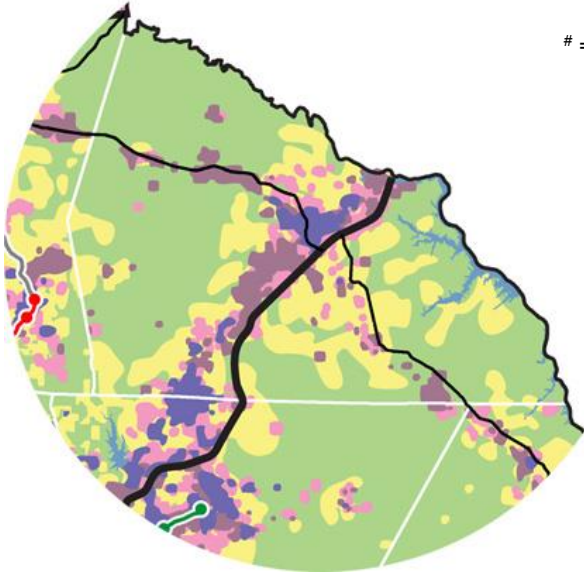


Community Plans Scenario



In Rowan County, the community plans scenario focuses suburban-scale residential and non-residential growth in more traditional centers: China Grove, Spencer, East Spencer, Granite Quarry, Faith, Rock Well, and Cleveland. A limited number of mixed-use, walkable downtowns and their surrounding activity centers are present in Kannapolis and Salisbury. Remaining areas of the county are designated for a mix of suburban residential development, rural living, and working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Rowan County officials on May 5, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Rowan County, the county-level consortium scenario focuses more growth in and around cities and towns throughout the county. Walkable downtowns and mixed-use activity centers concentrate development, which provides opportunities to live, work, shop, and be entertained in small, identifiable communities. Additional multifamily development near Salisbury, Spencer, and East Spencer also helps meet anticipated demand. Land surrounding the county’s cities and towns is designated for rural living, working farms, and permanent conservation areas.

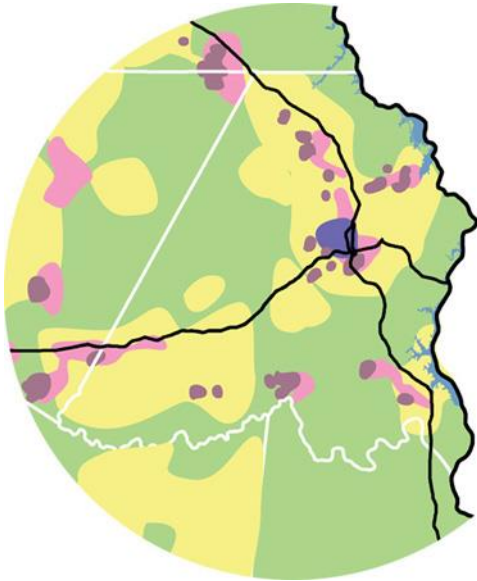
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for Rowan County?
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+48%)		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 59,500 more acres).
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).	Improves Priority Performance (+9%)		Nearly 3,400 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.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+66%)		The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 97% of all farmland in Rowan County (approximately 41,900 acres).
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) .	Improves Priority Performance (+8%)		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.
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$1,300) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting		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.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-10%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Rowan County.
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).	No Change to Priority Performance		There is no change to the amount of mixed-use, walkable development in Rowan County. Opportunities for new development to support new transit, bicycle, or walking trips are the same as the starting scenario (generally low).
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).	Improves Priority Performance (1)		A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural and suburban living conditions.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-33%)		The decrease in impervious surface throughout Rowan County equates to an area nearly the size of Salisbury (or 9,551 acres).
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance		The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Stanly County

