

The Consequences of Residential Infill Development on Existing Neighborhoods in the Treasure Valley

a Study and Conclusions



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We offer a heartfelt thank you to all of the volunteers from neighborhood associations, developers, and real estate agents for the time they spent conducting on-the street interviews and phone surveys with neighbors of the infill projects studied.

Finally, we thank the following individuals who generously gave their time to serve on the study team throughout the project:

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- ◆ Deanna Smith: President, East End Neighborhood Assn., Board Member ISG
- ◆ David Southers: Developer, Real Estate, Owner Southers Properties

Idaho Smart Growth enjoyed working closely with these organizations and individuals to explore the consequences of infill in the Boise area. It is our hope that the trends and conclusions identified will assist local governments in their efforts to encourage sustainable development.

Elaine Clegg
Special Projects Manager,
Idaho Smart Growth

Introduction

Executive Summary

In 2004, the Urban Land Institute awarded a community action grant to the newly formed Idaho District Council in partnership with Idaho Smart Growth. The purpose of the grant was to examine if infill projects resulted in the negative feared consequences that neighborhoods expressed at the time the project was approved.

The study was conducted over a three year period with assistance from Boise State University, the Ada County Assessor's Office, the Ada County Highway District, the Cities of Meridian and Boise, builders and developers, and neighborhood association leaders. After considering eighteen projects for possible inclusion in the study twelve completed infill projects were analyzed.

The hearing record and public comments for each project were reviewed. In the case of the substandard lot developments, or 'skinny houses', no hearing records exist and comments were documented from neighborhood plans. Changes in property valuation based on actual sales prices were evaluated for the neighborhoods surrounding the projects and compared to the Multiple Listings Service (MLS) valuations for that area. Traffic conditions before and after the project were assessed based on before and after traffic counts and current parking conditions were compared to the

conditions testified to. A door-to-door survey was conducted in each neighborhood of neighbors who were found at home and were willing to take the time to answer questions about their opinions of the neighborhood and the project. A mail survey was sent to residents of the chosen projects. Finally neighbors who had testified at the hearings and the developers of the projects were interviewed by the team.

The general findings of the study are that many of the factors that create apprehension about infill projects are difficult to measure or their affects are difficult to assess. These factors include density, neighborhood incompatibility, design, and lack of public amenities. The sample of case studies is relatively small, but the quantifiable data was remarkably consistent between the projects. For the factors that can be quantified, including traffic, parking and property values the community fears are generally unfounded for the cases studied. Researchers recognize due to the small sample size that conclusions should not be assumed for infill in general and would welcome additional case studies and a comparison of findings.

Based on the analysis, the working group who prepared the study makes the following conclusions:

Conclusions

I. There is no evidence that the infill developments studied for this report create harmful traffic impacts on the existing surrounding neighborhoods in general.

In all but three infill cases studied the traffic counts were flat or decreased on surrounding roads after the infill projects were completed. Reasons varied; for instance traffic decreases near Oak Park/Brampton are likely due to changes in regional traffic, and near Hyde Park Place the prior use (School Administration Building) may have generated more traffic than the new development. Reasons for decreases near other developments were less evident. Where traffic increased near Urban Renaissance and Wesley Subdivision the likely sources are new large commercial developments nearby and not the infill projects.

Where the studied projects contributed to congestion or safety issues other factors were also in evidence. For instance Wesley does contribute to congestion on adjacent arterials, but lack of roadway connectivity and the large commercial developments nearby are key to traffic congestion in the area surrounding this project. The traffic generated by Garden Green has created safety concerns that are exacerbated by existing conditions of limited connectivity, substandard roads and a lack of sidewalks. There is also a demonstration that these kinds of issues can be mitigated as in the case of Oak Park/Brampton.

Researchers concluded:

- 1. There is no evidence of harmful effects of traffic from infill on existing neighborhoods in general. Lack of roadway connectivity increases the traffic impacts from infill developments.*
- 2. There is no clear evidence that infill developments depress property values*
- 3. The public perceives that there are few public amenities provided by infill developments*
- 4. The loss of both public and private neighborhood open space is deeply felt.*
- 5. Design quality can positively affect acceptance of infill developments.*
- 6. There is a general lack of understanding by members of the public of adopted plans and regulations.*

Introduction continued

Conclusions continued

2. Researchers found no evidence that infill lowers surrounding property value

The question of property values is much more complicated than infill supporters/opponents may think. Property value trends were up across the study though not always in sync with the regional trend. The one exception was the sales price trend around Washington Square in the early 1980's when prices in the region were stagnant. Researchers could not directly attribute property value changes to the infill projects studied. Factors such as house size and location may affect the trends as much as infill, and the region shows growing evidence of property values (and taxes) rising very quickly near the projects studied.

Many of the neighborhoods studied are located close in and close to services, both factors which can drive property values up. Additionally many of the houses in the areas studied were smaller in size than newer houses in the region, generally resulting in lower sales prices but higher prices per square foot - particularly in the more desirable locations. Finally, factors such as the upkeep of surrounding properties and other new development nearby also affect values.

3. Providing 'public' amenities [or not] affects perceptions of projects long after they're complete.

Clearly the perception of the public today is that the infill, at least for the projects we studied, does not provide amenities to the larger neighborhood - eight of the eleven neighborhoods surveyed gave this question the lowest score. Projects that provided amenities that are, or are perceived to be, available to the public and not just to residents of the project show evidence of earning acceptance from neighbors. These include features such as neighborhood pathways, crosswalks, or the preservation of mature trees. We know of one instance, Oak Park/Brampton, where the addition of neighborhood amenities helped the project gain neighborhood support during the application process.

4. Loss of neighborhood open space is strongly perceived as a negative impact.

There is a real (and sometimes emotional) attachment to the loss of open space within the neighborhoods studied. This can be felt long after a development is complete and was true for spaces that the neighborhood used for recreation, enjoyed for its aesthetic appeal and even where it had been unkempt.

5. The quality of design can affect acceptance of a project.

Design quality can affect acceptance of projects both early in the process and after the project is complete. For instance, in the case of Urban Renaissance the willingness to respond to neighbors suggestions seemed to help the project proceed despite continued concerns about density and traffic. At Philippi Park the higher than average acceptance of the project after the fact is anecdotally tied to high quality design and the design of Hyde Park Place has helped it to gain high acceptance today despite continued regret over the loss of an historic school structure. Garden Green on the other hand may never find acceptance and both the developer and neighbors mention poor design quality as a factor.

6. Controversy is intensified by a lack of understanding and incomplete implementation of infill goals. When the permit process requires variances or exceptions these are opposed, even when supported by plans and goals.

There seems to be an incomplete understanding of and agreement with comprehensive plan goals in many cases studied. Reactions indicate this affected the extent and strength of opposition, particularly in neighborhoods that originally developed on the rural fringe and are now redeveloping in a more urban pattern. In addition goals sometimes call for infill yet require a rezone or land use map amendment to support it. For instance this was evident at Ferndale where 45 neighbors signed a petition of concern about neighborhood integrity over a project that was 1/3 less dense than allowed, but needed to obtain variances to allow a different product type and more creative design. Ferndale is also in an area described as an urban village in comprehensive plan goals but still designated as low density residential on the land use map. At Philippi Park the density was not much different than other nearby development but the permit process spurred a great deal of opposition, in part because the auto court site design required a conditional use permit.



Stub streets offer future

Study Design and Methodology

Background

The study was facilitated by Idaho Smart Growth and lead by a committee of twelve interested individuals representing Idaho Smart Growth, ULI Idaho, Boise State University, Realtors, Infill Developers, Neighborhood Associations, City Planners, The Ada County Assessor's Office, and the Ada County Highway District (ACHD).

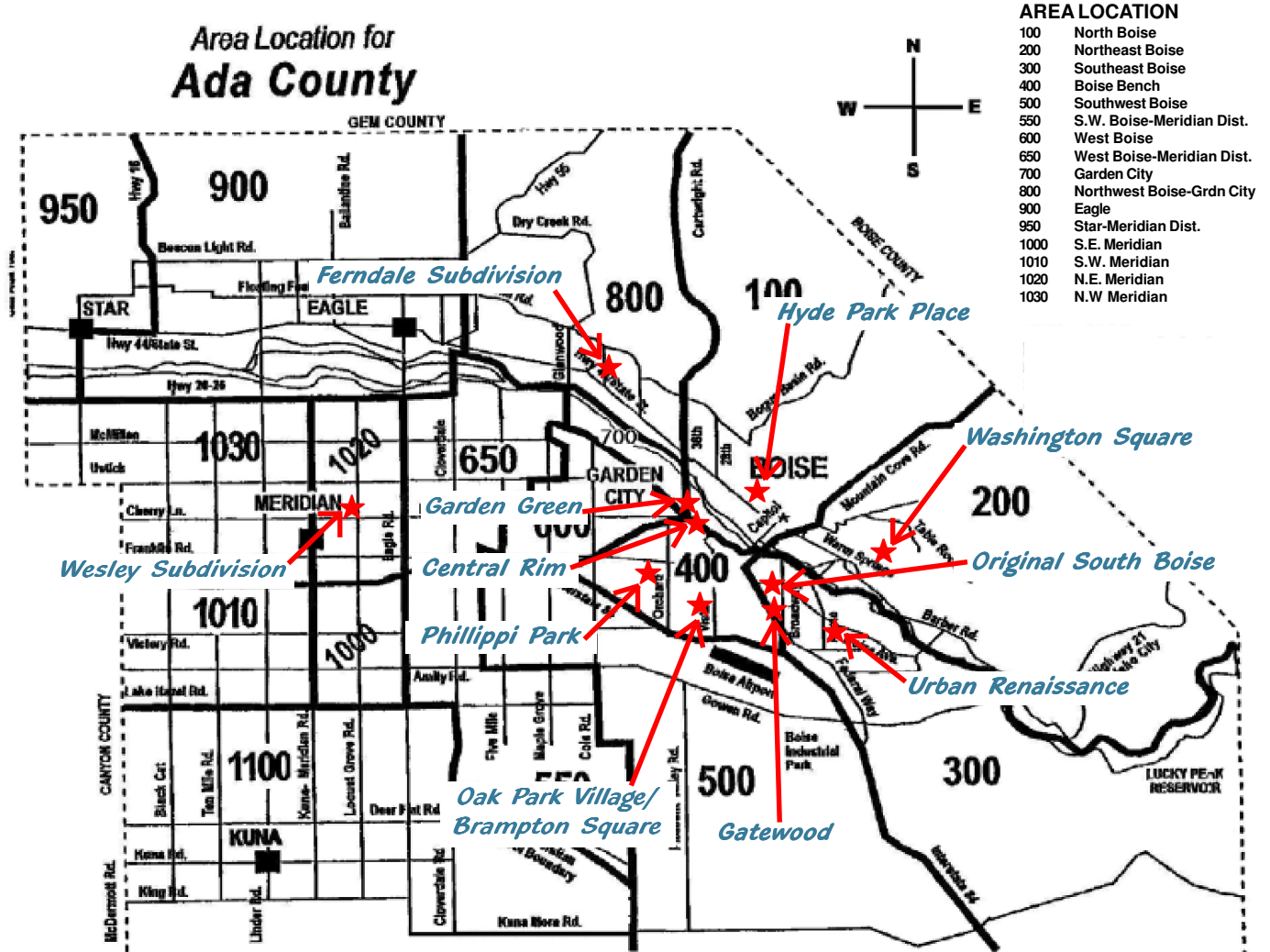
The Committee examined documentation about infill and agreed on a definition of infill and on criteria to identify potential case study projects for this study (page 4). Committee members began investigating projects in the region for possible inclusion in the study. Eighteen potential projects met the criteria and were nominated for study, after further examination 12 were chosen for case studies (map below).

