OUR REGIONAL VISION:
East Tennessee will be recognized throughout the nation and world as a premier region of choice and opportunity by virtue of our exceptional quality of life; scenic natural beauty; unique cultural heritage; healthy people and places; strong institutions; talented workforce; entrepreneurial spirit; and prosperous economy.

How We Grow Matters!
As we plan for our growing population it’s up to you to ensure that this growth preserves our quality of life and provides for our economic well-being. Our choices today ensure our communities are great places to live tomorrow.

In today’s meeting you will consider different ways in which we might grow. Your input will help define a preferred direction and identify policy and investment choices that will inform a future action plan for our region.

MEETING GOALS

1. Prioritize issues to address as we grow.

2. Consider among five regional growth concepts, where new homes, jobs, roads, transit, and open space could be located.

Results from all sessions will be compiled in late Spring 2013 into a preferred regional growth concept that consolidates elements of what citizens liked from the five concepts. This feedback will be used as the basis for the policy recommendations and action plan that will be developed in Summer 2013 by the PlanET Consortium.

By 2040, our region will have 298,000 new residents and 240,000 new jobs.
Regional Growth Concept

Transportation Enhancements
Limit of Local Transit Service

Distribution of New People and Jobs
People
Some New
More New

Jobs
More Jobs
More New Jobs

Both People and Jobs
Some of Both
More People from Jobs
More Jobs that People
More of Both

Chuck Swan WMA
Great Smoky Mountains National Park

N Carolina

Trend
Live New homes are built in suburban single-family neighborhoods and apartment complexes. Some homes are built within cities and towns, in or near existing neighborhoods and downtowns. Homes are typically separated from jobs and commercial areas.

Work New locations for jobs are located in existing cities and towns, shopping centers, and suburban office and business parks.

Shop New shopping areas and commercial services are primarily located along highways, in large shopping centers.

Play Regional recreation opportunities (e.g. lakes, rivers, and mountains) are near some rural homes. Some local parks, greenways and recreation centers are close to residential neighborhoods. Most residents access these facilities by car.

Get Around The car is the primary form of transportation. Shopping and services are available to some residents in cities and towns by walking, biking or transit. Schools service a wider area of the region, and most children take a bus or car ride to get there. Greenways are used generally for recreation, not for getting to work.

Trend - Business As Usual

Growth tends to occur in suburban areas, expanding along major roads into rural areas. Most new development is car-friendly, with commercial and residential uses separated from each other. New homes are built in suburban neighborhoods and on rural lots that were once farmland or open space.

Features

- Different types of homes are available in urban and suburban areas, but most are single-family homes and apartments.
- A car is needed for most people to get to jobs, home, shopping, recreation, and school.
- Commutes to work and school may be further for people living in rural and suburban areas.
- Cities and towns make limited investments in sidewalks and bikes lanes as well as new express bus routes.
- Road, sewer and water service are expanded along major roads and extended into rural areas, but occasionally “leapfrogging” close-in land in favor of other areas.

How this growth concept supports values found in the regional vision

- 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.
- Different housing types are available to meet the needs of different types of households.
- In some areas jobs are located closer to housing, which reduces driving and transportation costs.
- Some transportation options are available, especially for new development that occurs in a “town center” form.
Live  New homes are scattered throughout the region, primarily in suburban and rural neighborhoods. Housing is separated from employment and commercial areas. Some homes and subdivisions are designed around significant natural and cultural resources.

Work  Jobs are located in existing cities and towns and also are spread around the region in clusters.

Shop  Shops and services typically are located along major highways (in suburban shopping centers and office parks) or urban areas (in strip centers and small storefronts).

Play  Regional recreation opportunities (e.g. lakes, rivers, and mountains) are near some rural and suburban homes. Some local parks, greenways and recreation centers are close to residential neighborhoods. Most residents access these facilities by car.

