

Public Roundtable #1:

Input on Important Issues

TABLE #1:

Top issues:

1. **Housing and scale of development**
2. **Transparency of the process**, who has the power and how can we make the government accountable to the conclusions of the Citizens Assembly. What do we expect from the government? And what will we get?
3. **European model of density** somewhat like Montreal, Oslo or Paris.

Discussion of Issues:

- *External Imposition of legislation*- so the problems are not necessarily sourced and solved within the community, but outside of it, in other municipal, provincial and federal concerns.
- *Zoning*: What is the current zoning capacity, would it be possible to have an increase in the population without changing the current zoning at all, but making maximum use of the zoning currently. Need a GAP ANALYSIS to understand exactly what the community is missing; what type of housing and resources. This is related to affordability- have there been studies on what we need?
- *Population*: What is a sustainable population? As gentrification increases, families don't have money to be here.
*There was some contention around this topic because one person expressed that increasing population was bad and would push people out, but other people expressed the population growth was not only good but also sustainable. Population growth could even be considered environmentally friendly if done in a good way.
- *Traffic*: Concern about container truck traffic- a 900% increase. But there was also a concern about the increasing population leading to increasing traffic, both through the neighbourhood and with the transit locations densified. There was a specific concern about people using the neighbourhood as a "transit zone" rather than treating it as a place where people live.
- *Towers*: The concerns were not only about whether or not they should happen and where, but also about if the Citizens' Assembly has the power to actually say no.
- There was some question about the electoral system, and perhaps needing a ward system for municipal elections rather than the current party system.
- *Recommendation* Public forum specifically on design and built form. Questions

relating to how this can work, look, and where it will fit?

TABLE #2:

Top issues (prioritized):

1. ****Housing****: promote diversity of stock – rental/market/social; preference of low-rise – street-level/3-story perhaps up to 6 stories in concentrated areas like Commercial-Broadway; increased density – as long as a relationship is maintained with the street
2. Green space
3. Traffic: pedestrian and cycling safety; traffic plan
4. Transparency between the city and developers
5. Affordability
6. Greenest neighborhood in the city
7. Livability

Discussion of Issues:

- Affordability: the draft plan's options were very limited (I believe this was a reference to Emerging Directions); the affordability train has left the station
- Traffic will worsen and become more dangerous if tall buildings are added to the neighborhood
- Transportation is largely outside the purview of the Assembly
- Rental stock is a concern
- The City must find out what is going on with foreign ownership and do something
- More residential supply does not mean more affordability since so many people want to come to Vancouver and buy property
- Consider rezoning RS-1 to gradual increase density in a manner that disperses it across the neighborhood
- Green space should be prioritized
- The community needs to expand amenities such as parks, accessible transportation, infrastructure, schools
- We should look at other model cities, as well as notable failures in urban design; London's traffic is a disaster, while Singapore seems quite livable
- Redevelop Britannia Centre with enhanced green space
- We need more density, but it should be dispersed, not high-rises; duplexes can work; the Jeffs Residences is a good example

- Heritage buildings – more than any other neighborhood; restoring that is important
- History and character
- Restore the name of Commercial Drive → Park Street
- Laneway gardens – facilitates meeting neighbors
- Traffic on 1st Avenue is dangerous – four lane highway is reduced down to a 2 lane
- Bike route across Clark at 10th – several people have almost been killed crossing
- More bike friendly neighborhood
- City design a plan to add more people while dealing with traffic and safety
- There will be more cars and the city needs to deal with it
- More roundabouts/less four-way stops – produces a more even flow
- Preserve the views
- No high-rises (2x)
- Car co-ops
- Traffic study of the Skytrain
- Clean air – especially on 7th where the busses line up idling and spew emissions
- Housing – what is our housing plan?
- densification – balanced with infrastructure

TABLE #3:

Top issues:

1. Accessibility

- Increase accessibility for people with physical disabilities.
- Important for residents and people with disabilities to be close to rapid transportation nodes

2. Bike Paths

- Woodland bike path is too hilly; nobody ever uses it
- Victoria and Commercial are the best for bikes
- We need better north-south bike lanes

3. Different Options to Increase Density

Instead of highrises:

- Build more laneway houses
- Make it easier for people to sub-divide

- Make it easier for people with a single-family residential house to convert to a multiple dwellings
- Build building that are 3 or 4 stories, with commercial spaces at the bottom and residential units on top
- Ensure people are actually living in housing
- No gaps between units or buildings
- Convert to brownstones
- Kids need space and parks; encourage developments that have courtyards

4. Affordable Density

Create more housing options:

- Co-op housing
- Non-market rental housing
- City-run housing
- Non-profit housing

5. Services

Ensure services grow along with density,

- Specifically increase services along Nanaimo, i.e. more commercial areas
- City-owned land could be better used, i.e. municipal land with 1 story buildings could be replaced with 2-3 story buildings
- City should develop municipal properties

TABLE #4:

Top issues:

1. **Values vs. Interests** (One participant felt that we can never agree on values but can come together on interests.)
2. **Density and radical change**
3. How to make **developers accountable** to neighborhood
4. How to make sure **the process has an impact**
5. **Citizen involvement**, getting voices heard and action taken

Discussion of Issues:

- Promotion of employment, habitat, health. There are well-documented realities such as supply and demand, accessibility, safety that seem to be easy to accomplish. How does our discussion support this, add to it or contradict our effort to achieve our interests and values?
- Free food, come on!
- The issues raised tonight are only a small portion of the issues raised in response to the emerging directions document –please don’t let the little list from tonight be your sole guide

TABLE #5:

Top Issues:

1. Development:

- Requirements for development that meet the needs of the community in terms of type of development
- No multi-unit development on entirely residential streets
- Measured development across the city not development framed in GW
- Incent homeowners to retain housing stock and allow codes to stratify existing homes or relocate to laneways

Ideas for Change:

- This could be accomplished through zoning requirements that consider family unites and affordable housing
- New developments should include a diversity of units within a development such as 1-2 bedroom and family units
- Height requirements that take into consideration lot size
- Innovative density through laneway housing, secondary suites and artists studios
- Create consistent RT5 zoning across GW

2. Diversity of Economic Opportunities:

- All kinds of businesses need to be included in the plan, not just “pretty businesses”
- A review of industrial lands that includes a buffer between residential and industrial lands
- Specific attention to the Venables area in order to convert to an art/culture area
- Don’t close or force closure of business just to accommodate housing

Ideas for Change:

- Re-zone Venables to include live/work studios and density between 3-5 storeys This would create a link to downtown
- Open industrial/commercial lands to live-work options with a maximum of 4 storey density. An example is the Art and Design Centre in the DTES
- Think creatively to develop an innovative interface between light industrial and residential

3. Affordability

- There is currently no incentive to convert single family homes into more unites instead of building new
- “I want to own a house in GW. One million is NOT affordable for most young Canadians, certainly none of my friends or co-workers.”

4. Britannia Site

- Add green space
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TABLE #6:

Top Issues

1. Can the Assembly be **actively engaged in development plans** and tendering processes? – To ensure organic growth and densification
2. **More flexibility in zoning** for different types of buildings EG. Lane-way houses that can be on a separate lot that can be purchased
3. **Multi-purpose buildings** for example, residential above light industrial
4. **Parking** is an issue and needs to be discussed – there could be areas where is no parking offered
5. Density and in-fill housing should not be limited by **parking requirements** – established parking requirements often limit what you can do with the site (should have more flexibility)

Discussion:

- Engaging those who are hard to reach. For example: Grandview Park, East Side Family Place, Reach, going to community events, coffee houses, churches etc.
- Density can be brought in, but at a human scale. For example: low and mid-rise buildings (<6 stories); also with a consideration for affordability

TABLE #7:

Top Issues:

1. **Affordability**
 - Housing
 - Businesses

2. **Maintaining Neighbourhood Character**
 - Architecture
 - Environment
 - Diversity
 - Greenspace
 - Do not sacrifice character for density or affordability

3. **More bike friendly**
 - Commercial/Victoria streets are direct
 - Bike routes are hilly and not close to main commercial areas
 - Bike lane on Commercial

4. **Accessibility on sidewalks**
 - Scooters easy to pass
 - Move sidewalk signs

5. **Density**
 - No towers without subway/light rail on Broadway
 - Transportation planning needs to come with any increase in density
 - Variety of built forms and housing types (townhouses, apartment blocks, more than just basement suites, multi-family dwellings, lane houses, co-ops, etc.)
 - Density should be linked to the needs of the community (but which community?)
 - What do you want for your children – choice of housing
 - Public housing could be built by the City

