GROWTH OF ESTABLISHED CITIES & TOWNS & NEW CENTERS SCENARIO

Scenario Features

- Growth occurs in established cities and towns and new mixed-use centers in suburban locations
- New development is compact and found near major roadways
- Farmland, open space, and environmentally-sensitive areas are not developed
- Various modes of transportation connect cities, towns, and new centers

Location of New Residences & Neighborhoods

Infill and redevelopment within existing cities and towns and new mixed-use centers is the primary means of providing new housing. Neighborhoods are denser than suburban single-family subdivisions, and residential densities are higher in an urban core. Some neighborhoods contain a mix of uses, with retail, offices, schools, parks, and public spaces within walking distance. Other neighborhoods are separated from employment and commercial areas, but have good sidewalk connections to them.

Housing Choice

Different housing types are found throughout the cities, towns, and centers. Downtowns contain primarily apartment units. Other neighborhoods—especially those in more suburban mixed-use centers—include a mixture of single-family detached homes, townhouses, and apartments. Some older neighborhoods exclusively contain single-family detached homes.

Location of Employment

Employment is located primarily in downtowns and centers (along major roadways) within existing cities and towns. New mixed-use centers beyond existing municipal boundaries also contain concentrations of employment space.

Getting to Work & School

As many residential neighborhoods are close to employment locations and schools, some residents are able to walk to work or school. Those who live beyond a reasonable walking distance have access to municipal/regional transit, which provides an alternative to driving a car. Residents of outlying areas are able to use transit from park-and-ride lots to access employment areas; others choose to drive. Commutes to work or school via any mode of transportation may be shorter than 15 minutes since homes, workplaces, and schools are relatively close together.

Accessing Services & Shopping

Services typically are located in downtowns or centers (along major roadways), and transit connects these areas. Many urban residents are able to access services via walking, biking, or transit. Residents of outlying areas are able to use transit from park-and-ride lots to access services in urban areas; others choose to drive.

Access to Recreational Opportunities

Regional recreation opportunities (e.g., lakes, rivers, and mountains) are near some rural/semi-rural residents. Most local parks and recreation centers are within or close to residential neighborhoods, with continuous sidewalks and/or transit linking these areas.

How Does This Scenario Support Values Found in the Regional Vision?

- Natural areas, farmland, and wildlife habitat have been preserved through more compact development.
- Different housing types are available to meet the needs of different types of households.
- The design of walkable neighborhoods and mixed-use centers allows for more active, healthy lifestyles.
- Mixed-use centers, walkable neighborhoods, and a wider range of transportation options have reduced the amount of driving within the region. This has lowered auto emissions and improved air quality.
- Stormwater runoff and water pollution have been reduced through infill and redevelopment.
- Shorter distances between neighborhoods and employment/commercial centers reduce housing and transportation costs and infrastructure costs are lowered because extensions are planned to guide growth.
DISPERSED GROWTH SCENARIO

Scenario Features

- Growth is scattered throughout the region
- Growth is not guided by nearness to existing infrastructure; infrastructure is assumed to follow new development
- No incentives are provided for intensification of existing development
- Some farmland and open space is converted to residential subdivisions

LOCATION OF NEW RESIDENCES & NEIGHBORHOODS

New housing is scattered throughout the region, primarily in lower-density residential neighborhoods or large-lot rural residential forms. Residential neighborhoods are separated from employment and commercial areas.

HOUSING CHOICE

Different housing types are found throughout the region, but most suburban and rural housing is single-family detached homes.

LOCATION OF EMPLOYMENT

Employment is located in existing cities and towns and also is dispersed around the region in clusters.

GETTING TO WORK & SCHOOL

Distances between residential neighborhoods and employment locations typically mean that a car is required for commuting. However, some suburban shopping centers function as park-and-ride lots, with express bus service to employment centers. Schools service a wider area of the region, and most children require a bus or car ride to school. Commutes to work or school can be longer than 30 minutes for those persons living in semi-rural and rural areas.

ACCESSING SERVICES & SHOPPING

Services and shopping typically are located along major highways (in suburban shopping centers and office parks) or urban areas (in downtowns). For those persons living in rural, semi-rural, or suburban locations, a car is needed to access these commercial areas. Some urban residents are able to access services and shopping via walking or transit.

ACCESS TO RECREATIONAL OPPORTUNITIES

Regional recreation opportunities (e.g., lakes, rivers, and mountains) are near some rural/semi-rural residents. Most local parks and recreation centers are within or close to residential neighborhoods. However, many residents must access these facilities via car.

HOW DOES THIS SCENARIO SUPPORT VALUES FOUND IN THE REGIONAL VISION?

