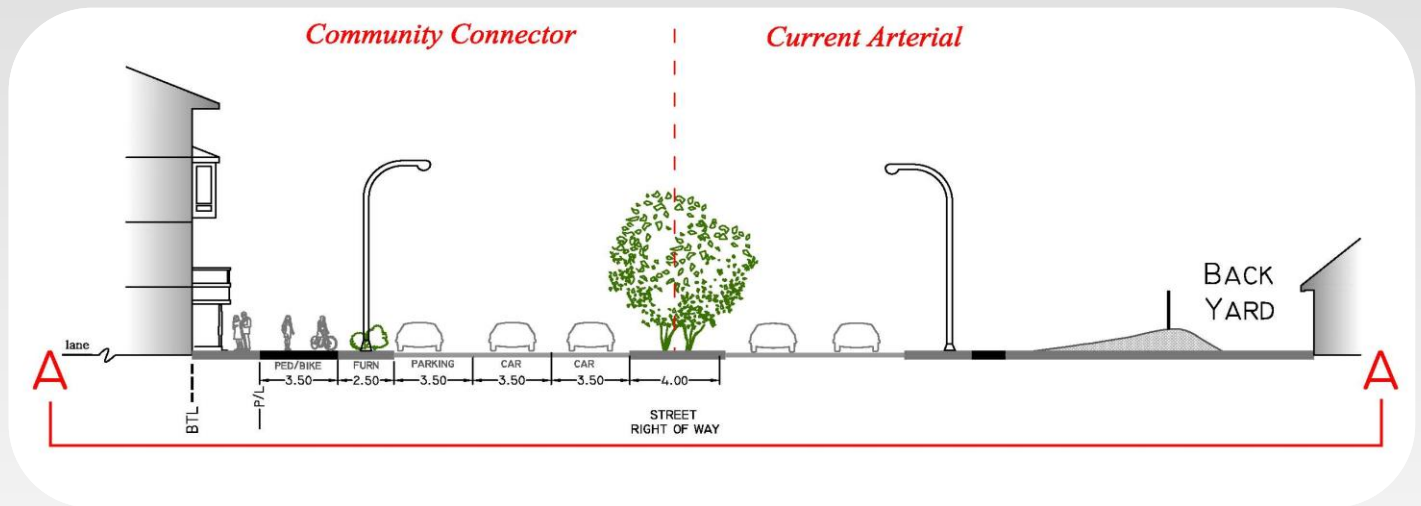


The following is a package of sample conflicts that would occur if Smart Growth is applied in small pockets of development, instead of throughout the Annexed Lands.

CONFLICT A-A

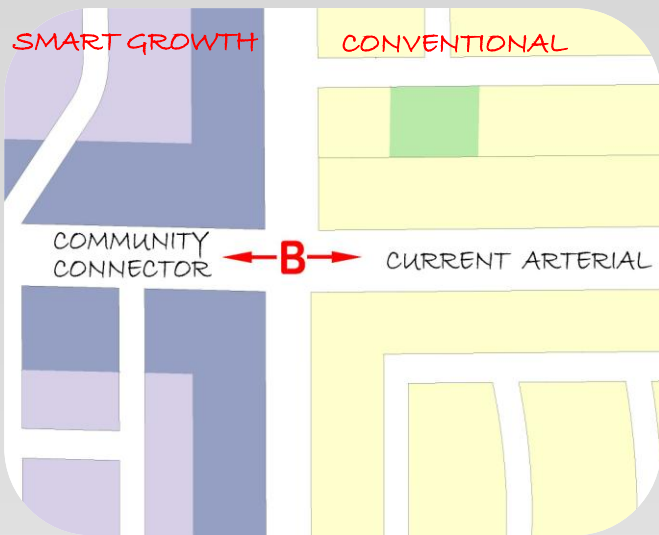


Because development standards vary between arterial roadways and community connectors, there will be a conflict between how development occurs along these corridors.