6. **Amenities keep up with increased density**
 - Parks and Britannia Community Centre are great community assets

7. **Lack of transparency on how developers influence planning process and City Hall**

- CA members should request information
 - Ask for transparency
8. Importance of **citizen participation** in community issues
- Ongoing input
 - Reflective
 - What can the CA do after their term ends?
 - Could the CA be convened outside the City process?
 - Need for increased democracy and communication
9. **People Moving In (Gentrification)**
- Is this preventable?
 - Pricing out local people/changing the character and diversity of the neighbourhood
10. **Indigenous community** interaction with the broader community
- Opportunities to enhance this

TABLE #8:

Top Issues:

- 1. Scale / height**
 - With regards to towers
 - Views must be preserved, as they are part of the character of Vancouver. They are progressively lost.
 - Standards regarding height have to be set at intersections
 - Scale of constructions
- 2. Safety and traffic**
- 3. Transparency of the process**
 - Map of the neighborhood: should not be established at the end of the process, and should be open to discussion with community members
- 4. Incremental densification**
 - Slow rate of change

Discussion of Issues:

- Scale of development
- Density
 - It is true that as towers are high buildings, they can represent a solution privileged by developers, but there has to be alternative solutions.
 - One member mentioned “inclusionary zoning” as a good solution. A participant asked, if we build such inclusionary zoning, if that meant that other buildings would be very expensive or not.
 - We need to density without losing views and by preserving scales.
- Promoting multi-family zones
- Preserving a sense of community
- Promoting diversity (nationalities, socio-economic, housing)
- Affordability
- Tax on empty buildings / condos
- Traffic through East Vancouver (particularly on Victoria, 1st, Broadway, Commercial) and its impact, on walkability for example
- Widening sidewalks and creating bus priority type lanes / bike lanes
- Streets for everybody: interesting project
- Thinking about the interactions between bikes and pedestrians: how is interaction meant to happen?
- Safety for bikers and walkers
- Intersection between Broadway and Commercial: one of the most important issues
- Quality of buildings, in terms of materials used and design

TABLE #9:

Top Issues:

1. **Affordability**
2. **Interaction with First Nations community on their terms**
3. **Civic Programming** (block parties etc.)
4. **Green Space**, more of it and better access.

TABLE #10:

Discussion of Issues:

- Frustration expressed: the previous process was good, we do not need to reinvent the wheel
- Concerns over traffic – GW is in the middle of a major commuting route between Burnaby/Coquitlam and Downtown Vancouver
- Affordability is a big concern, especially for seniors – affordable, healthy living options
- Access to accessible modes of transportation for seniors
- Concerns over the evolution of taxation for single-family homes
- Green spaces, parks and public spaces need to be developed at the same time to ensure the vibrancy of the neighbourhood is conserved
- Why are developers not part of these community roundtables? Concerns over transparency. Lack of trust in city.
- Previous land-use plan did not meet the neighbourhood needs. We need to have serious discussions about the built forms specifically. What kinds of different developments does this neighbourhood need?
- Major concerns over gentrification of the neighbourhood. We are pushing away the very people who make this neighbourhood attractive and vibrant. There is a lot of talk about families but not enough about single people and seniors.
- How much is this consultation process going to count?
- Where is the transparency of the developers' input into this process?
- What are other communities doing? Let's not reinvent the wheel.
- Let's look at the city – a city-wide planning – we cannot develop a community plan in isolation of other neighbourhoods
- Solutions and supportive living options for seniors
- How do we preserve affordability -> rent control, how about it?
- Waterfront access that is walkable
- Sidewalk management (generous sidewalks)
- Arts and Culture: key to the vibrancy of the neighbourhood.
- We need art in our parks
- Need to integrate both pocket parks and larger green spaces in the planning process
- We are insisting too much on “family-friendly”, the neighbourhood should be inclusive of all, including singles and seniors
- Build smaller units, laneway houses and interspace with pocket parks: density should always come with more green spaces

TABLE #11:

Top Issues:

1. Consultation Process:

The issue of distrust was addressed in reference to the lack of accountability from the government and a general sense of defeat about the direct impact of this process in the decision-making. There was also a discussion of the uncertainty regarding the selection of the assembly. Some people questioned the true representation within the assembly, and discussed their apprehension surrounding the lack of say from the neighbours within the final decisions being made through the recommendations. There was a need for creating channels of feedback within the process to ensure transparency and access to information produced within the engagement meetings, as well as, their implementation thereafter.