- The development pattern promotes residential choice in terms of providing new housing in urban, suburban, and rural areas.
- Some development occurs close to natural areas and open space, which connects residents to nature.
- Investment is more dispersed around the region.
GROWTH OF ESTABLISHED CITIES & TOWNS SCENARIO

Scenario Features

- Growth occurs primarily through adding development within established cities and towns
- New development makes use of existing infrastructure
- Farmland, open space, and environmentally-sensitive areas are not developed
- Investments in various modes of transportation are made within cities and towns

**HOW DOES THIS SCENARIO SUPPORT VALUES FOUND IN THE REGIONAL VISION?**

- **Natural areas, farmland, and wildlife habitat have been preserved through more compact development.**
- **Different housing types are available to meet the needs of different types of households.**
- **The design of walkable neighborhoods and mixed-use centers allows for more active, healthy lifestyles.**
- **Mixed-use centers, walkable neighborhoods, and a wider range of transportation options have reduced the amount of driving within the region. This has lowered auto emissions and improved air quality.**
- **Stormwater runoff and water pollution have been reduced through infill and redevelopment.**
- **Shorter distances between neighborhoods and employment/commercial centers reduce housing and transportation costs and infrastructure costs are lowered because extensions are planned to guide growth.**

**LOCATION OF NEW RESIDENCES & NEIGHBORHOODS**

Infill and redevelopment within existing cities and towns is the primary means of providing new housing. Neighborhoods are more compact than typical suburban single-family subdivisions and take more urban forms. Residential densities are higher in downtown areas. Some neighborhoods contain a mix of uses, with retail, offices, schools, parks, and public spaces within walking distance. Other neighborhoods are separated from employment and commercial areas, but have good sidewalk connections to these areas.

**HOUSING CHOICE**

Different housing types are found throughout the cities and towns. Downtowns primarily contain apartment units. Other neighborhoods include a mixture of single-family detached homes, townhouses, and apartment units. Some older neighborhoods exclusively contain single-family detached homes.

**LOCATION OF EMPLOYMENT**

Employment is located primarily in downtowns and centers (along major roadways) within existing cities and towns.

**GETTING TO WORK & SCHOOL**

As many residential neighborhoods are close to employment locations and schools, some residents are able to walk or bike to work or school. Those who live beyond a reasonable walking distance have access to municipal/regional transit, which provides an alternative to driving a car. Residents of outlying areas are able to use transit from park-and-ride lots to access employment areas; others choose to drive. Commutes to work or school via any mode of transportation may be shorter than 15 minutes since homes, workplaces, and schools are relatively close together within the cities and towns.

**ACCESSING SERVICES & SHOPPING**

Services and shopping typically are located in downtowns or centers (along major roadways), and transit connects these areas. Many urban residents are able to access services/shopping via walking, biking, or transit. Residents of outlying areas are able to use transit from park-and-ride lots to access services/shopping in urban areas; others choose to drive.

**ACCESS TO RECREATIONAL OPPORTUNITIES**

Regional recreation opportunities (e.g., lakes, rivers, and mountains) are near some rural/semi-rural residents. Most local parks and recreation centers are within or close to residential neighborhoods, with continuous sidewalks and/or transit linking these areas.
## HIGHWAY-ORIENTED GROWTH SCENARIO

### Scenario Features
- **Growth occurs primarily in suburban locations**
- **New development is automobile-oriented, and commercial and residential areas typically are separated**
- **Some town center developments along suburban highways may include a mix of uses**
- **Infill and redevelopment are limited**
- **Cities and towns make limited investments in alternative modes of transportation**

### Location of New Residences & Neighborhoods

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New housing occurs primarily in lower-density single-family neighborhoods</strong> located near major roadways. Residential neighborhoods generally are separated from employment and commercial areas.</td>
<td></td>
</tr>
</tbody>
</table>

### Housing Choice

- **Different housing types are found in more urban areas and along major roadways, but most suburban and rural housing is single-family detached homes.** Some areas, however, have “town centers” that include a limited number of apartments or townhouses close to the shopping area.

### Location of Employment

- **Employment is located in existing cities and towns, as well as suburban office parks and shopping centers.**

### Getting to Work & School

- **Distances between residential neighborhoods and employment locations typically mean that a car is required for commuting.** However, some suburban shopping centers function as park-and-ride lots, with express bus service to employment centers. Schools generally are not located within walkable distances from residential areas; most children require a bus or car ride to school. Commutes to work or school may exceed 20 minutes for persons living in semi-rural and rural areas and some suburban neighborhoods.

### Accessing Services & Shopping

- **Services/shopping typically are located along major highways (in suburban shopping centers and office parks) or urban areas (in downtowns).** For those persons living in rural, semi-rural, or suburban locations, a car is needed for access. However, it is possible for residents to use transit from park-and-ride lots to access services/shopping in a more urban area. Residents of a suburban “town center” are able to access services/shopping in the center via walking. Some urban residents are able to access services/shopping via walking or transit.

### Access to Recreational Opportunities

- **Regional recreation opportunities (e.g., lakes, rivers, and mountains) are close to some rural/semi-rural residents.** Many local parks and recreation centers are within or close to residential neighborhoods. However, many residents must access these facilities via car.

### How Does This Scenario Support Values Found in the Regional Vision?

- **Different housing types are available in urban and suburban areas to meet the needs of different types of households.**
- **Some transportation options are available, especially for new development that occurs in a “town center” form.**
- **Focusing development along highways in suburban locations protects some natural areas, farmland, and wildlife habitat in more rural/outlying areas of the region.**
- **Reducing the amount of development in more rural/outlying areas decreases the amount of driving within the region, which lowers auto emissions and helps improve air quality.**
- **In some areas jobs are located closer to housing, which reduces driving and transportation costs.**