Get Around  The car is the primary form of transportation. Some residents are able to access services and shopping by walking or transit. Schools service a wider area of the region, and most children take a bus or car ride to school. Greenways are used generally for recreation, not commuting.

Spread Out  Growth occurs mainly in suburban and rural areas, with minimal growth in the region's cities and towns. New development is car-friendly and grows primarily into undeveloped areas. New homes are largely developed in suburban neighborhoods and on rural lots that were once farmland and open space.

Features
- Different types of housing are available, but most new homes are single-family homes and apartments.
- Most people get to jobs, home, shopping, recreation, and school by car.
- Commutes are typically further for people living in rural and suburban areas.
- Local transit service remains as it is today.
- Road and utility infrastructure is expanded and extended into rural areas as needed, frequently “leapfrogging” close-in land that is left undeveloped.

How this growth concept supports 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.
Distribution of New People and Jobs

Population: Areal distribution of the population in different counties.

Jobs: Areal distribution of the number of jobs in different counties.

Both People and Jobs: Areal distribution of the overlap of population and jobs in different counties.

Major Road Improvements
New/improved Roadways
Limit of Local Transit Service
Park and Ride Service
Park and Ride Stations

Transportation Enhancements

NORTH CAROLINA
**Live** New homes are primarily in single-family neighborhoods in suburban and rural areas on large lots. Some town centers are built along major roads in suburban locations that include apartments, condos and townhouses.

**Work** New jobs are located in existing cities and towns, as well as suburban office parks and shopping centers.

**Shop** Shops and services typically are located along major highways (in suburban shopping centers) or urban areas (in strip centers and small storefronts). Some residents are able to access these by walking or transit.

**Play** Some local parks, greenways, recreation centers and regional recreation opportunities (e.g. lakes, rivers, and mountains) are close to homes. A car is used to get to most of these facilities.

**Get Around** The primary form of transportation is the car, with some people using transit to commute to work. Shopping and services are accessible by walking in town centers and urban areas (including transit) for those that work or live nearby. Park-and-ride lots are provided in suburban locations with express bus service to employment centers and urban shopping areas. Schools serve a wide area, and most children take a bus or car ride to school. Greenways are generally used for recreation but some do provide access to suburban and town center developments.

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**Grow Corridors**

Growth tends to follow major road corridors. Most new development is car-friendly and is located in suburban and rural locations, with commercial and residential areas separated from each other. Road improvements are required in high growth areas. Farms and other open spaces near major roadways are converted to other uses.

**Features**

- Different housing types are found in urban areas, town centers and along major roadways, while most new suburban and rural housing are single-family homes.
- ‘Town centers’ containing a mix of jobs and residences are built along highways in some suburban locations.
- Development on vacant properties and redevelopment within existing cities and town is limited.
- Commutes to work and school may be further for people living in rural and suburban areas.
- Cities and towns make limited investments in sidewalks and bike lanes as well as new express bus routes.
- Road, sewer and water service are expanded along major road corridors and extended into rural areas.

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**How this growth concept supports values found in the regional vision**

- 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.
- Different housing types are available to meet the needs of different types of households.
- In some areas jobs are located closer to housing, which reduces driving and transportation costs.
- Some transportation options are available, especially for new development that occurs in a “town center” form.
Distribution of New People and Jobs

- **People**
  - Same New
  - More New

- **Jobs**
  - Same Jobs
  - More Jobs

- **Both People and Jobs**
  - Same People
  - More People Than Jobs
  - More Jobs Than People

**REGIONAL GROWTH CONCEPT**

Grow New Centers
**Live** New homes are primarily located within existing cities and towns and include apartments, townhouses and detached single-family houses. Many neighborhoods in urban areas and new centers contain a mix of retail, offices, schools, parks, and public spaces. Other neighborhoods are separated from employment and commercial areas, but have sidewalk connections to them.

**Work** Jobs are located primarily in urban areas and new centers. Some clusters of jobs are located in business parks in suburban and rural locations.