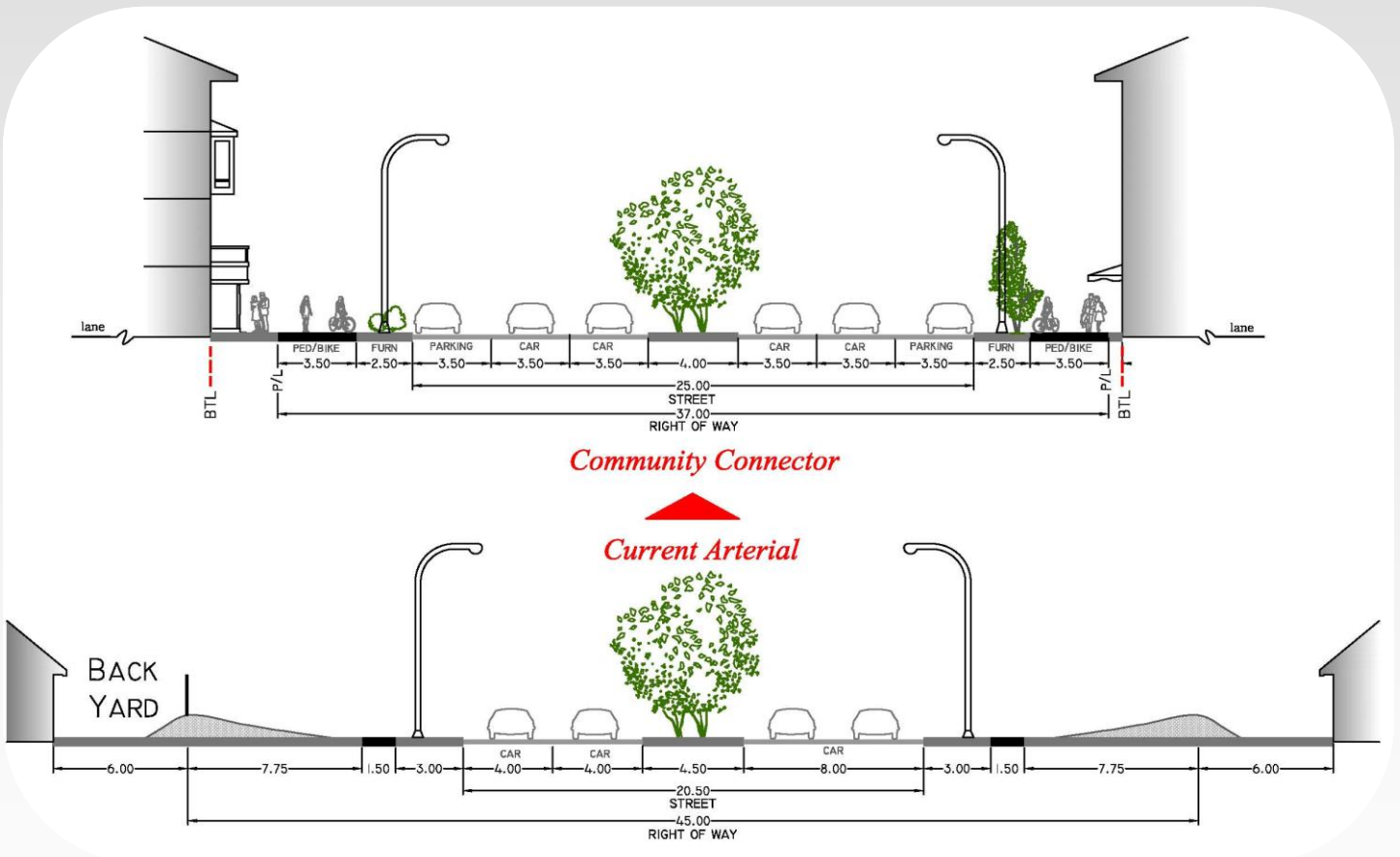


In this case, Section A-A, a conventional neighbourhood is located across an arterial/community connector from a conventional neighbourhood. Under conventional standards, low density areas are built adjacent to arterials, with houses turning their backs to the arterial streets. Berms create a visual screen between the street and the residential areas, and the large distance between the roadway and the houses provide no enclosure to the street, which leads to higher traffic speeds. The conventional arterial design does not attract pedestrians, as there is no visual interest along the street and people do not want to walk next to fast-moving vehicles. The success of the Smart Growth portion of the street hinges on having the same type of development across the street, in order to enclose the street to slow down traffic and encourage walking, as well as to provide visual interest and densities needed to support businesses and transit alike.