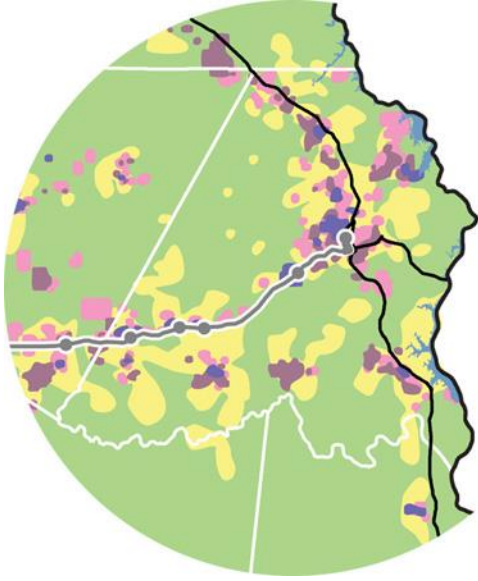


Community Plans Scenario



In Stanly County, the community plans scenario focuses suburban-scale residential and non-residential growth in traditional cities and towns. A limited number of mixed-use, walkable activity centers are present in Albemarle and Locust. A significant amount of land surrounding the county's cities and towns is designated for suburban-scale residential development. Remaining areas are generally rural with working farms and permanent open space.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Stanly County officials on May 6, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Stanly County, the county-level consortium scenario focuses growth in identified centers throughout the county. Walkable downtowns and mixed-use activity centers concentrate development, which provides opportunities to live, work, shop, and be entertained in small, identifiable communities. Compact development patterns also help control the cost of providing government facilities and services by concentrating development in smaller service areas. Land surrounding the county's activity centers is designated for rural living, working farms, and permanent conservation areas.

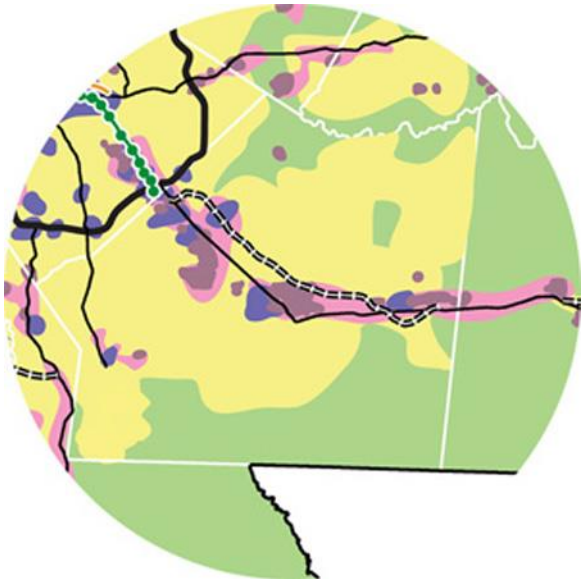
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for Stanly County?
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+62%)		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 33,900 more acres).
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).	Improves Priority Performance (+3%)		Nearly 700 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.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+54%)		The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 96% of all farmland in Stanly County (approximately 103,000 acres).
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-36%)		The decrease in impervious surface throughout Stanly County equates to an area just over half the size of Albemarle (or 5,763 acres).
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) .	Improves Priority Performance (+52%)		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.
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$8,200) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting		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.
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).	Improves Priority Performance (+0.5%)		The increase in new mixed-use, walkable development throughout Stanly County equates to an area nearly one-half the size of Locust (or 1,421 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-23%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Stanly County.
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).	Improves Priority Performance (4)		A mid-range index score represents a reasonable number of housing choices to meet future demand; including rural, suburban, and walkable suburban living conditions.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance		The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Union County, NC