**Shop** New shops and services typically are located along major roads in urban areas (in or near neighborhoods), or within new centers. Some new shopping centers are located in suburban areas.

**Play** Regional recreation opportunities (e.g. lakes, rivers, and mountains) are accessible by low frequency transit for most people and for communities with waterfront parks. Many local parks, greenways and recreation centers are within or close to neighborhoods, with sidewalks and transit linking these areas.

**Get Around** Multiple types of transportation (car, bus, walk, and/or bicycle) are available for most people. Some neighborhoods are within walking or biking distance to jobs, school, shops and services; most others have access to local or regional transit to those locations. Schools serve smaller areas of the region, and many children have the option to walk or bike to school. People in suburban and rural areas can use park-and-ride express bus transit to access jobs and shopping areas. Greenways are used for recreation and for getting to work.

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**Grow New Centers**

Growth is balanced between the region’s cities and towns, and suburban communities. New homes and jobs create centers of activity containing a mix of housing, shops, and services that are connected by several types of transportation. Regional transit connects the centers and local transit is improved.

**Features**

- Different housing types are found throughout cities, towns, and centers; some new subdivisions are developed in the suburban and rural areas and large-lot homes in rural areas.
- Most new homes and jobs are located in areas with both businesses and homes.
- Local transit is improved and a regional transit network is created to connect centers with cities and towns by express bus.
- Investments in wider sidewalks and bike lanes are made in high growth areas (cities, towns and major roads connecting new centers); there are limited improvements in rural areas.
- Most farmland, open space, steep slope and floodplain areas remain as they are today.

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**How this growth concept supports values found in the regional vision**

- 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.
- 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.
- Shorter distances between neighborhoods and employment/commercial centers reduce housing and transportation costs. Infrastructure costs are lowered because extensions are planned to guide growth.
- Natural areas, farmland, and wildlife habitat have been preserved through more compact development.
- Stormwater runoff and water pollution have been reduced through infill and redevelopment.
**Live** New homes are primarily located within cities, towns and established suburban communities, including apartments, condos, townhouses and small-lot single-family houses. Some homes have a small rental apartment above a detached garage. More people are living in downtown areas and along transit routes. Some homes are built in rural locations near existing communities.

**Work** Most new jobs are located in downtowns, community centers and along major transit routes. Some clusters of jobs are located in business parks in suburban and rural areas.

**Shop** Shops and services are primarily located in downtowns, community centers and along major transit routes. Some shopping centers are developed in suburban areas.

**Play** Regional recreation opportunities (e.g. lakes, rivers, and mountains) are accessible by low frequency transit for most residents and for communities with waterfront parks. Most local parks, greenways and recreation centers are within or close to neighborhoods, with sidewalks and transit linking people to these areas.

**Get Around** More frequent local bus service is available for many residents, and multiple types of transportation (e.g. car, bus, walk, and bicycle) are available for most residents. Many neighborhoods are within walking or biking distance to jobs, school, shops and services. Most others have access to local or regional transit to those locations. Schools serve smaller areas of the region, and some children have the option to walk or bike to school. Residents of outlying areas can drive or use park-and-ride express bus transit to access employment and shopping areas. Greenways are used for recreation and for getting to work.

### Grow Cities & Towns

Growth occurs mainly in the region’s existing cities and towns. New development focuses on filling in the gaps and redeveloping commercial areas to create corridors of activity with a mix of homes, shops and services. Investment in several types of transportation is made throughout the region, with more transit service along major corridors.

#### Features

- A variety of types of new homes are found within existing cities and towns, close to businesses and services, with some new subdivisions in suburban areas.
- Some new homes and jobs are located along major transit routes in areas with both businesses and homes.
- Transit is enhanced by introducing bus service in several communities and developing more frequent bus service where it already exists. Express buses connect small towns with large employment and shopping areas.
- Investments in wider sidewalks and bike lanes are completed on most major roads in cities and towns; there are limited improvements in rural areas.
- Farmland, open space, steep slope and floodplain areas remain as they are today.