CONFLICT B



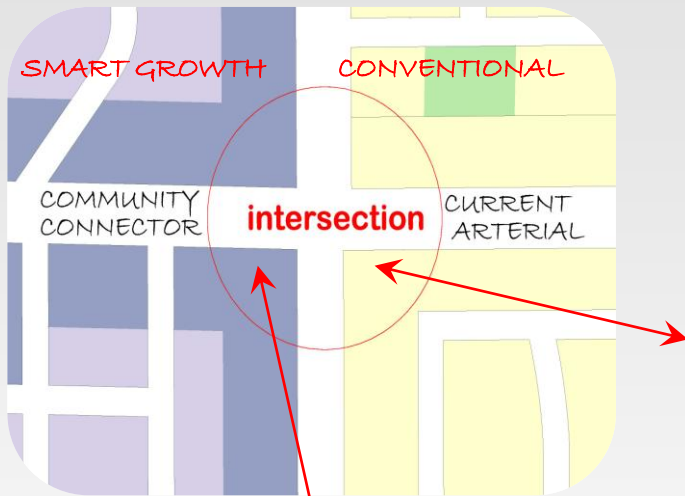
As road standards vary between the Smart Growth development and Conventional development, it will be problematic to transition along a corridor from an Arterial to a Community Connector.



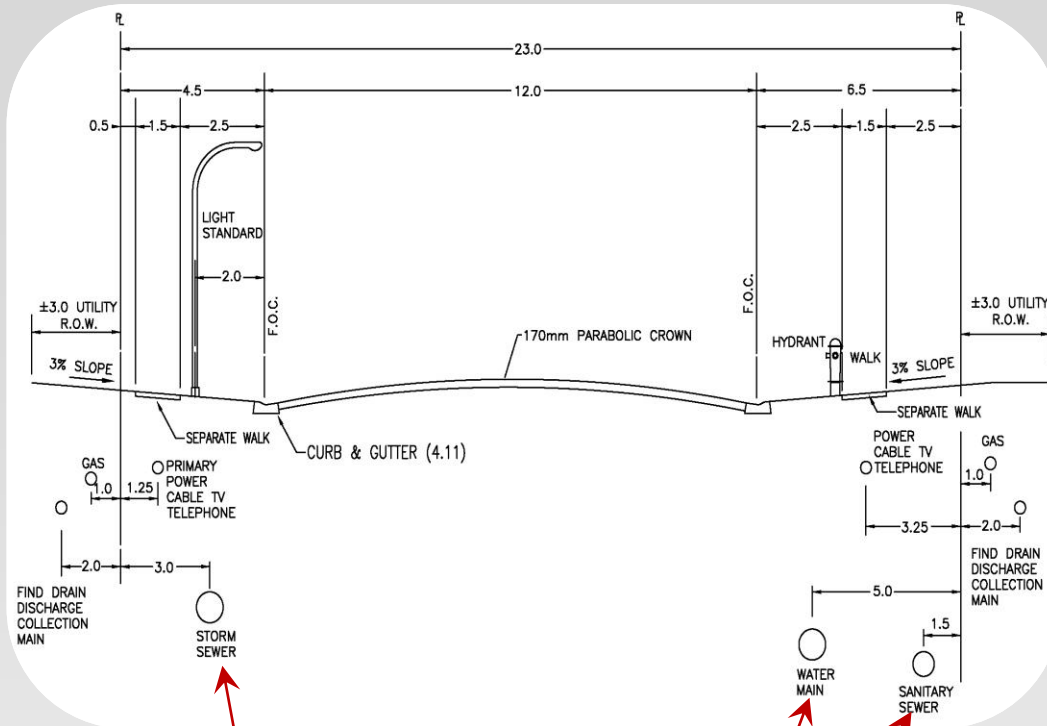
The cross sections above show how transitioning along a corridor that changes from an Arterial found in our conventional development to a Smart Growth community connector will be complex. Elements of the streets do not match. For example laneway widths, on-street parking and the pedestrian zone size and configurations all will make this transition problematic.