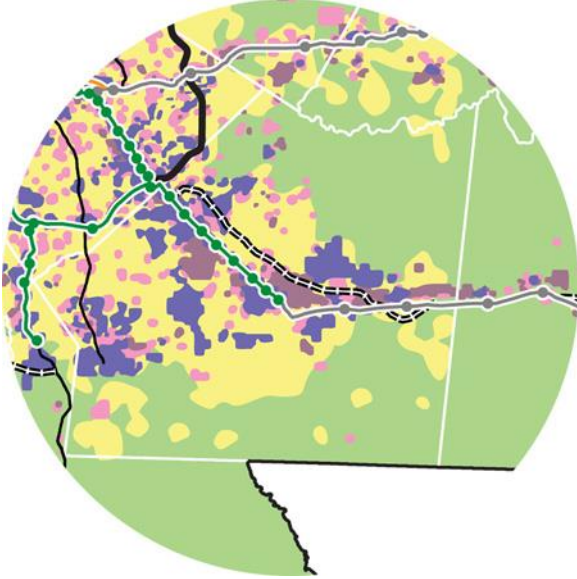


Community Plans Scenario



In Union County, the community plans scenario focuses suburban-scale residential and non-residential growth in the US 74 corridor, western portions of the county, and other areas designated for long-term water and sewer service. A limited number of mixed-use, walkable downtowns and their surrounding activity centers are present in Monroe, Indian Trail, and Lake Park. The rest of the county remains generally rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Union County officials on May 9, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

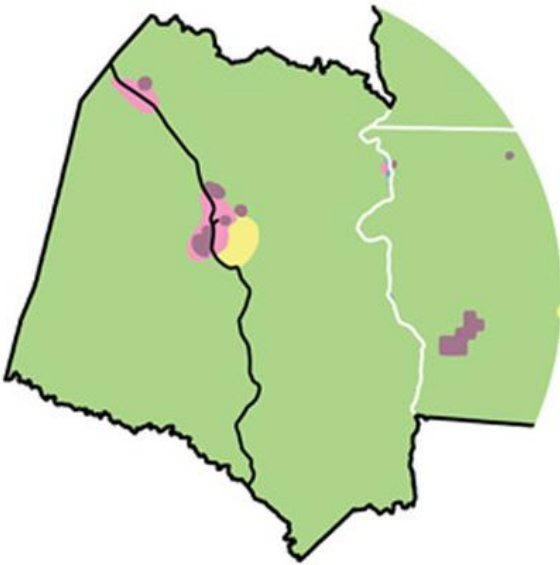
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #	What Does It Mean for Union County?
Parks & Open Space The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / - result bad).	Improves Priority Performance (+2%) 	Nearly 3,100 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.
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+38%) 	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 57,600 more acres).
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+24%) 	The location and intensity of development in the alternative scenario preserves a significant amount of farmland; nearly 63% of all farmland in Union County (approximately 130,500 acres).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$13,300) ^ ^ = emphasis on return on investment portion of the index consistent with county-level reporting 	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.
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).	Improves Priority Performance (+5%) 	The increase in new mixed-use, walkable development throughout Union County equates to an area nearly twice the size of Indian Trail (or 21,075 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Improves Priority Performance (-4%) 	The decrease in impervious surface throughout Union County equates to an area nearly two-thirds the size of Marvin (or 1,592 acres).
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) .	Improves Priority Performance (+50%) 	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.
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-21%) 	Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in Union County.
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).	Improves Priority Performance (3) 	A low-range index score represents fewer housing choices to meet future demand; supporting mostly rural, suburban, and walkable suburban living conditions.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance 	The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for Union County, SC

