

Subject:**Date:** Fri, 9 Jan 2004 09:16:22 -0800**From:** "Ernie Crist" <ernie_crist@dnv.org>**To:** "Mayor and Council - DNV" <Council@dnv.org>, "Senior Management Committee" <managecomm@dnv.org>, "Irwin Torry" <Irwin_Torry@dnv.org>, "Phil Chapman" <Phil_Chapman@dnv.org>, "Richard Zerr" <Richard_Zerr@dnv.org>**CC:** "FONVCA (E-mail)" <fonvca@fonvca.org>, <Cagebc@yahoo.com>

A MESSAGE FROM ERNIE CRIST;

For persons who wish to see and read about the difference between old fashioned and outdated (as in Lynn Valley in the District of North Vancouver) approach to development and modern, people and pedestrian oriented development, I suggest accessing "willowpond.biz" on the Internet.

The "Willow Pond" model has been brought to my attention by Mr. Pat Higgs, a District resident and community activist. My appreciation to Mr. Higgs for finding out how the concept of modern community planning works and is supposed to be done.

It is particularly timely since District Council is still arguing that the Lynn Valley Regional Car Mall is a "Pedestrian Oriented Town Center", or as one cynic said because pedestrians may still walk between cars. In many cities throughout the world sections of the Downtown Core are closed to car traffic altogether. Only pedestrians and buses or streetcars may access it. This is truly a Pedestrian Oriented Town Center.

To reiterate my position - modern community planning starts and has at its center the Pedestrian as opposed to the Car, as is the case in Lynn Valley.

Ernie Crist.

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