- Distrust of the process.
- The selection process for the assembly members and the decision being made at the level with no particular neighbour say.
- Feedback: getting transparency in the process. Being able to access the results and media of the roundtables.

2. Density and Neighbourhood Character:

Following through from the main focus on the Character and History value, there was a lot of discussion regarding the densification of the neighbourhood. There was a general consent for the need to create more housing opportunities; however, the concern was based around the appropriateness of the density in response to the character of the neighbourhood. The discussion continued by addressing different solutions through set backs on higher floors and emphasizing the street level experience. One of the members residing in southern Grandview-Woodland, near 12th Avenue and Commercial, mentioned his fear for the highest level of density happening within his neighbourhood, and the impacts this will have in shaping that area.

- Density concerns regarding heights of buildings.
- Appropriate density levels that respond to the current street experience (Human Scale) and neighbourhood character.
- Is not a refusal of density altogether but realizing what's appropriate.
- The housing affordability and housing stock. Supplying housing stock.
- Port – City interaction. The protection along the industrial (sites) and the community engagement around these decisions. This addressed the

fencing put in place surrounding the port and the lack of consultation with the community for these decisions. The members felt that this separation not only created visual obstacles, but it impede their free interaction with some of their favourite spaces in the area.

3. **Commercial Sustainability:**

A brief discussion surrounding commercial areas. There was an argument for the lack of guidelines to preserve commercial buildings that may be deemed significant. Also there was a debate regarding the desire for the small retail to remain, and a fear for commercial to be gentrified by high end stores, such as seen in Robson Street. This was linked to affordability and how the introduction of new housing may affect the businesses ability to access retail space.

- Commercial heritage considerations local + small business heritage / maintenance.
- Concerns about commercial rent affordability and the character of the neighbourhood.

TABLE #12:

Top Issue:

- **Rapid changes and densification** will likely change the character of the neighborhood. Be mindful of the pace and scope, and of not changing what there is currently here in Grandview-Woodland.

Discussion of Issues:

- **Affordability and diversity of housing** (low to high end, rentals and ownership, low-rise, multi-unit, and houses/townhouses, co-ops).
- **Size, scale, and scope of the redevelopment** of the area. The area needs taller buildings to fit more people, but how tall you go? “We don’t want Metrotown here”.
- **Risk of ruining community character with density and developing too quickly.** Articulating allowable/acceptable density levels (ideally below 6 stories). Pace the development; go piece by piece.
- **Issues around Broadway and Commercial:**
 - Deal with congestion
 - Create a plaza
 - Develop Broadway area South to East with commercial offices and residential (4 stories)

- Design of Commercial Drive, especially near Commercial station
 - Horizontal scale of development near Commercial station
 - Idea brought at another community meeting: have a bus loop at the Safeway parking lot.
- **Evergreen Line.** How will it affect the community? Already a really busy area. Can Commercial-Broadway handle it? That intersection (Commercial and Broadway) was not well planned.
 - **Having different types of building designs**, which make the area more interesting. Be careful of not having interminable rows of buildings of the same height, like Paris.
 - **Have a cap for building height.** An abrupt increase in population risks breaking apart the sense of community.
 - **Maintaining/growing/fostering independent businesses.** A good model is the existence of co-ops for businesses. Shared works space at reasonable amount (i.e. in downtown The Hive).
 - **Improve walkability and bikeability of GW.**
 - **Creating “fun social spaces”.**
 - **Importance of recognizing the community as it is.** Do not create “enclaves” within the whole community (e.g. traffic calming). Be careful of people who move in because they liked the neighborhood and then they want to change it. [In response to this comment] **Also be mindful of changes in the neighborhood and its realities.** For instance, it is not the idea to advocate for cul-de-sacs, but at the same time there are blocks where more than 30 children live. Cars pass by the street at 60 km/h and some sort of speed reduction (i.e. bumps) seems necessary.
 - Concern that small businesses might not be able to afford rental space.
 - Concern about high density near skytrain station.
 - Why were the values not circulated in advance of the session?
 - Can the map that was the result of the previous stage of the consultation be made publicly available? This would be a “shortcut” for the work that needs to be done.
 - Will the input from developers be made public (in addition to that from the Assembly and City staff)?
 - Concern about transparency, accountability, ensuring people’s views are actually taken into account and put in place.
 - Land use is the core issue.