### How this growth concept supports values found in the regional vision

- 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.
- 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.
- Shorter distances between neighborhoods and employment/commercial centers reduce housing and transportation costs. Infrastructure costs are lowered because extensions are planned to guide growth.
- Natural areas, farmland, and wildlife habitat have been preserved through more compact development.
- Stormwater runoff and water pollution have been reduced through infill and redevelopment.
How should we grow?

1. Select and rank your top 5 priority issues.
Tell us what your top priorities are in relation to our region’s physical growth over the next three decades. Selecting and ranking your priority issues will help you in the next activity: rating a variety of regional growth concepts.

In the table below and on the back, use the boxes on the left labeled “priority” to identify your top five priorities. Please indicate your top number 1 (one) priority with a number “1” and continue to rank your priorities until you get to your number “5” or 5th ranked priority. You can also suggest priorities not on the list by writing them in the space provided on the back side of this worksheet. Your choices will help us to learn about the types of issues that are important to you.

2. Rate each of the 5 regional growth concepts.
Explore five different ways in which our region might grow by 2040. Each regional growth concept includes a map, an explanation of the major ideas behind the concept and how it supports the values found in our regional vision.

The table below and on the back side of this worksheet displays how each of the four alternative growth concepts compare to the Trend or “T” growth for our region based on whether the priorities you have ranked will be “Better” or “Worse.” How do these measurements for each of the growth concepts affect your priorities?

Once you have taken a moment to reflect on how each growth concept may or may not affect your top priorities, rate each of the growth concepts from 1 to 5 on the back side of this worksheet. You can choose your preference for each growth concept by circling a number on a scale from 1 to 5, 1 being a “low” preference for the concept and 5 being a “high” preference.

### Priority Worksheet

#### Redeveloping Land
Commercial, office or industrial land is redeveloped to become new businesses and homes

<table>
<thead>
<tr>
<th>Priority Rank</th>
<th>Spread Out</th>
<th>Corridors</th>
<th>Centers</th>
<th>Cities Towns</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
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<tr>
<td>Worse</td>
<td>Trend</td>
<td>Corridors</td>
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</tbody>
</table>

#### Greenfield Development
New development occurs on agriculture, open space, or forested land

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<thead>
<tr>
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<td>Trend</td>
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</table>

#### Work Closer to Home
Availability of homes near the region’s major centers of employment

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<thead>
<tr>
<th>Priority Rank</th>
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<th>Corridors</th>
<th>Centers</th>
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</tr>
<tr>
<td>Worse</td>
<td>Trend</td>
<td>Corridors</td>
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</table>

#### Choice of Housing Types
Communities have a range of housing (houses, apartments, senior housing, etc.) available

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<thead>
<tr>
<th>Priority Rank</th>
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<th>Centers</th>
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</tr>
<tr>
<td>Worse</td>
<td>Trend</td>
<td>Corridors</td>
<td></td>
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</tbody>
</table>

#### Walking and Bicycling
Communities are set up so that walking and biking to destinations is easy and safe

<table>
<thead>
<tr>
<th>Priority Rank</th>
<th>Spread Out</th>
<th>Corridors</th>
<th>Centers</th>
<th>Cities Towns</th>
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<tr>
<td>Worse</td>
<td>Trend</td>
<td>Corridors</td>
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</tbody>
</table>

#### Convenient Transit
Transit is close by, frequent, direct, and easy to get to and use

<table>
<thead>
<tr>
<th>Priority Rank</th>
<th>Spread Out</th>
<th>Corridors</th>
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<tr>
<td>Worse</td>
<td>Trend</td>
<td>Corridors</td>
<td></td>
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</tbody>
</table>
Infrastructure Costs  Cost associated with maintaining new roads, bridges, water and sewer systems

Traffic Congestion  Roads reaching their capacity resulting in slower travel speeds and more time spent in a car

