

Subject: Lynn Valley Core

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Dear Ms James;

I appreciate your response re the Lynn Valley Core development.

Pedestrian Oriented Town Centers are fundamentally different from Car Malls in all key aspects.

1) Unlike the Car Malls including the Lynn Valley Car Mall, where people have to share and maneuver at their own risk in and out as well as to and from their cars, in the pedestrian oriented center people do not share the space with cars. Such centers are for pedestrian use exclusively and are designed accordingly. All amenities from shopping to health and recreation, from the arts, Library and community facilities are concentrated within the parameters of the core area and are within easy walking distance from each other.

2) The best results are achieved by using a comprehensive development approach in which the municipality acts as the assembler of land. In the District this could have been achieved quite easily by using the District Heritage Fund. The required properties to achieve the pedestrian Town Center objectives are purchased at market and subsequently rezoned to accommodate the plan. This includes residential densification of the land around the perimeters of the actual core area. Following this, the properties are sold or leased to developers within the plan parameters under the proviso that the increased values resulting from higher use are shared between the developer and the municipality. Municipalities always had the power to pursue such objectives, except that, the Local Government Act enhances these powers. The result is that the community amenities come at no cost to the municipality. The densification tool at the disposal of the municipality is indeed the tool to achieve this. Of course, this requires a large and comprehensive approach. The Lynn Valley Core area, however, was eminently adequate in size. Traffic, other than public transit, is confined to the perimeters of the core area and is designed in such a manner as to provide maximum convenience to pedestrians. In the pedestrian oriented town center there are designated bicycle lanes and green areas for people to relax exactly as shown and sold to the people in the the original "Pedestrian Oriented Town Center" plan which turned out to be a cruel hoax

3) Pedestrian Town centers are becoming more popular and more common throughout the world. They are environmentally more benign, more people friendly and financially more successful than their outdated car oriented counterparts.

4) The best and most economical way to achieve such a grand and

comprehensive development or redevelopment is to commission a conceptual plan and then turn the whole project over to a large developer. There are large development companies with considerable experience specializing in such endeavors.

5) The economic potential of such a center can be achieved by further enhancing public transportation.

6) You will agree, I am sure, that the development of the Lynn Valley Core area has not followed such a pattern and that any notion that the present Lynn Valley Car Mall in any way shape or form other than its designation "pedestrian" has anything in common and/or resembles a "pedestrian oriented town center" is patently absurd.

Yours truly,

Ernie Crist

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