TABLE #13:

Discussion of Issues:

- What are the products of the first process that we can still use or work from?
 - We want to value the time that residents have put in.
 - We don't need to start from scratch. Let's refer to the priorities and issues that residents have previously identified.
- Density and land use needs to be discussed.
- Sense of community in Grandview Woodlands is unique and should be valued.
 - This can be lost with high-rise towers.
- How do we protect the heart of residential neighbourhoods?
- We know change is happening, so where do we sacrifice this change? (For example, at the arterials). How will this growth look like?
- We need more rentals and more townhome ownership.
- We should be careful as trying to stop growth or densification can decrease affordability.
- We need a strategy to fill empty condos and homes, like a tax on empty homes.
- Planners should raise awareness and provide education around the different built forms that can increase density.
- Is there research around the ideal mix of built forms to create a positive social impact? (E.g. Work of Jane Jacobs)
- We should consider how our plan relates the other existing neighbourhood plans.
- Dense communities need walkable commercial spaces.
- We need to conserve and restore biodiversity and create patches of ecosystems.
 - What is the City's role in this? How can we fit this into development planning?
 - Currently, native species (e.g. Douglas firs) may not fit into planning small-scale developments.
- Residents have noticed that prices are higher in local businesses.
- Should we extend our commercial districts beyond Commercial Drive?

TABLE #14:

Discussion of Issues:

- Why are we here, none of you guys live in this neighbourhood any ways
- The plan was fine, only the towers at the Broadway broke the deal.

- It does not matter if we have businesses in the area or live here we can all have a conversation about it
- We want to maintain heritage through preserving the people that live there.
- We want appropriate change, how do we implement these values and how much do we keep of what we have.
- We already came up with a set of values last time and it was just fine, why do we have to do this again.
- On Pandora Street there was these apartments that we could live there, because of flood we got evicted and now after renovating they don't let us live there any more.
- On Salisbury and Victoria there were these cheap places and now the residents are getting rent evictions and these values don't mean much when those kind of things happen.

TABLE #15:

Discussion of Issues:

- Existing services and amenities in the neighbourhood are (per capita) below the national average. Concern about not only protecting those services but also ensuring that they grow proportionally with the population increase.
- Important concerns about the guarantees that are in place that once approved the community plan, its ideas about livability and amenities will be actually implemented, not only now but also over the thirty years. How can we lock-in those ideas and plans produced by the plan?
- Big worries about the effects of land speculation on small businesses; protecting space for small businesses; stopping one-off zoning changes in LIA.
- Building public spaces and infrastructure that encourage interaction (the proposal from Streets for everyone)—i.e., building streets that are inclusive and encourage active lifestyles, socialization, creativity and public engagement.
- Concern about the boundaries of the neighbourhood. Interest in thinking about Commercial Drive and Hastings Sunrise as part of the same urban environment.
- Strengthening micro-neighbourhoods (sub-areas); activating certain streets that can absorb increase density and foster a better use of resources (e.g., Nanaimo).
- Paying attention to the development of all the sub-areas and not just the main ones.
- Creating hubs that attract community life (purposeful destinations) not only through commerce but through public spaces.

- Making streets friendlier for pedestrians and cyclists as a strategy to make them more attractive; however, this needs to be implemented with care so that it also allows mobility for cars, which is necessary for the local businesses to thrive.
- Taking into consideration the need for parking for bicycles.
- Generating and making publicly available the estimates about how much density would be optimal and how much it is expected to increase in the neighbourhood. This estimations should not be based on the potential for profit for developers.
- Helping arts & culture, which is a character of this area, thrive in the community.
- Generating an integrated neighbourhood that works, through reasonable development, amenities, green spaces, streets that are friendly to all modes of transportation, affordable housing and economic sustainability.