Information was gathered about the projects based on the outline on page 4 and findings for each project are reported in the case study sections that follow. Residents of the infill case study projects were surveyed and the results of that survey can be found on pages 33 and 34.

The city planning departments of Boise and Meridian, Ada County Assessors Office, the Ada County Highway District and two Boise State interns were invaluable in helping researchers collect existing data for the case studies and we thank them. The project team also thanks the volunteers who helped the team collect original data by conducting phone interviews and neighborhood surveys.



Map of Boise Region with MLS Areas and Case Study Projects



Data Analyzed For Study

Definition of Infill Adopted By Project Team:

Infill: A development project within city limits on a site that is currently vacant or can be approved for redevelopment for a project where urban services are already available to service the case study project and where at least 80% of property within 300 feet is developed.

Criteria For Choosing Case Studies

1. *Projects that were both controversial and non-controversial when proposed - compare and contrast the differences.*
2. *Include density categories ranging from 6 units per acre to 50 units per acre - note any differences in impacts.*
3. *Must be completed projects to allow a full assessment.*
4. *Must meet the definition of infill adopted by the project team.*
5. *Should collectively represent the opportunity to analyze both good and bad examples of:*
 - a. *Design*
 - b. *Included Amenities*
 - c. *Open space*
 - d. *Neighborhood impacts*
 - e. *Compatibility*
 - f. *Traffic impacts*
 - g. *Affect on property values*
6. *Sites that were vacant prior to the case study project being constructed or were redeveloped with the case study project.*
7. *Projects chosen will be residential of all types [single family detached, townhouse, condominiums and apartments]*

**Note: studied the housing portion of Oak Park/Brampton Square that does have an adjacent mixed use component.*

Existing Data Assembled

1. Develop project profile [project name, year built, dwelling type, density (# of Units/# of acres = # of dwelling units/acre), prior use of land, adjacent uses], and description of surrounding residential properties based on the same measures.
2. Collect information about neighborhood conditions and history.
3. Examine hearing and application records; document testimony for and against the project and document issues raised in testimony and during the application process. Create database of people who testified or participated in neighborhood meetings and of applicants/developers for subsequent interviews.
4. Traffic counts before and after - Gather average daily trips (ADT) on surrounding affected roadways before and after completion of case study project and document any change in ADT after completion from ACHD database. Look for confounding factors - e.g. background traffic increase in the region.
5. Compare sales prices and price per square foot of properties within a defined neighborhood area (see below) around each site with the same information for the entire Multiple Listing Services (MLS) Area that the case study site is located in. Data will be collected and analyzed within each neighborhood area for five years prior to the construction of the project and five years after completion (or for as long as the project has been complete if less than five years) to establish a trend rate of valuation change during those periods. The trend before construction will be compared with the trend after construction and analyzed for any differences from the trend in the MLS Area in general for those same years.

Criteria to Define Neighborhood Areas for Real Estate Comparisons

Assumptions used to define boundaries of neighborhoods surrounding Case Study sites for purposes of comparing real estate values:

- The case study project size will shape the size of the neighborhood area, larger projects will generally generate larger neighborhood regions than smaller projects.
- The roadway network will affect the size of the neighborhood area chosen, a more connected network that allows more dispersed trips will generally generate a smaller neighborhood area.
- Neighborhood area boundaries will generally take in account the type of residential properties that were predominant in the neighborhood prior to the case study project construction.
- Neighborhood areas will generally not cross arterial roadways.
- Neighborhood boundaries need to be large enough that sufficient sales data exists for a statistically valid sample.

Original Data Collected

1. Develop survey and conduct interviews of neighborhood leaders and members of the public who participated in meetings or testified for or against the case study projects.
2. Develop survey and conduct interviews of project case study applicants/developers.
3. Develop and conduct survey of residents of case study projects.
4. Develop and conduct survey of residents who live nearby the case study project.

CASE STUDIES



Garden Green



Gatewood



*Ferndale
Subdivision*



*Hyde
Park
Place*



*Oak Park
Village/
Brampton
Square*



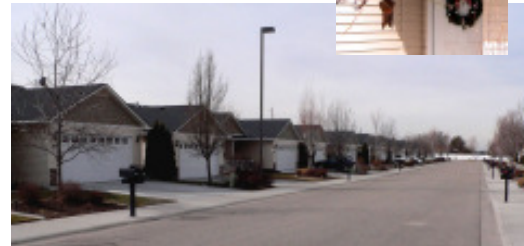
*Phillippi
Park*



Urban Renaissance



Wesley Subdivision



*Central
Rim*



*Original South
Boise*



*Washington
Square*





CASE STUDIES

Ferndale Subdivision

Background

The Ferndale Subdivision consists of 13 dwelling units on 2.55 acres for a density of 5.09 d.u./acre. It was completed in 2004 in northwest Boise with 8 duplex units and 5 single family detached homes. The approval process required a conditional use permit and subdivision plat. The developer asked for waivers on lot size minimums and setbacks on the duplex lots. Surrounding uses include single family detached to the east, large lot residential (2 to 5 acres lots) to the south, small lot single family to the west and a church to the north. The site just less than 1/2 mile north of a future transit stop on State Street. The land was previously vacant.

The developer held a neighborhood meeting attended by four people. The attendees were concerned about a street connection and cut through traffic on their

2004. A petition requesting a moratorium on further development in the neighborhood until the zoning could be examined relative to the neighborhoods' integrity was signed by 45 neighbors and submitted.

This is an area in transition. It developed at the edge of the city and on the edge of the historic streetcar line as small farms and large lot housing. Pockets of rural development remain and some residents still keep large animals. Interspersed randomly are newer developments of medium sized single family detached housing. The small houses and duplexes in Ferndale are different. The city comprehensive plan calls for new urbanism and an urban village in the area - however the land use map continues to indicate low density residential. Researchers note that the future vision reflected in the city comprehensive plan

goals doesn't seem to be understood or accepted by the neighborhood residents and there is little cognizance of plans for nearby high capacity transit service.

The existing RI-C zoning on the parcel allowed for up to twenty dwelling units, yet testimony centered on the thirteen units proposed as "excessive" density. Confusion may have risen over waivers requested in the conditional use process. While the average lot size is larger

than the minimum required in Boise code the project was granted a waiver allowing some lots to be smaller than minimum with no setback required between units to create separate lots for each of the duplex units. This allowed for separate homeownership for these duplex townhouses.

A waiver was also granted on the corner lot. Corner lots are required to be bigger so that buffer space from the roadways can be incorporated into them. The waiver allowed a smaller corner lot but

Year built	2004
Dwelling Type	Patio Homes
# of Units	13
Size in Acres	2.55
Units per Acre	5.09
Prior use	1 SF Res.
Adjacent Uses	Large lot/Church

On-the-Street Survey

Demographic data



Years in home	11.69
Rent/Own home	23/77
Roundtrip Car Trips/day	2.96

Questions 1-15

1-disagree 3-neutral 5-agree

Compatible layout	2.46
Good built amenities	2.92
Good natural amenities	2.0
Compatible design	2.75
Preserved historic bldgs	2.36
N'hood still affordable	3.46
Project increased values	3.42
Project positive addition	2.62
N'hood pedestrian friendly	2.55
N'hood safe for bikes	2.82
Didn't create more traffic	2.17
Same quality parking	3.38
Protected views/light	3.08
Didn't affect Air Quality	3.33
As safe from crime	3.08

Aerial Map Legend

Infill project	
Neighborhood Area	



Infill Resident Survey

Demographic data

Rent/Own home	0/100
Roundtrip Car Trips/day	2.67

Questions

Feel welcome in n'hood	100%
Project positive addition	100%

Favorite thing about n'hood

Proximity/Low Maintenance/ Friendly Neighbors	33% each
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Least favorite about n'hood

None	100%
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street. That street was not extended and none of them subsequently testified at the hearings. Another street within the project was stubbed for a future street connection. Four people did testify or write letters, three in opposition. The opposition was centered mainly on density, traffic and incompatibility with existing large lot estates nearby. One letter declared that the nearby neighborhood school was over capacity, yet the Boise School District proposed to close that school because of declining enrollments in

required it to be a separate buffer lot, not a buildable lot. This provided more buffer space than would be incorporated into a buildable corner lot. Those opposing the development did not seem to understand the reason for the waiver requests.



Ferndale Single Family



Ferndale Townhouses

Evaluation

This project was scored moderately. Those surveyed do not believe that the project includes amenities - giving the second lowest score on this question in all the projects studied. Though the project was required to add sidewalks, curb and gutter on both the collector and local streets, these amenities serve the residents of the project and the surrounding neighborhood still has no sidewalks. At neighbors' request the developer was also required to build a surrounding fence, but neighbors asked for a pole fence and the fence constructed is solid wood and takes away the open feel of the neighborhood.

Respondents were also concerned about traffic and the compatibility of the project layout with the existing neighborhood scoring both of these questions quite low. Recorded traffic counts show that traffic has decreased on the adjacent collector since 2001 by as much as 300 trips per day. A diversion completed at an intersection upstream may have lowered these counts. Traffic counts did increase by 50 trips per day after the project was completed. A count of traffic exiting the development shows 102 car trips per day.