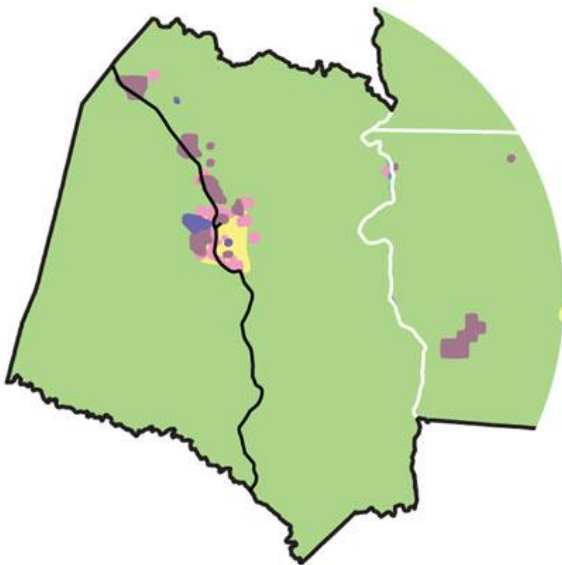


Community Plans Scenario



In Union County, the community plans scenario focuses suburban-scale residential and non-residential growth in and around Union, Jonesville, and Lockhart. Permanent open space (Sumter National Forest) represents nearly half of the county in land generally south of SC 49. Other areas of the county are rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with Union County officials on May 12, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In Union County, the county-level consortium scenario is very similar to the community plans scenario. New industrial centers and walkable neighborhoods along US 176 and SC 215 provide additional job centers and greater housing choice for new residents. Other growth areas in the Union, Jonesville, and Lockhart remain suburban in both scale and intensity. Permanent open space (Sumter National Forest) represents nearly half of the county in land generally south of SC 49. Other areas of the county are rural with working farms.

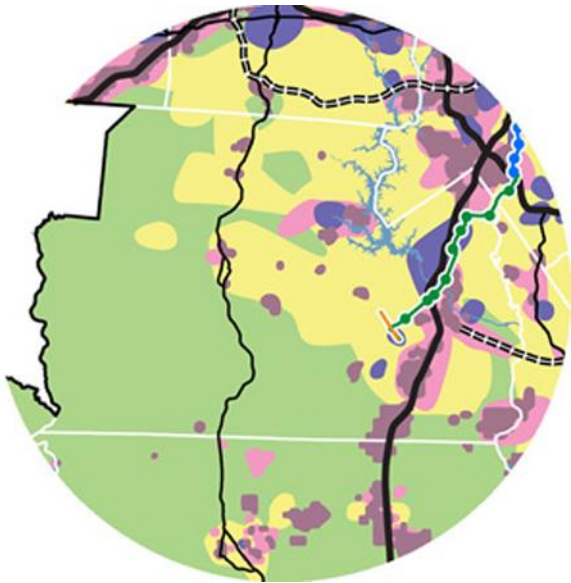
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for Union County?
More Housing Choices An index for the variety of housing choices in the scenario. A positive score (0-10) is an improvement over the starting scenario (0 = Low / 10 = High).	Improves Priority Performance (10)		A high-range index score represents a strong mix of several housing choices to meet future demand; including rural, suburban, and walkable suburban living conditions.
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$1,600) ^ <small>^ = emphasis on return on investment portion of the index consistent with county-level reporting</small>		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.
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).	Improves Priority Performance (+0.2%)		The increase in new mixed-use, walkable development throughout Union County equates to an area nearly the size of Jonesville (or 595 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+45%)		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 3,200 more acres).
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) .	Improves Priority Performance (+42%)		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.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	Improves Priority Performance (-1%)		A decrease in the amount of household income spent on transportation means more money available to families for other households needs.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Lowers Priority Performance (+31%)		The increase in impervious surface throughout Union County equates to an area just larger than Jonesville (or 750 acres).
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).	Improves Priority Performance (+12%)		Nearly 200 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.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Lowers Priority Performance (-4%)		While a reduction, the location and intensity of development in the alternative scenario still preserves a significant amount of farmland; nearly 96% of all farmland in Union County (approximately 8,300 acres).
Improved Air Quality The amount of CO2 or NOx that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-8%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO2 and NOx emissions and improve air quality conditions in Union County.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for York County