Convenient Car Travel  Car travel can be the faster, most convenient, and private way to get around

Local Agriculture  Productive agricultural areas provide food, jobs and economic benefits to our local economies

Air Quality  Vehicle emissions are about half of the source of smog-forming pollution—linked to asthma and other poor outcomes

Homes on Large Lots  Extra living and yard space found in more rural or suburban areas

Water Quality  Runoff affects not only people living here, but businesses, industry and aquatic life

Additional priority issues:

Rate the Regional Growth Concepts

<table>
<thead>
<tr>
<th>Concept</th>
<th>LOW</th>
<th>HIGH</th>
</tr>
</thead>
<tbody>
<tr>
<td>TREND</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>SPREAD OUT</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>GROW CORRIDORS</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>GROW NEW CENTERS</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>GROW CITIES AND TOWNS</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>
TELL US ABOUT YOURSELF

PlanET will only be successful if a wide range of stakeholders become involved in the process. Please help us understand who is participating by providing us with some information about yourself.

Please Note:
Completion of this form is entirely optional and you are not obligated to provide any information or comments unless you choose to do so. Answer as many question as you would like.

1. What is your community role?
   - [ ] Resident
   - [ ] Business Owner
   - [ ] Property Owner
   - [ ] Government
   - [ ] Other

2. What is your gender?
   - [ ] Male
   - [ ] Female

3. What is your age?
   - [ ] 18 or younger
   - [ ] 19 – 24
   - [ ] 25 – 34
   - [ ] 35 – 44
   - [ ] 45 – 54
   - [ ] 55 – 64
   - [ ] 65 – 74
   - [ ] 75 or older

4. What is your race/ethnicity?
   - [ ] White/Caucasian
   - [ ] Black/African-American
   - [ ] Hispanic/Latino
   - [ ] Asian
   - [ ] Native American
   - [ ] Two or More Races
   - [ ] Other

5. What is your residential zip code?

6. In which county do you live?
   - [ ] Anderson
   - [ ] Blount
   - [ ] Knox
   - [ ] Loudon
   - [ ] Union
   - [ ] Other

7. What is your household type?
   - [ ] Live Alone
   - [ ] Live with Roommate/Housemate
   - [ ] Live with Spouse/Partner
   - [ ] Live with Spouse/Partner & Children
   - [ ] Live with Children or Parent(s) Only

8. Do you rent or own your home?
   - [ ] Rent
   - [ ] Own
   - [ ] Neither

9. How would you characterize where you live?
   - [ ] Rural
   - [ ] Semi-rural
   - [ ] Suburban
   - [ ] Close to town
   - [ ] In town
   - [ ] Other

10. What is your level of education?
    - [ ] Less than 9th Grade
    - [ ] Some High School/No Diploma
    - [ ] High-School Graduate
    - [ ] Some College Associate's Degree
    - [ ] Bachelor’s Degree
    - [ ] Graduate/Professional Degree
GIVE US SOME FEEDBACK.

Tell us what you thought about today’s meeting.

Please rate the effectiveness of this meeting.

<table>
<thead>
<tr>
<th>Poor</th>
<th>Excellent</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
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</table>

Please rate the effectiveness of the Meeting in a Box technique.

<table>
<thead>
<tr>
<th>Poor</th>
<th>Excellent</th>
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<tbody>
<tr>
<td>1</td>
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</tbody>
</table>

Did you participate in an earlier Meeting in a Box session (in early 2012 or Summer 2012)?

☐ Yes  ☐ No

How can we make Meeting in a Box sessions better?

If you have additional comments about today's meeting, please send them to:

Sherith Colverson, PlanET Outreach Coordinator
City of Knoxville
400 Main Street, Suite 500
Knoxville, Tennessee 37902
office: (865) 215-4396  cell: (865) 661-3216
sherith.colverson@planeasttn.org

THANK YOU FOR PARTICIPATING.