Neighbors surveyed believe that the neighborhood maintained its affordability after the project was completed, and at the same time that property values in the area increased. The neighborhood area has an eclectic range of housing from very large lot single family to townhouses. Sales prices in the Ferndale area were increasing at a slower rate than MLS Area 800 before the project was complete and continued that trend in the year after, though at a higher pace. Price per square foot was rising faster than the MLS Area before the project and declined relative to the MLS Area in the year afterward, though again at a faster rate. Given the changing and eclectic nature of the Ferndale neighborhood it is difficult to pinpoint the factors most affecting values.

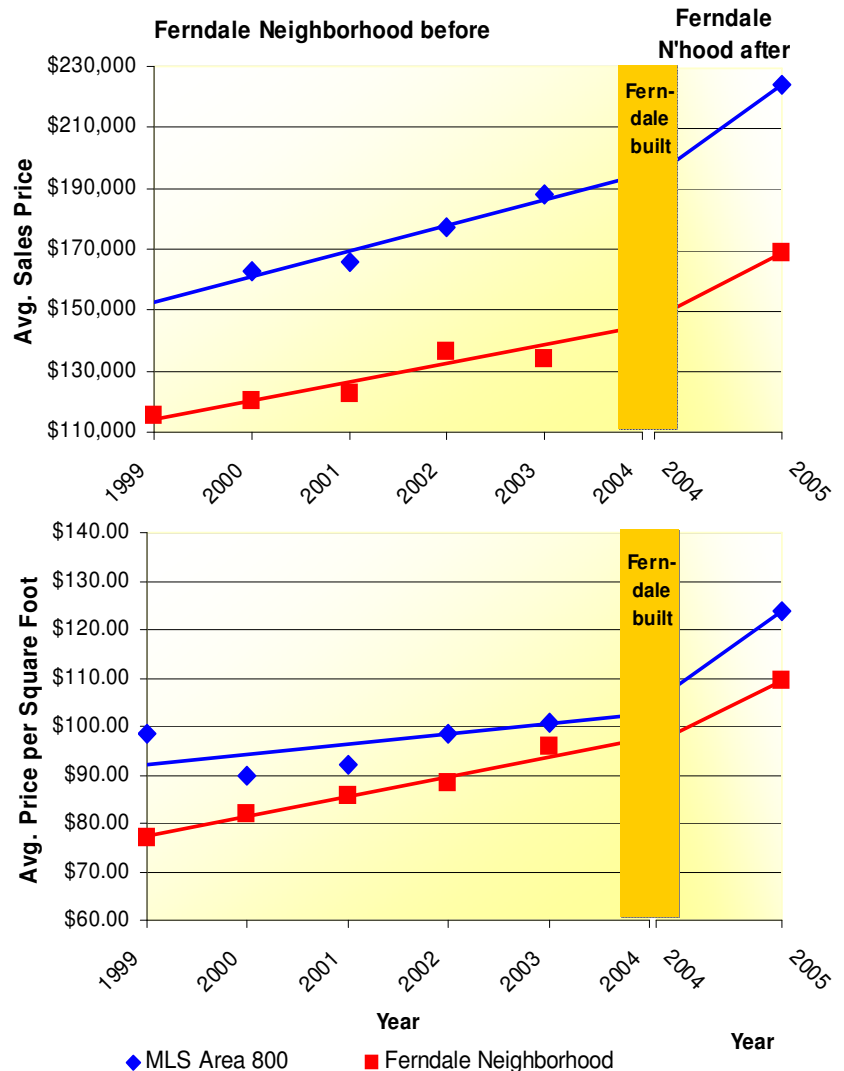
Conclusion

Researchers found no firm evidence that the Ferndale Subdivision had a negative affect on the neighborhood and scores given the project are generally moderate. The project introduced a different housing type into a traditionally rural neighborhood and the surrounding neighbors were uncertain of the difference and unsupportive of the density. Traffic increases have been minimal and the trends in real estate values are inconclusive. Agreement on how development in this neighborhood might meet the comprehensive plan goals for the area and a better understanding of waiver requests would help provide certainty for both the neighborhood and future projects.

Traffic Counts

Ferndale Subdivision				Built:2002	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Pierce Park south of Hill Road					
8/7/1995	1005				
12/10/1996	1161	20	58	49	55
8/26/1998	1561				
1/25/2000	1243	40	61	71	53
1/24/2001	1141	25	59	60	53
6/26/2001	1510				
7/15/2003	1769	35	45	74	64
12/2/2004	1305	35	60	60	48
1/5/2005	1355	34	54	83	71
Battlement daily trip counter east of Pierce Park					
1/5/2006	ADT 102				

Real Estate Data





CASE STUDIES

Garden Green

Year built	1998
Dwelling Type	4-Plex
# of Units	32
Size in Acres	1.899
Units per Acre	16.85
Prior use	Vacant
Adjacent Uses	SF Residential

On-the-Street Survey

Demographic data

Years in home	8.22
Rent/Own home	44/56
Roundtrip Car Trips/day	4.33

Questions 1-15

1-disagree	3-neutral	5-agree
Compatible layout	2.83	
Good built amenities	3.0	
Good natural amenities	2.67	
Compatible design	3.17	
Preserved historic bldgs	2.71	
N'hood still affordable	3.0	
Project increased values	2..57	
Project positive addition	2.43	
N'hood pedestrian friendly	3.0	
N'hood safe for bikes	2.57	
Didn't create more traffic	2.0	
Same quality parking	2.67	
Protected views/light	3.0	
Didn't affect Air Quality	2.86	
As safe from crime	3.29	

Aerial Map Legend

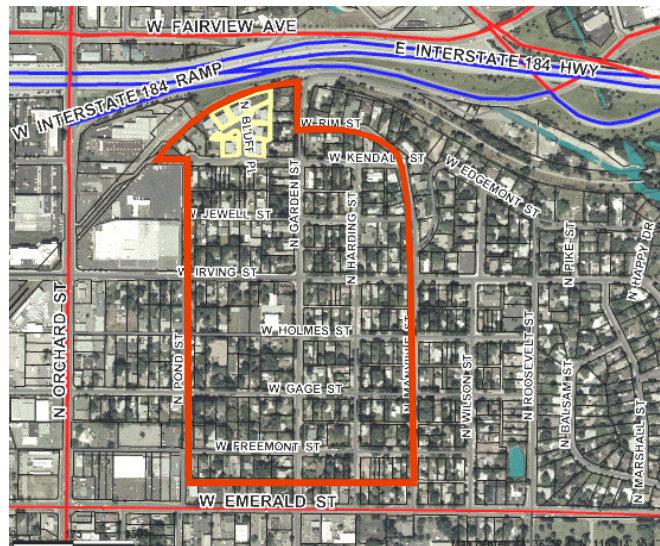
Infill project	
Neighborhood Area	

Background

Garden Green is a 32 unit development in eight four-plex buildings on 1.89 (16.85 acres units/acre) in a single family residential neighborhood on the Central Bench Rim in Boise. The site was the last vestige of a farm and was largely vacant until Garden Green was built in 1998.

Immediately to the North below the grade of the rim is the I84 connector, to the east and south are single family residences and to the west and disconnected from the neighborhood are commercial uses lining an arterial, Orchard Street.

The site is constrained by the interstate and the commercial, leaving only one route in and out, with a secondary route on a shoulderless road fronted by single family houses. Both routes traverse through the existing neighborhood for access and there are no sidewalks in most places.



most often in opposition to the project included traffic congestion, high density, school overcrowding, hazards to children from traffic, incompatibility with surrounding neighborhood, parking issues, and architectural design issues.

Evaluation

The approval process for Garden Green was acrimonious. In fact, years after the development was completed, both neighbors and the developer marvel at the hostility that characterized the process. During this period, residents formed a neighborhood association. Modifications to the developers' plan came about through the course of gaining approval, reducing density (from 40 units to 33 units) and making small architectural and aesthetic changes in the buildings. Neither side was satisfied by the compromises, and both agree

that the changes in design made the apartments more suited for multi-person rentals, rather than family occupancy.

All parties remain dissatisfied with the development of Garden Green today. Neighborhood activists continue to be displeased with the project and the developer has abandoned working on infill in Boise because of his frustration with the process. He felt that the project he wanted to build would have served the

Infill Resident Survey

Demographic data

Rent/Own home	100%
Roundtrip Car Trips/day	2.25

Questions

Feel welcome in n'hood	75%
Project positive addition	100%

Favorite thing about n'hood

Proximity to services	80%
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Least favorite about n'hood

Surroundings unkempt	50%
Noisy	25%
Rowdy neighbors	25%

There were a number of proposals for the property prior to the one that was eventually built; all of them were for multi-family projects at much higher density, up to 60 units. The approval process included a conditional use permit and a rezone and a reapplication of a modified conditional use permit after negotiation with the neighborhood. There were numerous public hearings, appeals, a denial and reapplication. Thirty-two people testified, all in opposition to the project. The issues that were cited

interests of the City in increasing density close to the core, providing connectivity to the Greenbelt, and providing new investment in a struggling neighborhood. However, the compromises led to the development of a very different project, without enough units to support high quality construction.

Today residents express many concerns about both Garden Green and other changes in the immediate neighborhood. Surveyed residents found the project to not be a positive addition to the neighborhood.

Neighbor perception is that Garden Green continues to attract short-term tenants*, and that high occupancy units increase traffic and parking problems. With the lowest mean score [of 2] in any of our neighborhood surveys, residents believe Garden Green has increased traffic in the neighborhood. Finally, there is some concern that the acceptance of the higher density Garden Green project which is unlike other neighborhood dwellings in appearance opened the door for the emergence of 'skinny houses' in the area. **This is the only project where infill residents failed to return any of the mail surveys.*

Although residents suggest that Garden Green has negatively impacted property values, comparing the neighborhood area with MLS Area 400 data shows that both sales price and price per square foot has increased in the neighborhood area at a higher rate after the project was completed than before it was built with both actually surpassing the MLS Area by 2005. Researchers cannot conclude how the Garden Green development affected real estate prices, instead noting that this neighborhood is one of the bench neighborhoods nearest downtown with historic character and good access to nearly all parts of town. All of these factors have played a role in driving prices up. Another factor, as observed by neighbors during the survey, this neighborhood has a high number of infill 'skinny houses' built within the last 5 years, this newer housing stock is generally higher priced than the existing small older homes.

Data on traffic indicates an increase of nearly 200 cars a day on Garden Street north of Emerald at the time the project was completed. This is no surprise given that lack of options for access to the project. In addition, a counter on Bluff at the entrance of the project indicates that it is producing



349 trips per day. Without mitigation for roads with no shoulders and sidewalks researchers understand the concern this has caused existing neighbors. Readers should be aware that Garden Street was connected down the hill into downtown before the 184 connector was complete and traffic counts on Garden were reduced by nearly 1000 cars per day when this occurred. There was recognition at the time that Garden Street would have required improvements if this disconnection was not made.