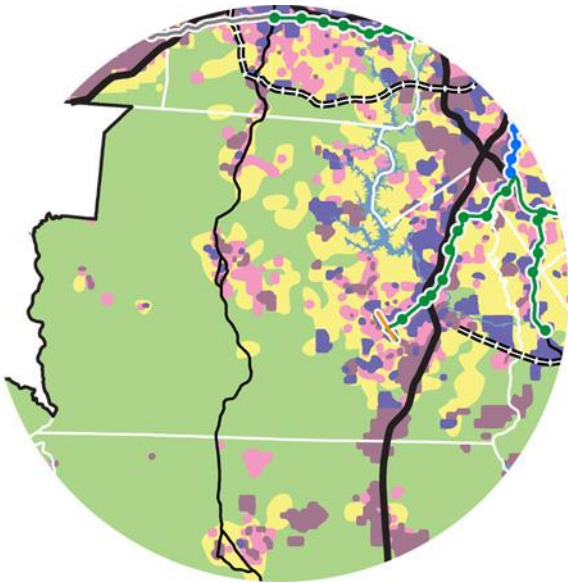


Community Plans Scenario



In York County, the community plans scenario focuses growth in more traditional centers: Rock Hill, Fort Mill, Tega Cay, Clover, and York. New mixed-use, walkable downtowns and their surrounding activity centers try to serve residents’ and employers’ daily needs. Identified activity centers are generally surrounded by suburban-scale residential and non-residential development. Remaining areas of the county are generally rural with working farms.

County-Level Consortium Scenario



= Developed using input gathered from a meeting with York County officials on May 14, 2014 to review and discuss data, analysis, and public input collected throughout the scenario planning initiative to support CONNECT Our Future.

In York County, the county-level consortium scenario supports major (re)investment in walkable downtowns, mixed-use activity centers, walkable neighborhoods, and major transit corridors. Eleven new transit activity centers (serving bus rapid transit and street car technology) also serve residents’ and employers’ daily needs and/or provide viable travel alternatives for accessing destinations in Charlotte. Land surrounding the county’s cities and towns are generally designated for rural living and working farms.

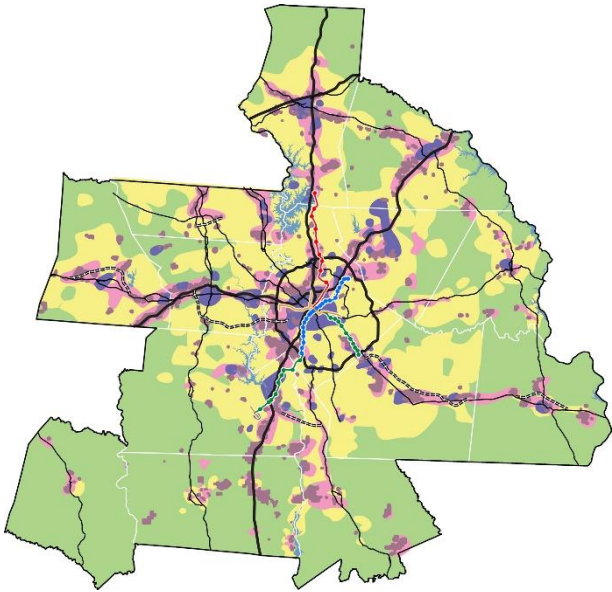
Growth Priority (indicator definition)	County-Level Consortium Scenario Performance #		What Does It Mean for York County?
Parks & Open Space The percentage of people moving to the CONNECT Region that may live near an existing park of some kind (+ result good / - result bad).	Improves Priority Performance (+38%)		Nearly 37,100 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.
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / - result bad).	Improves Priority Performance (+14%)		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 23,700 more acres).
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).	Improves Priority Performance (+1%)		The increase in new mixed-use, walkable development throughout York County equates to an area nearly two times the size of Fort Mill (or 6,054 acres). This type of development generally supports transit, bicycle, and walking trips to meet daily needs.
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / - result bad).	Improves Priority Performance (+4%)		The location and intensity of development in the alternative scenario preserves a significant amount of farmland; 100% of all farmland in York County (approximately 19,200 acres).
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (- result good / + result bad).	Lowers Priority Performance (+14%)		The increase in impervious surface throughout York County equates to an area nearly two-thirds the size of the City of York (or 4,289 acres).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / - result bad).	Improves Priority Performance (+\$6,300) ^ <small>^ = emphasis on return on investment portion of the index consistent with county-level reporting</small>		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.
Improved Air Quality The amount of CO2 or NOx that could be generated by automobiles (- result good / + result bad).	Improves Priority Performance (-21%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO2 and NOx emissions and improve air quality conditions in York County.
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) .	Improves Priority Performance (+13%)		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.
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).	Improves Priority Performance (4)		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.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (- result good / + result bad).	No Change to Priority Performance		The percent of household income spent on transportation was found to be generally the same between the two scenarios.