TABLE #16:

Discussion of Issues:

- Reducing congestion/traffic on East 1st—what is long term plan for dealing with increased traffic?
- Retaining history while “inviting in the new”
- Opportunity to do something cool with towers—not necessarily a bad thing, can create an area where all kinds of exchanges/collaboration can happen
- The city is encroaching—do we want to embrace this or try to stop it?
- Want to be a destination, good to invite people in—good for diversity, business, etc.
- Right now social services can’t afford to stay: how do we maintain social infrastructure?
- Expand “downtown GW” beyond Commercial Drive—create small village/commercial areas (i.e. around Hastings/Nanaimo, around Victoria)
- How do have ‘small community’ feeling when streets are full of traffic?
- Could consider transferring shops off Hastings and onto side streets?
- Need to maintain light industrial for cultural purposes (i.e. East Side Culture Crawl)
- What is the scope of what the Citizens Assembly can do? Will it actually have impact?
- Like the involvement of the residents in the planning of the future for this community. The people are an asset! The Citizen’s represents self-determination!

TABLE #17:

Top Issues:

1. **TRUST** lack of trust in developers, city - trust in gone
2. **Crime**
3. **Traffic + congestion**
4. **Towers** undermine health and character
5. **Local businesses** need to be supported
6. **Transportation**
7. Maintain **low-cost housing**

Discussion of Issues:

- Safeway site and towers - - this is the battle - we lose this and we are in trouble
- Connection between translink and plans for high-rise densification
- Commitment to plans made
- Zoning and affordability are connected (why can't one person sell a suite in their house? Why can't one person turn the parking space into a secondary suite for aging parent?)
- Already congested - high-rises and evergreen will make it much much worse in the next 2-3 yrs
- Towers don't respect character and history
- Towers don't reflect appropriate change
- Gridlock on Broadway (and more to come with Evergreen and densification) is the opposite of
- delightful and convenient transportation
- Densification + towers leads to anonymity which leads to crime. Example of St. Augustine's bar and the drunks at the end of the night came up
- No high-rises
- Public transportation is already under pressure
- Heavy traffic and problems finding parking
- Crime at Skytrain station

- Need to keep low-income housing
- Need to support local businesses
- Suspicious of development (we feel hoodwinked)
- Type of development matters
- Assurances from staff that Council will follow these recommendations
- Suggestion: tunnels to reduce traffic
- Townhouses among Nanaimo: GW is not the only place for density
- Industrial section of GW has to be protected
- Need to rebuild trust
- Towers undermine a lot of the values
- Support historical buildings and businesses
- Skytrain and bus volume are a problem
- Safety and comfort on public transportation is key
- Spread lower and medium density to grow (Laneway houses and secondary suites) —villages in GW
- Create rain protection for pedestrians
- Community energy and reduce emissions
- Ensure sufficient parks and recreation facilities for future generations
- GW roads used as commute road - we need speed bumps on 7th

TABLE #18:

Discussion of Issues:

- Densification does impact the community, and we do need to be careful.
- We also need to realize that there is no way to control the number of car commuters that pass through the neighbourhood – building things like bike lines, wide sidewalks, etc., won't mean that people don't still need to pass through.
- Government of BC should also commit to publishing its population growth predictions for the neighbourhood every year, and share these with the public, so that we know what to expect over the next 30 years.
- Density cannot lead to more car transportation in the neighbourhood.
- There should be mention of the need for better use of green spaces in the development plan (e.g., community gardens, and so on).
- We should also make some effort to encourage other kinds of work choices, such as home office space.

- Instead of saying that we don't want towers, we should say that we want to target "transit oriented development" – this doesn't imply the need for 36 floor towers, but it does recognize the need for density around transit hubs.
- We also need to take a look at how land value taxes are levied in order to prevent property speculation and incentivize people to actually "use" or "improve" the land they own.
- We need more medium rise housing in the neighbourhood, as well as a more appropriate use of existing residential spaces (e.g., developing laneway housing). There should be recognition that, in some ways, high rises are also energy inefficient (e.g., they use more power for things like elevators instead of stairs, and so on). High rises are also not really "social" as a building form – that is, they don't encourage social or community interaction.
- In general, feel that the Citizens' Assembly needs to focus on new transit opportunities and benefits, especially when it comes to integrating the neighbourhood development plan with future transit plans (e.g., need proper infrastructure to support key transit hubs). Allowing for subdividing of lots and laneway housing is also a great way to get density while preserving the character of the neighbourhood – especially since a lot of residents might not drive, and might not need more underground parking, etc.