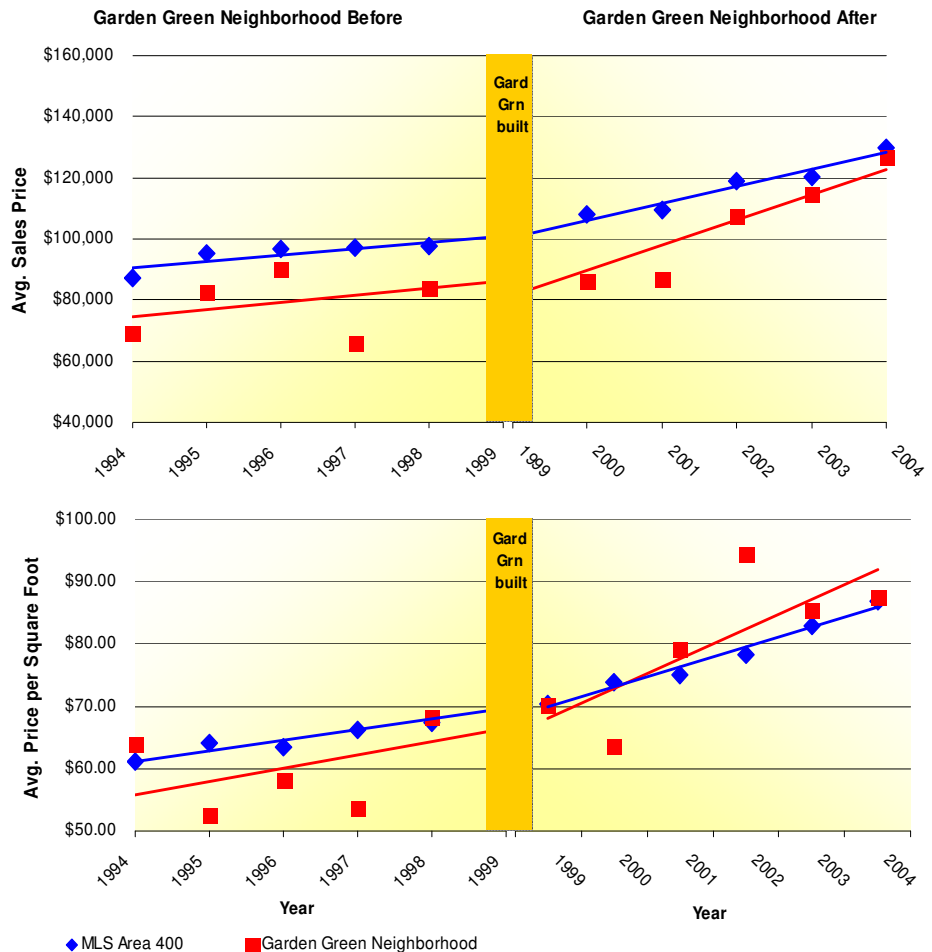
Conclusion

The development of Garden Green illustrates a wide array of the frustrations that arise during infill development, and some of the negative consequences that infill projects can have on communities. This development has been accompanied by an increase in traffic on substandard streets. Although density was limited because of the opposition both the neighbors and developer remain unhappy with the result. The units as built are already showing signs of wear and tear and still produce complaints from neighbors. Residents and the developer are both convinced, however, that a different infill project might have produced better outcomes for all involved.

Traffic Counts

Garden Green				Built:1998	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Garden Street north of Emerald					
8/19/1994	2159				
10/13/1994	2327				
10/6/1999	1388	21	48	52	73
11/8/2000	1569	34	42	54	72
2/4/2004	1523	32	53	65	62
3/3/2005	1567	24	58	68	64
Bluff daily trip counter					
5/16/2005	ADT 349	13	13	21	11

Real Estate Data





CASE STUDIES

Gatewood

Year built	1997
Dwelling Type	SF/Townhouse
# of Units	9
Size in Acres	1.11
Units per Acre	8.11
Prior use	Large lot Res.
Adjacent Uses	SF Residential

On-the-Street Survey

Demographic data

Years in home	20.29
Rent/Own home	14/86
Roundtrip Car Trips/day	3.52

Questions 1-15

1-disagree 3-neutral 5-agree

Compatible layout	2.89
Good built amenities	2.75
Good natural amenities	2.56
Compatible design	3.46
Preserved historic bldgs	2.85
N'hood still affordable	3.32
Project increased values	3.0
Project positive addition	2.89
N'hood pedestrian friendly	3.15
N'hood safe for bikes	3.26
Didn't create more traffic	3.07
Same quality parking	3.25
Protected views/light	3.0
Didn't affect Air Quality	3.62
As safe from crime	3.36

Aerial Map Legend

Infill project	
Neighborhood Area	

Background

Gatewood is a nine unit single family residential subdivision on 1.11 acres (8.108 units/acre) in South East Boise. The site was formerly one single family home with a pasture. The original home was saved and renovated as one of the units in the development. Two other units are street facing on the corner and the remaining six units are in a courtyard pattern with a shared driveway. The approval process included a conditional use permit and subdivision and an appeal.

Surrounding use is mostly single family residential, with a 10-acre city park, Manitou Park, less than one block away. Seventeen people testified at the public hearings. The biggest concern by far was the density of the project with fifteen people

Evaluation

Although the approval process was fairly contentious, many neighbors and community activists are more ambivalent now about the impact of the project on the neighborhood. Several residents agree that the project as built is nice, and is a positive addition to the neighborhood; while others emphasize the loss of neighborhood continuity and increased traffic. This ambivalence is reflected in survey results. Responses to questions about the compatibility of Gatewood with the neighborhood, the impact of the development on traffic and parking in the neighborhood, and overall project impact produce lukewarm responses, with means between 2.9 and 3.3.

The central concern now in the



neighborhood is the sense that this infill project opened the door for other, less desirable, types of infill and neighbors of Gatewood suggest that the proliferation of 'skinny house' infill is in some way related to this project.

Neither Gatewood (or for that matter the 'skinny houses') appear to have had any negative impacts on property values in the neighborhood. The sales prices,

Infill Resident Survey

Demographic data

Rent/Own home	0/100
Roundtrip Car Trips/day	1.75

Questions

Feel welcome in n'hood	100%
Project positive addition	100%
Favorite thing about n'hood	
Proximity to services	75%
Least favorite about n'hood	
Surroundings unkempt	50%
New Skinny Houses	50%

opposing the density as too high. The surrounding neighborhood averages 4.656 units/acre. The lot that was redeveloped had traditionally been pastureland and was perceived by the neighborhood as open space.

There were other issues of concern as well. Three people were afraid of traffic congestion and two believed that the development was incompatible with the neighborhood. Also mentioned were; lack of parking, hazards to kids, negative impacts on quality of life, increased crime, landscaping issues, and loss of wildlife.

though lower than the MLS Area 400 due to smaller home size, have increased at a higher rate since the project was completed than before it was built, gaining on the MLS Area afterward. Price per square foot nearly caught the MLS Area shortly after the project was built. The factors affecting these prices are more likely the desirable location and relative health of this older neighborhood than any effects from such a small infill development.

Another major concern was traffic and that continues to be perceived by some as a

problem. The data does not bear out this concern with traffic counts on Manitou falling by nearly 300 trips a day since the project was built. In addition, the highway district had concerns about drainage from the development and included a requirement to detain all drainage on site. This was eventually implemented using some roadway right-of-way (opposed by some in the neighborhood on the grounds that allowing the use of the right-of-way was favoring the developer). By chance this drainage swale created a traffic calming bulb out that has likely discouraged traffic on Martin and slowed it as well.

Despite the small size of the project and the proximity of public park open space the development of Gatewood was problematic for neighbors who didn't want to lose this open space in their neighborhood. Testimony at the time the project was built and anecdotes recited to surveyors show that the loss of this pasture and its habitat as open space continues to be felt as a negative impact today.

Conclusions

Gatewood was opposed by many neighbors and even today some of those continue to feel the loss of open space despite a nearby public park. Loss of open space within neighborhoods is a recurrent theme among neighbors who have lived in the case study neighborhoods since before the projects were built. The concerns about negative affects from density and the traffic it might produce have not proven true. Property values in this neighborhood are increasing at rates faster than the MLS averages and the feelings about the project itself today are ambivalent with many people in the neighborhood finding it to be a pleasant addition to the community. The key infill concern of neighbors surveyed today is the proliferation of 'skinny houses' in the neighborhood.

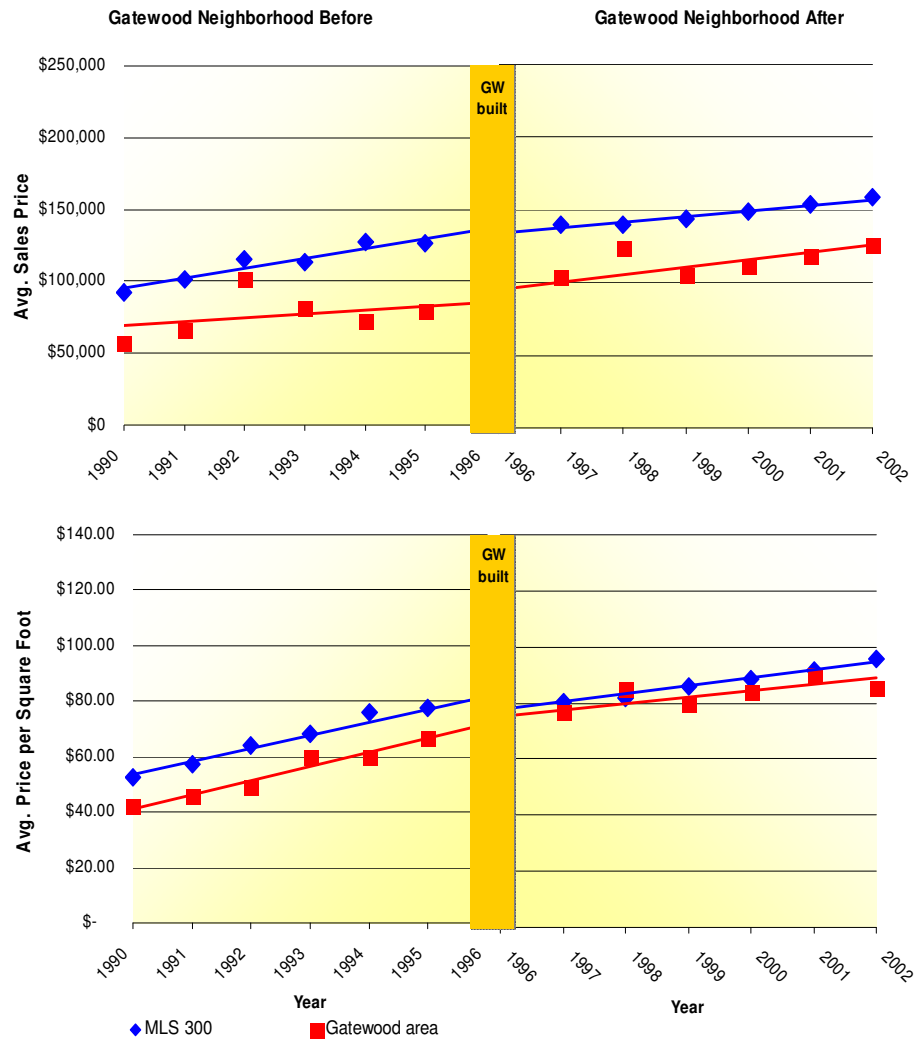


Single Family portion of Gatewood

Traffic Counts

Gatewood Subdivison				Built:1997	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Manitou south of Boise Avenue					
9/4/1997	1183	59	11	48	90
10/18/2000	1156	60	17	46	77
9/28/2005	897	37	9	39	30