Building a Preferred Growth Concept

Summary of CommunityViz Model Results for the CONNECT Region

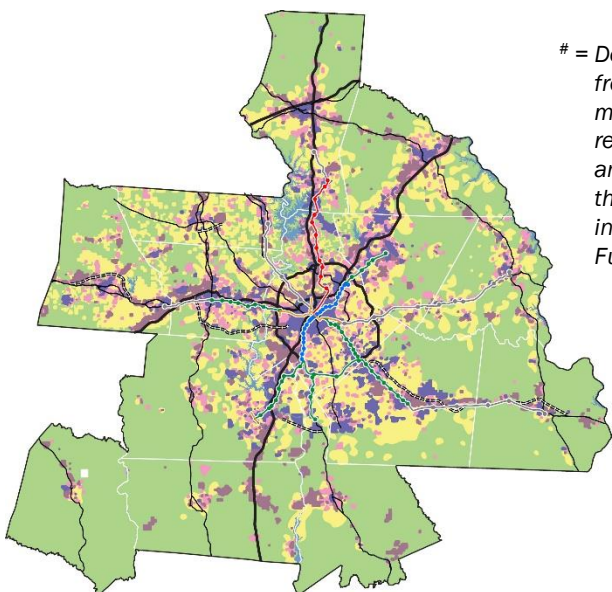


Community Plans Scenario



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)	County-Level Consortium Scenario Performance #		What Does It Mean for the CONNECT Region?
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).	Improves Priority Performance (+6%)		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.
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).	Improves Priority Performance (+1%)		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.
Support Our Communities The land consumed (as a % of total development footprint) for new growth inside communities vs. outward expansion (+ result good / – result bad).	Improves Priority Performance (+35%)		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).
Support Local Farms The absolute change for the amount of farmland saved from future development in the alternative scenario (+ result good / – result bad).	Improves Priority Performance (+23%)		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).
Cost of Providing Services The generalized ad valorem tax value per acre change associated with preferred development types, patterns & intensities (+ result good / – result bad).	Improves Priority Performance (+\$12,400) ^ <small>^ = emphasis on return on investment portion of the index consistent with county-level reporting</small>		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.
Improved Water Quality Land assumed to be impervious surface (as a % of total development footprint) under the preferred development pattern (– result good / + result bad).	Improves Priority Performance (-9%)		The decrease in impervious surface throughout the CONNECT Region equates to an area nearly the size of Rock Hill (or 28,684 acres).
Improved Air Quality The amount of CO ₂ or NO _x that could be generated by automobiles (– result good / + result bad).	Improves Priority Performance (-15%)		Reducing vehicle trip lengths and providing more travel alternatives to the automobile should reduce CO ₂ and NO _x emissions and improve air quality conditions in the CONNECT Region.
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) .	Improves Priority Performance (+14%)		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.
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).	Improves Priority Performance (4)		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.
Cost of My Commute The percentage of household income spent on transportation (dual income household) (– result good / + result bad).	Improves Priority Performance (-1%)		A decrease in the amount of household income spent on transportation means more money available to families for other households needs..