CONFLICT C

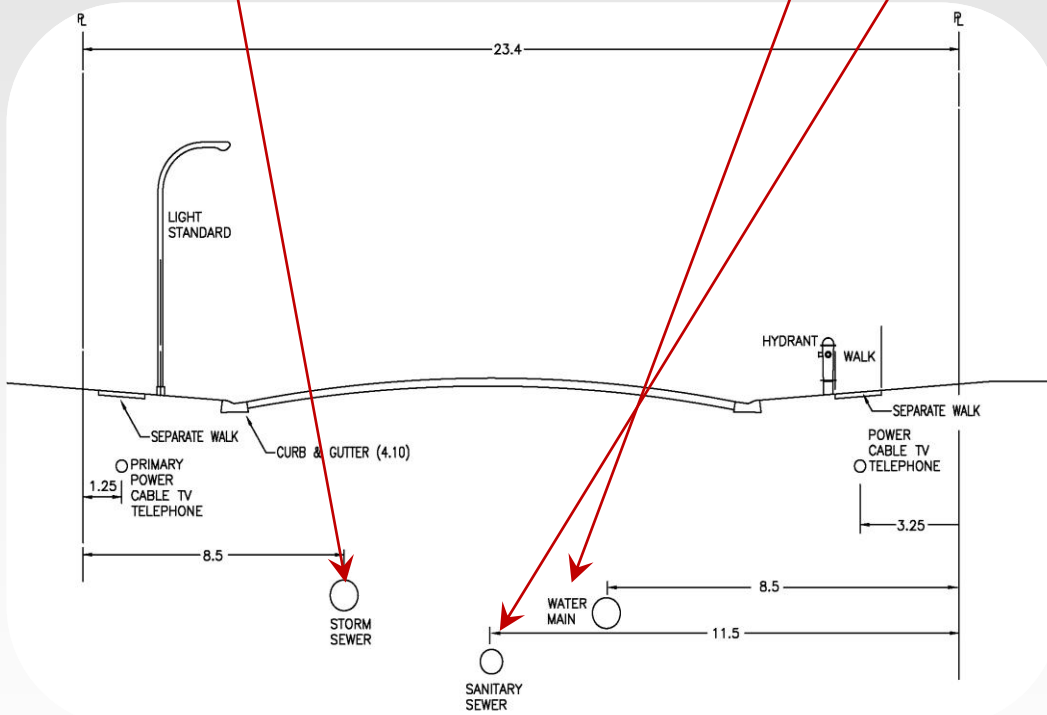
Intersections are important as they act as nodes of activity for pedestrians, and are a prime location for transit stops. Having two types of development on opposite sides of an intersection discourages pedestrian use, as few people from the conventional neighbourhood will walk to use services in the Smart Growth development, as they have to cross areas devoted to automobile use. Having only one side of an intersection developed with Smart Growth design will also limit the private capital investment in the Smart Growth portion of the neighbourhood, as developers do not want to put a lot of money into a development when adjacent properties are not doing the same. To make Smart Growth development successful, with its extra amenities over conventional development, developers need to be assured that adjacent owners will be providing the same or similar amenities.