Real Estate Data



Townhouses at Gatewood



CASE STUDIES

Hyde Park Place

Year built	2004
Dwelling Type	Condominium
# of Units	39
Size in Acres	0.841
Units per Acre	46.37
Prior use	School/Admin/MF
Adjacent Uses	School/Res/LO

On-the-Street Survey

Demographic data

Years in home	11.59
Rent/Own home	27/73
Roundtrip Car Trips/day	2.32

Questions 1-15

1-disagree 3-neutral 5-agree

Compatible layout	3.55
Good built amenities	3.18
Good natural amenities	2.55
Compatible design	3.91
Preserved historic bldgs	2.13
N'hood still affordable	3.4
Project increased values	4.1
Project positive addition	3.7
N'hood pedestrian friendly	3.27
N'hood safe for bikes	3.0
Didn't create more traffic	3.6
Same quality parking	4.45
Protected views/light	3.4
Didn't affect Air Quality	4.36
As safe from crime	3.8

Aerial Map Legend

Infill project	
Neighborhood Area	

Infill Resident Survey

Demographic data

Rent/Own home	0/100
Roundtrip Car Trips/day	0.75

Questions

Feel welcome in n'hood	100%
Project positive addition	100%
Favorite thing about n'hood	
Proximity to services	100%
Least favorite about n'hood	
Surroundings unkempt	56%
Traffic	11%
Rowdy neighbors	11%

Background

Hyde Park Place, completed in 2003, is a 39 unit townhouse development on .84 acres (46.37 units/acre) in Boise's Near North End. It occupies one half block and replaced an historic school building and an 8-unit brick apartment. There were two public hearings and an appeal on the application. Surrounding uses include a mix of single family and multi-family residences, and limited office spaces. The approval process included a conditional use application and a height variance. Testimony was received from eight people at the public hearings. Hyde Park Place generated controversy primarily because of the loss of an historic building, the potential for increased traffic, and the higher density of this development than the immediate surrounding area. The North End Neighborhood Association did not oppose the project,



air and noise pollution. Opposition to the demolition of the historic school structure was expressed by three people and was fervent. The school building had originally been an elementary school, Whittier, and had later been extensively remodeled to serve as the district's administrative offices. Those opposed on this issue felt the removal of the historic school structure was a significant loss to the community and took the issue to district court to stop demolition. The developer countered that the extensive changes to the building had significantly diminished its historic value. The developer prevailed and proceeded.

Although the developer describes the process of gaining approval for Hyde Park Place as "smooth," the residents who opposed the project still feel quite passionate that the

project was inappropriate for the area, and sets a dangerous precedent for development in the neighborhood. News reports, activists' accounts of their involvement, and surveys of Hyde Park Place residents and neighbors all support a continued concern about the loss of historic buildings. The developer and involved neighbors feel compelled to also discuss the failed development of the adjacent Cathedral Place proposal that has resulted in moving

although other neighbors testified in opposition to the project at Planning and Zoning hearings and in an appeal of P & Z approval to the City Council.

Five people testified about a fear of increased traffic congestion. Two people in each instance expressed concern about loss of on-street parking for existing neighbors, high density, and incompatibility of the building with the surrounding neighborhood as potential impacts. Others objected to the name, fear of increased crime, and possible

or demolishing an entire block of historic residences. Some use the comparison to paint Hyde Park Place positively (HPP is lower density, attractive design); others use it as evidence of a precedence enabling the demolition of further historic buildings and the potential development of other high density projects. It should be noted that the City of Boise has subsequently expanded the boundaries of its historic districts to include this neighborhood and provide further protection from demolition.

Evaluation

Neighbors surveyed agreed that the project did not increase traffic despite the fears raised at the Planning and Zoning hearing. The developer suggests that when activists express concern about "density," they are talking about traffic. If this is the case, residents' concerns about density (or traffic) have not materialized. Current data shows a decrease of approximately 1000 trips per day on Fort Street east and west of the project.* Furthermore the connected grid disperses traffic and the prior use (School Administration Building) generated traffic and parked cars during daytime and evening meetings. *No traffic counts are available on Fort east of 13th. Counts on Fort west of 9th [which is east of 13th] are down.

Property value effects of the project are uncertain. The surrounding neighborhood was lagging the increases in both sales price and price per square foot prior to 2004 for MLS Area 200. Increases in both outpaced the MLS for 2004-2005 by a considerable margin. Researchers note 2005 was a high water year for property sales values in the Boise region and further study over time would be needed to draw a firm correlation. However, in the case of Hyde Park Place, there is now fear that the project may contribute to driving property values (and thus property taxes) too high.

Concerns about parking and air quality have not been borne out. Surveyed residents rated the current quality and quantity of parking at 4.45 (highest for this project). The next highest score at 4.36 was given to "no noticeable impacts on air quality". Neighbors also rated natural amenities high, anecdotally related to the preservation of some of the historic trees by the developer. In fact, neighbors and residents of Hyde Park Place generally suggest that the project has been a positive addition to the neighborhood, some suggesting that it has turned out better than expected and others suggesting that the larger neighborhood problem now is residents of nearby housing not maintaining their properties.

Project design is worthy of mention. Resident concerns did not center principally on the design of Hyde Park Place, but the developer is confident that the quality of design is why neighbors were not more upset by the project, and why the project went through the City process rather efficiently. The perceived quality of the design is also supported by the survey results, in which

residents generally found the



Hyde Park Place

project to be compatible with the overall neighborhood, in design, mass, height and layout with ratings above average on all counts, this despite the height exception and stated concerns about compatibility.

Conclusions

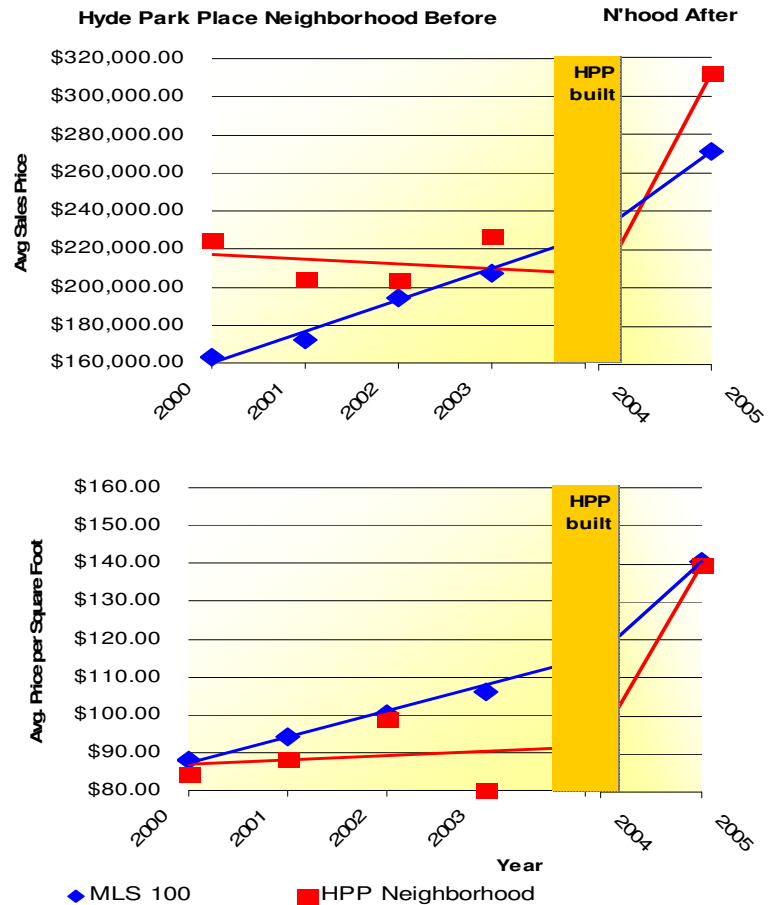
Concerns raised during the public hearings about increased traffic and density, declining air quality, reduced parking and incompatibility with the neighborhood have not been demonstrated by the data and anecdotal remarks that researchers collected. New concerns have arisen concerning increasing property values and the potential negative affect on property taxes that this poses; further study over time will be needed to determine if this is related to the study project. The neighborhood continues to show apprehension about the loss of historic structures and the affect that may have on neighborhood character. This concern seems supported by the loss of so many adjacent struc-

tures but may have been mitigated by the city's action to expand the boundaries of historic districts in this area.

Traffic Counts

Hyde Park Place					Built:2004
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Fort St east of 13th					
3/31/1998	7533				
Fort St west of 13th					
11/16/1994	6661				
11/17/2004	5653	385	188	222	399
Fort St west of 9th					
3/31/1998	9280				
1/9/2001	7967	528	182	219	516
9/29/2004	7945	436	183	265	534

Real Estate Data





CASE STUDIES

Oak Park Village/Brampton Square

Condominium Data

Year built	1996
Dwelling Type	Condominiums
# of Units	43
Size in Acres	3.82
Units per Acre	10.99
Prior use	Vacant
Adjacent Uses	SF Residential

On-the-Street Survey

Demographic data

Years in home	19.58
Rent/Own home	29/71
Roundtrip Car Trips/day	2.13

Questions 1-15

1-disagree 3-neutral 5-agree	
Compatible layout	2.56
Good built amenities	2.6
Good natural amenities	2.39
Compatible design	2.92
Preserved historic bldgs	2.36
N'hood still affordable	3.2
Project increased values	3.09
Project positive addition	2.52
N'hood pedestrian friendly	3.04
N'hood safe for bikes	2.35
Didn't create more traffic	2.26
Same quality parking	2.57
Protected views/light	2.04
Didn't affect Air Quality	2.7
As safe from crime	2.48

Aerial Map Legend

Infill project	
Neighborhood Area	

Apartment Infill Resident Survey

Demographic data

Rent/Own home	33/66
Roundtrip Car Trips/day	2.67

Questions

Feel welcome in n'hood	33%
Project positive addition	100%
Favorite thing about n'hood	
Proximity to services	50%
Least favorite about n'hood	
Surroundings unkempt	25%
Noisy	25%
Rowdy neighbors	25%
Other	25%

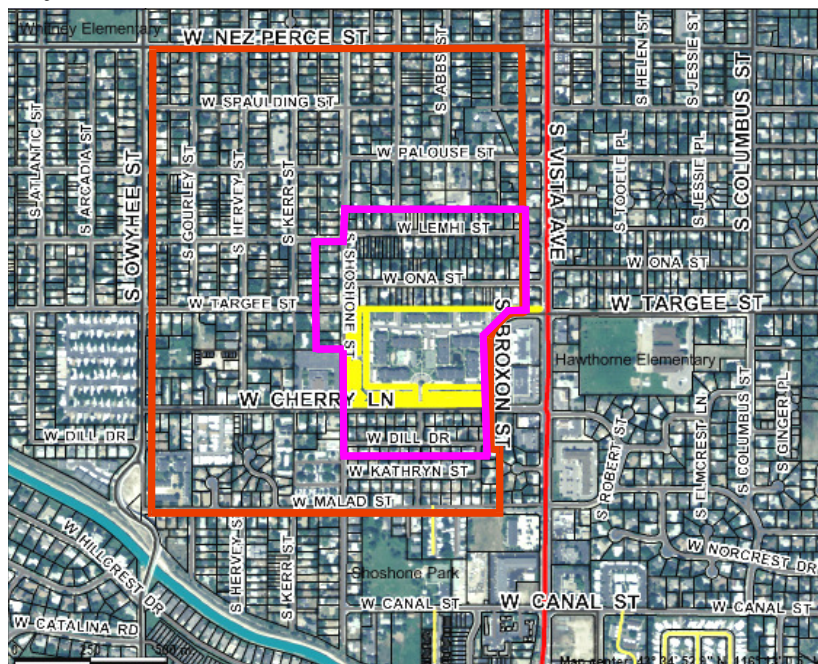
Background

Oak Park Village and Brampton Square are part of a mixed use development completed in 1996. Oak Park Village consists of 200 subsidized apartment units on 9.89 acres (20.23 units/acre). To transition the project into the pre-existing single family neighborhood, there are 43 three and four-plex condominiums on 11 acres (3.82 units/acre) on the south and west sides of the apartments. Many of the condominiums are owner occupied and face onto single family homes across the streets. The covered parking for the condominiums is behind them and accessed through the apartment entrance.

The project includes a neighborhood serving retail and office component on a busy arterial, Vista Ave., to the east. There

store and worked hard to communicate with neighbors, holding several neighborhood meetings. Recognizing the potential controversy surrounding the subsidized housing proposed he expanded notification beyond the 300 foot requirement and maximized the participation of area residents by arranging for a local Boy Scout troop to deliver flyers announcing the neighborhood meeting to area residents.

According to the developer, existing residents chiefly expressed concern about the density and the potential for traffic congestion. On a positive note, the neighbors suggested and the developer agreed to add the commercial/retail portion abutting Vista a move that also buffered the apart-



is a church to the west and the rest of the immediate neighborhood is single family residential. This is one of two neighborhoods in Boise that met the criteria to be classified as low income in the 1990 census. Some in the neighborhood who opposed this project felt like building housing specifically for low income residents invited a further concentration of low income households in the neighborhood.

The developer acquired the vacant parcel that had been slated for a grocery

ments and condos from the busy traffic on Vista. He built, and still supports, a Head Start center there which appeals to neighbors whose own children might use it. The developer responded to concerns about school access by installing a stop light with a crosswalk on Vista leading to a school across the street and providing a walking path through the project that allows all neighborhood children to easily access the signaled crossing to the school.

The public meetings appeared to allay at least some of the concerns over what increased density meant for the neighborhood, in the end the Vista Neighborhood Association supported the project. Of the 19 people who testified about the project at the public hearings, 4 expressed concern

over traffic congestion, 3 on potential parking problems, and 4 on school overcrowding. How were the residents who feared school crowding to know that the Boise Schools, especially in the Bench area, would face the opposite problem just a few years later? Rapid growth in surrounding suburban communities came at the expense of Boise's first tier neighborhoods and the Boise district now has declining enrollments.

Evaluation

Neighbors complained of increased traffic at the inception of the project, and today rate the increased traffic as their chief complaint. The developer, on the other hand, contends that through traffic should decrease with infill development. After hearing of concerns at the neighborhood meeting the developer worked to alleviate them by directing traffic from the project onto the nearby arterial through traffic calming measures. That effort appears to have been successful with traffic levels on Cherry Ave. holding steady from 1995 to 2003. However, traffic data for Shoshone Street near the project is not available so researchers were unable to determine if Shoshone has been impacted. We do know that traffic counts on Vista Ave. have declined substantially both north and south of the project since the project was built - from a high of over 23,000 ADT to a current level around 20,000 ADT. This may be explained by a shift of the center of the Boise metro region to the west, leaving this eastern portion of the region with fewer regional trips.

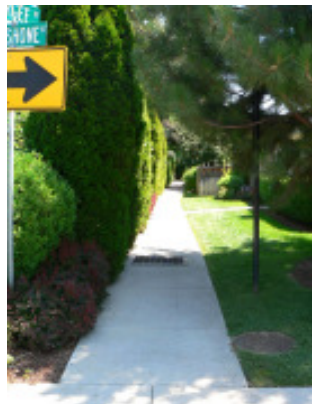
Though residents feared initially that parking in the area would suffer, a full 40% of residents surveyed, reported they agreed that the project did not reduce the quality and quantity of on-street parking. 4 (on the scale of 1 to 5) was the most common answer on that parking question. It appears that the theoretical concern over parking was not borne out in practice. In contrast, our survey of 25 neighborhood residents gave the lowest score to the question "the development protects views and natural light". As the property was a vacant lot prior to building, this loss is quite real. The developer was careful to step back the height of the project, the condominiums fronting the existing single story single

family residences are designed with single story facades that step back to two-stories with the three story apartments behind that. However the foothills are still obscured from view for adjacent residences to the south and west.

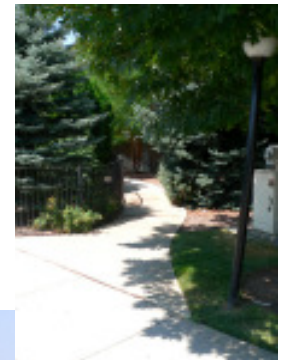
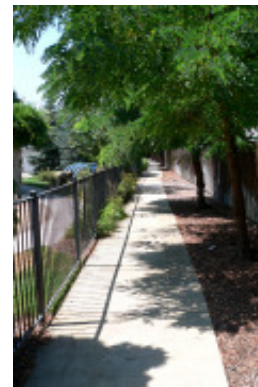
Half of all residents thought their neighborhood was less safe since the project's construction, and another 20% were neutral on the question. The fear of crime predates the project and is confirmed by concerns about crime stated in a neighborhood plan written before the project was built where the Vista Neighborhood Association pitched a proposal that the City of Boise construct a police substation on the property where the development now stands. These fears are not supported by evidence, crime within the police reporting sub district that covers this neighborhood decreased on a per capita basis since this project was built, however it does remain above the crime rate in other Boise sub districts. Ironically, the residents of the apartment complex are mostly pleased with their homes, but many expressed concern with the number of sex offenders housed in the rest of the neighborhood.

(continued next page)

Apartments at Oak Park Village



Pathway through Oak Park for school access



School site



School crosswalk, looking from end of pathway



CASE STUDIES

Oak Park Village/Brampton Square continued

Condominium	Dara
Year built	1996
Dwelling Type	Apartments
# of Units	200
Size in Acres	9.89
Units per Acre	20.23
Prior use	Vacant
Adjacent Uses	SF/Commercial

Crime Statistics

What remains a conundrum on this project is discerning its impact on surrounding property values. At the project's inception, at least one resident complained that he did not want low income housing in the neighborhood because it would hurt property values. The real estate data studied includes only the condominium portion of the project, Brampton Square. The apartment complex, Oak Park Village, has remained under ownership of the developer and housing authority, no sales data exists on it.

As with the rest of the Treasure Valley, this area has seen strong growth. Noting the difference in house sizes of the two areas, researchers divided the surrounding neighborhood into two pieces and aggregated the data for each sub neighborhood separately. Houses in the Lemhi/Dill sub neighborhood are smaller by nearly 300 square feet on average than houses in the Nez Perce/Canal sub neighborhood.

Before the project was completed both parts of the neighborhood were nearly on pace with the MLS Area 400 in property value increase. Sales prices in the whole neighborhood were lower than the MLS Area because of the smaller size homes. However, their price per square foot remained even with or above the MLS price. This seems consistent with the rule that smaller sized homes in good locations bring a higher price per square foot due to economies of scale.

After the project was completed the Lemhi/Dill portion of the neighborhood began to lose ground on its advantage in price per square foot over both the MLS Area and the Nez Perce/Canal portion of

the neighborhood. It also lost ground in the rate of increase in sales price. A few of the small homes in the Lemhi/Dill sub neighborhood visibly need renovation, while some are well kept, and the houses are smaller than in the other surrounding neighborhood. It would require more study to determine the cause of this relative decline. Meanwhile, the Nez Perce/Canal portion of the neighborhood seems unaffected in price per square foot and is rising in sales price at a slightly higher pace than the MLS Area.