CONFLICT D Transitioning underground utilities



Pre-Smart Growth
Collector

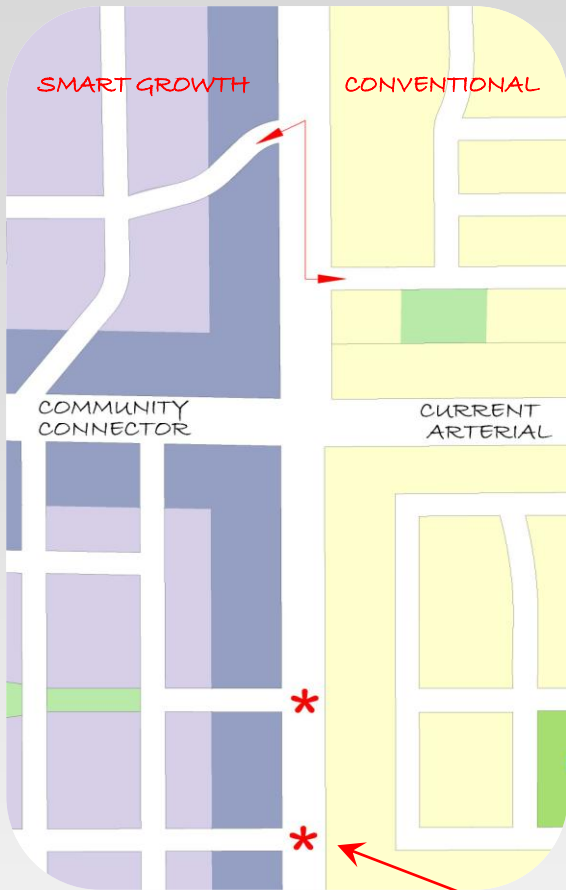


Smart Growth
Neighbourhood
Connector

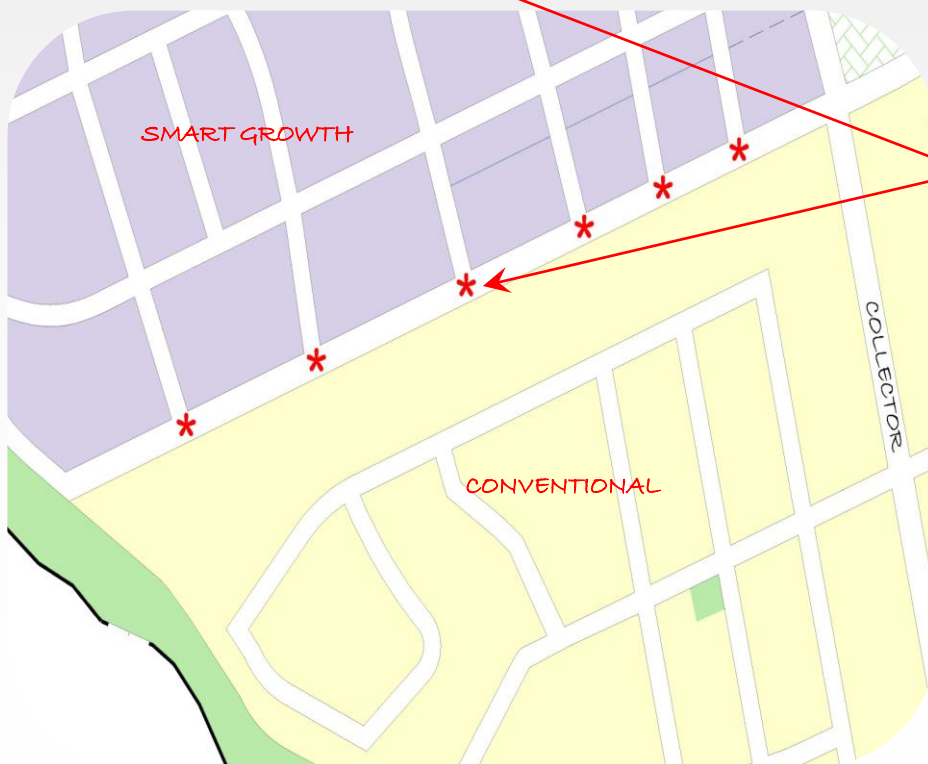
Because the Smart Growth and Conventional engineering standards differ, the City would encounter problems transitioning the placement of utilities. The cross-sections above clearly show how the placement of utilities would change. Some of the utilities placed in rights-of-way and under sidewalks and yards would be positioned under roadways in the Smart Growth areas. Maintenance standards, such as snow removal, would change between these roads, resulting to confusion and higher maintenance costs.

CONFLICT E

Lack of connectivity between neighbourhoods



Smart Growth development has a greater focus on connectivity than conventional development, encouraging more connections between neighbourhoods and the Community Connector roadway. Therefore, if a Smart Growth neighbourhood is located across a Community Connector from a conventional neighbourhood, much of the connectivity between the two neighbourhoods will be lost. The result is that fewer people will walk between the neighbourhoods, due to the longer routes that would need to be used, and few people will use transit along the Community Connector route for the same reason.



Note the increase in dead end roads that could potentially result.

CONFLICT F

Lack of Park Interface

Smart Growth principles encourage public roadways and other public amenities to front onto parks, in order to provide greater access to these spaces to the general public and promote greater public safety by having more activity along its edges. Jane Jacobs called this concept the “eyes on the street”. This development pattern also increases the value to a wider range of properties within the neighbourhood due to the proximity to the open space and its prominence as a focal point within the area.

public roadway along
park



private lots backing onto open space