Researchers also observed that the value of Brampton Square condominiums were initially above the MLS in sales price, but remained flat for the study period - quite an anomaly in the Boise market during this period - only rising with the market in the last year studied. The question we were unable to



Condominiums at Brampton

Condominium Infill Resident Survey

Demographic data

Rent/Own home	100/0
Roundtrip Car Trips/day	2.00

Questions

Feel welcome in n'hood	88%
Project positive addition	100%

Favorite thing about n'hood

Proximity to services	63%
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Least favorite about n'hood

Close by sex offenders	43%
Parking issues	14%
Rowdy neighbors	14%
Surroundings unkempt	14%

answer is whether the subsidized housing in the Oak Park Village complex is affecting the value of the homes in the Lemhi/Dill neighborhood (and coincidentally the value of the Brampton Square condominiums themselves) or whether a combination of factors such as the size and condition of some homes and crime rate in this sub neighborhood or a combination of those factors is affecting the value. Despite the mixed conclusions of researchers the surveyed residents gave their highest marks

to the statements, "the neighborhood is a place that I want to and can afford to live in" and "the project did not negatively impact my property values." The factors potentially affecting property values in this neighborhood are too varied to assign cause to any of them without further study.

Conclusions

Of the initial concerns from the neighbors; the traffic on the collector streets has not gotten worse and traffic has actually decreased on the arterial, parking seems unaffected, conversely views have been obscured. The project has not dampened property values for the Nez Perce/ Canal sub neighborhood and the affects on the Lemhi/Dill property values are uncertain. The project overall scored second lowest of any studied in the survey of surrounding neighbors. What is unclear is whether the scores were lower because of the neighborhood in general, or if the Oak Park project was the primary contributing factor.

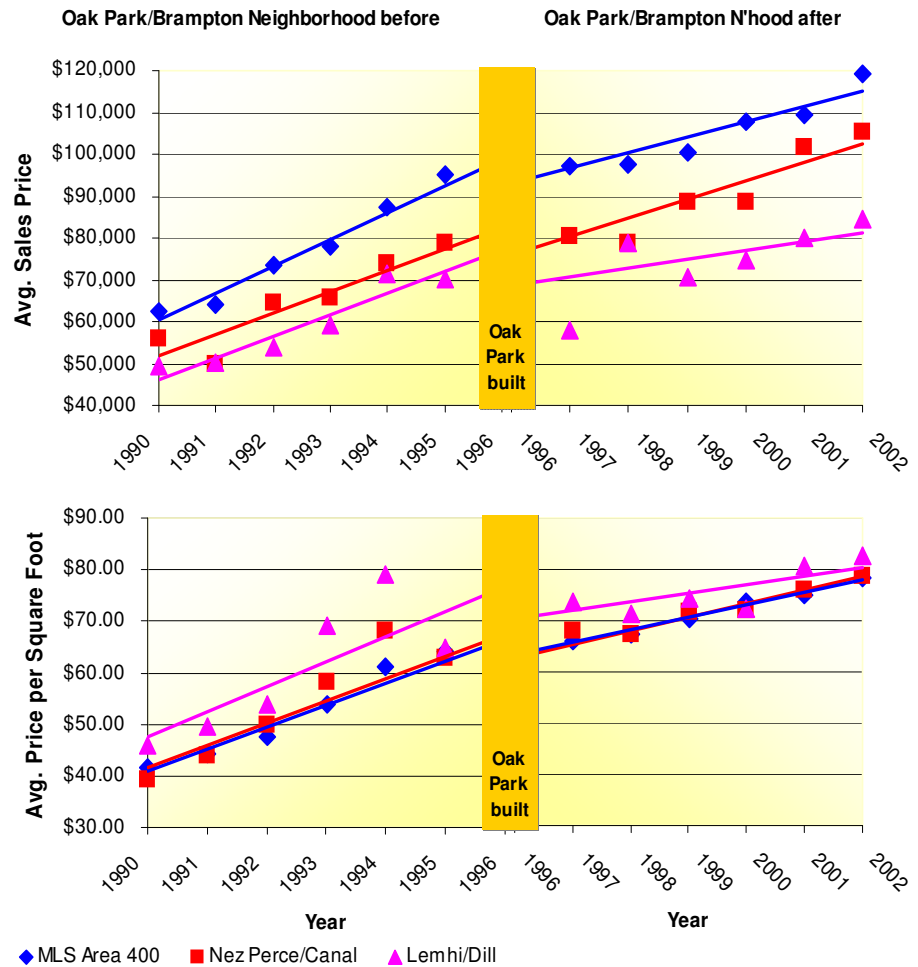
All in all, the residents surveyed were upbeat about the project as it stands today. Certainly the fact that the developer listened to residents' concerns and implemented traffic calming, added walkable retail, put in a pathway and stoplight and included a Headstart classroom, helped this project succeed. The addition of these amenities was a primary reason the project gained support from the neighborhood association. In a difficult location a project including a subsidized housing component gained neighborhood association support initially and is seen by half our respondents as a positive addition to the neighborhood today.



bicyclist leaving Oak Park Apartments

Traffic Counts

Oak Park/Brampton Square					Built:1996	
Date	Count	am Nb	am Sb	pm Nb	pm Sb	
Vista North of Targee						
4/10/1997	23491	706	735	1055	1020	
10/30/2002	22107	734	750	1018	893	
11/19/2002	21540	705	745	952	855	
11/18/2003	20235	605	657	873	903	
Vista South of Targee						
4/10/1997	23172	738	787	1028	1015	
11/19/2002	20501	654	722	908	802	
11/18/2003	19487	607	665	863	867	
2/7/2006	19822	655	619	848	841	
Cherry Lane West of Vista						
3/21/1995	2060	96	45	79	111	
1/7/1997	2314	114	30	73	123	
3/19/1997	2212	109	33	73	119	
12/10/2003	2038	67	23	68	130	
3/2/2006	2822	99	37	126	130	
Shoshone north of Cherry lane						
12/27/1995	843	20	20	42	38	





CASE STUDIES

Phillippi Park Condominiums

Year built	2001
Dwelling Type	Condominium
# of Units	13
Size in Acres	1.347
Units per Acre	9.65
Prior use	Vacant
Adjacent Uses	SF Residential

On-the-Street Survey

Demographic data



Years in home	15.59
Rent/Own home	12/88
Roundtrip Car Trips/day	2.41

Questions 1-15

1-disagree 3-neutral 5-agree

Compatible layout	4.35
Good built amenities	4.47
Good natural amenities	4.0
Compatible design	4.71
Preserved historic bldgs	4.53
N'hood still affordable	4.53
Project increased values	4.35
Project positive addition	4.75
N'hood pedestrian friendly	4.35
N'hood safe for bikes	4.06
Didn't create more traffic	4.12
Same quality parking	4.06
Protected views/light	4.76
Didn't affect Air Quality	4.41
As safe from crime	4.47

Aerial Map Legend

Infill project	
Neighborhood Area	

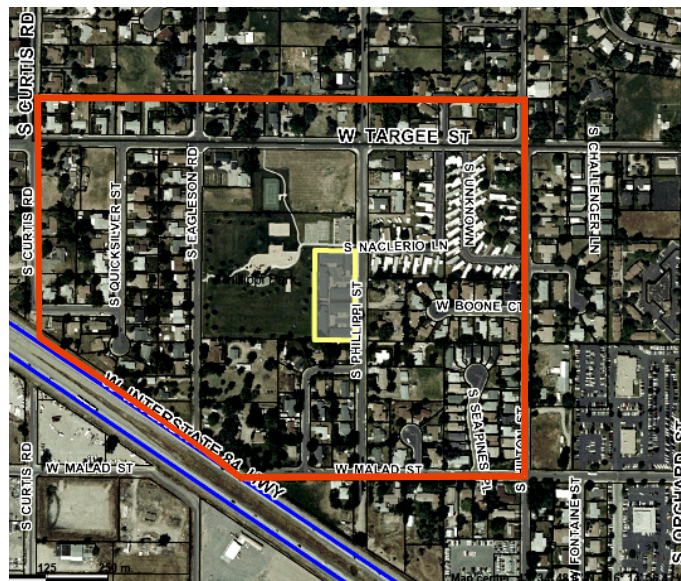
Background

Phillippi Park Condominiums is a 13 unit condominium project on 1.35 acres at a density of 9.65 d.u. per acre. The site was formerly occupied by two large lot single family homes. It is located on Phillippi south of Targee in a region that developed as rural residential outside the city. It was annexed into the city beginning in the 1960's and has been redeveloping into a more urban residential area since. The surrounding neighborhood is characterized by a mix of single family homes, single family manufactured homes, a townhouse development, a smattering of duplexes, one four-plex and one grandfathered small business. The development is directly adjacent to a neighborhood park.

The developer held a neighborhood

density, lower property values, noise pollution, hazards to kids, safety hazards and degrading the quality of life. The project site is near the interstate limiting connectivity and destinations to the south, three of the residents who testified with concerns about increased traffic live on Phillippi to the south of the project.

Phillippi Park is different than other housing types in the neighborhood in both layout and construction, but similar in density to other nearby development. It is nearly twice as dense as the single family detached lot housing that is 4.78 d.u./acre and adjacent and to the south. However, the project is a similar density to the manufactured homes adjacent across Phillippi Street to the east which are 8.76 d/u/acre and is



less dense than nearby townhouses which are 11.25/d.u./acre. The layout is a less familiar driveway courtyard arrangement rather than a culdesac layout such as the townhouses and the manufactured homes. Construction quality is reflected in the higher average sales values of \$157,500 when the project was built, compared to \$143,500 for the nearby townhouses that are approximately the same size.

Evaluation

Infill Resident Survey

Demographic data

Rent/Own home	0/100
Roundtrip Car Trips/day	1.25

Questions

Feel welcome in n'hood	100%
Project positive addition	100%

Favorite thing about n'hood

Proximity to services	100%
-----------------------	------

Least favorite about n'hood

No Sidewalks	40%
Traffic	20%
Parking Issues	20%
Noisy	20%

meeting and six residents attended. The approval process included a rezone from single family residential to multi-family with a design review overlay. It also included a condominium plat. Four residents testified in opposition to the project at the public hearing at the Planning & Zoning Commission. We were unable to interview the developer of this project; however a member of the Planning and Zoning Commission at the time remembers fervent objections from neighbors. Records show those objections included traffic congestion,

Given the eclectic mix of housing types and densities in the surrounding neighborhood the passionate opposition to this project based on quality of life, density and property values was somewhat surprising. Anecdotes to researchers indicate it may have been attributed to the need for a rezone request for higher density. With no planning discussions about appropriate infill in the neighborhood prior to the development application expectations were based on existing zoning. Other factors contributing to the opposition appear to be the fact that

the development proposed was quite different from anything existing in the neighborhood, and to the fact that this neighborhood originally developed as a rural residential area and expectations based on that lifestyle are still intact.

Survey respondents today rate this project far higher than any other project reviewed with an average score of 4.39. Quality of life issues of protecting views/light access, being a positive addition to the neighborhood and including natural amenities scored the highest at 4.76, 4.75 and 4.71 respectively. No other project scored higher than 3.65 on any of those questions. Traffic and safety for bikes, among the lowest mean scores at 4.12 and 4.06, are still well above average. Data from the highway district shows that traffic on Targee Street has decreased by about 250 trips per day since the project was completed, researchers could not determine the factors that may have affected these counts. The project is only producing 30-32 trips per day, about half the number projected by the trip generation manual.

Fear of lower property values was voiced at the public hearing. Evidence that this project has had a negative affect on values is uncertain. The neighborhood trend in sales price* was losing ground very slightly to the MLS Area before the project was built and continued to do so at nearly the same rate afterward, though both the neighborhood and the MLS Area saw dramatic increases in sales price from 2003 to 2005. However price per square foot went from gaining ground to the MLS Area to losing ground and from 2003 to 2005. The project itself, the eclectic mix of housing around the project and/or new housing being built in other parts of the MLS Area may have all affected this trend. This is another area of the city where the location proximate to the interstate and services may be driving up the value of real estate. *Researchers examined property sales in the neighborhood including the townhouses but excluding the manufactured homes which are considered a different sales market.

Conclusion

The Phillippi Park project is well received today despite vigorous opposition during the approval process. Predictions about increased traffic and a loss of quality of life have



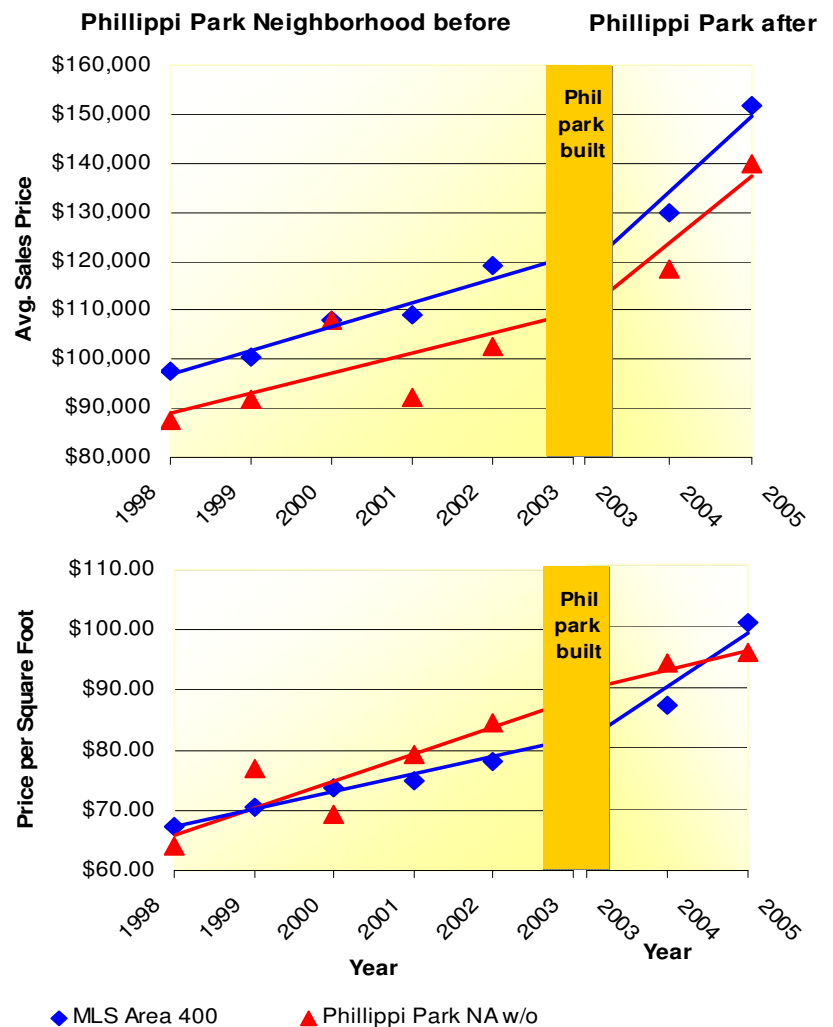
Condo-miniums at Phillippi Park

not proven to be accurate. Traffic has decreased on the nearby collector and the number of trips per day generated by the development is lower than projected. Quality of life issues received the highest scores of any project surveyed by a full point on a five point scale. Real estate values have increased in the surrounding neighborhood though price per square foot has declined in relation to the MLS Area since the project was completed. The location adjacent to a neighborhood park and the attention to construction quality has been a positive addition to the neighborhood. Despite initial opposition and being quite different from the rest of its neighbors in layout and design this project is extremely well accepted by its neighbors today.

Traffic Counts

Phillippi Park				Built:2003	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Targee west of Orchard					
10/24/1995	2993				
10/1/1996	2615	124	79	102	153
11/19/1996	2216	126	54	79	123
4/15/1997	2719				
3/9/1999	2649	165	62	93	135
11/2/1999	2728				
5/15/2003	2722	138	41	90	171
6/22/2005	2481	108	23	90	121
Phillippi daily trip counter at project					
5/16/2005	ADT 32	1	1	2	4
5/23/2005	ADT 30	2	4	3	4

Real Estate Data





CASE STUDIES

Urban Renaissance

Year built	1999
Dwelling Type	SF Residential
# of Units	19
Size in Acres	1.455
Units per Acre	13.06
Prior use	1 SF/Pasture
Adjacent Uses	SF Residential

On-the-Street Survey

Demographic data

Years in home	11.57
Rent/Own home	7/93
Roundtrip Car Trips/day	3.33

Questions 1-15

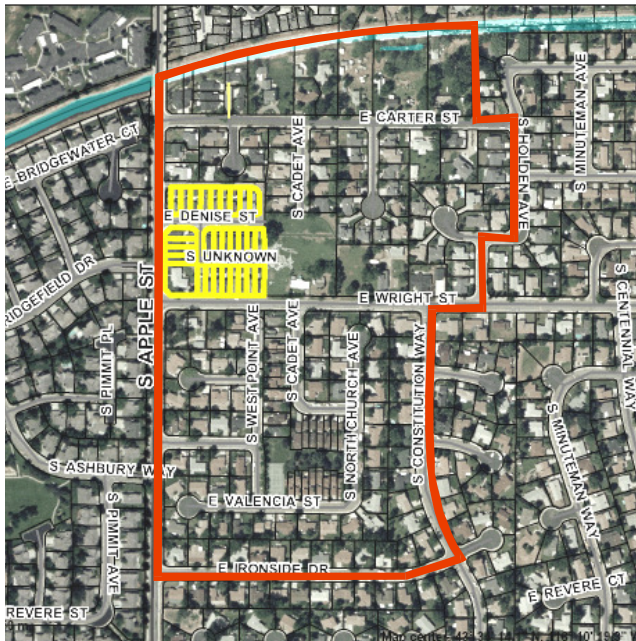
1-disagree 3-neutral 5-agree	
Compatible layout	2.67
Good built amenities	2.6
Good natural amenities	2.07
Compatible design	3.0
Preserved historic bldgs	2.08
N'hood still affordable	3.53
Project increased values	3.71
Project positive addition	2.79
N'hood pedestrian friendly	2.73
N'hood safe for bikes	2.86
Didn't create more traffic	3.15
Same quality parking	3.29
Protected views/light	2.62
Didn't affect Air Quality	3.31
As safe from crime	3.15

Aerial Map Legend

Infill project	
Neighborhood Area	

Background

The Urban Renaissance project consists of 19 homes built on 1.455 acres at a density of 13.06 d.u./acre, completed in 1999. It abuts a subsequent development, Cobblestone, that copies its style and layout for a total of 28 single family dwelling units. The approval process included a rezoning, a conditional use permit and a subdivision. The site was formerly a pasture with one single family house. The surrounding neighborhood is largely suburban single family residential, however the larger neighborhood has a balanced mix of uses including multi-family housing, schools and community sized commercial development.



The developer held a neighborhood meeting that was attended by four neighbors. Issues raised at the meeting centered on density and traffic. At the meeting the developer presented a vision of more dense housing, but with very few details and asked neighbors what they would like to see. He incorporated their ideas particularly regarding village style design. The homes as built face the street with front porches, have on street parking and sidewalks, feature alley loaded garages, and are set on a public transportation route. The development was

one of the first in the area to include a street stub to accommodate a future street connection. The City of Boise features this development on its examples of outstanding compact infill development, and an earlier study by a Boise State researcher found this development scored well on both environmental standards, and "smart growth" standards.

The neighborhood association representative testified in opposition to the proposal citing density and traffic as the objection. There was a request that the developer build a bus stop for the development and the neighborhood. The developer did attempt to provide a covered bus shelter, but the required negotiation with multiple public agencies, and a lack of ability to reach agreement on use of the right-of-way prevented its completion. The developer feels that the process was not as contentious as in other projects he has worked on and would build this project again. In fact not long after this project was completed the developer started another similar development just a few miles away.

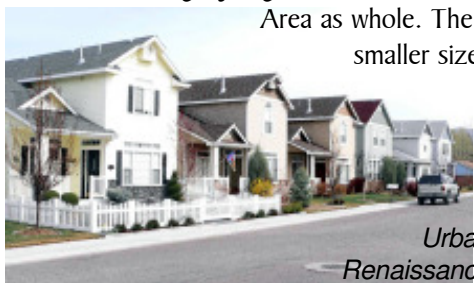
Evaluation

The research team interviewed 15 residents of the surrounding neighborhood regarding this development. The residents surveyed gave low marks to the question asking if the developer preserved historic structures - this development replaced a barn and other out buildings, though it did preserve the single family home on the site. The lowest overall score went to the question, "did the project provide public amenities?" - although the bus stop was not completed researchers do not know if respondents knew of this condition when they answered our question. Residents also rated the project relatively low for both

bicycle and pedestrian safety despite the attention to streetscape and sidewalks.

On the positive side existing residents find the neighborhood a place they want to and can afford to live in, and that this development preserved the on-street parking for the current residents. They gave fairly high scores to the question about traffic indicating that it has not become a problem. Traffic data collected confirms this. Traffic counts on all surrounding streets went down immediately after completion of the development. Traffic has since increased but researchers note this happened after the completion of a large commercial development in the area and may be attributed to that. Surveyors observed indifference among the 15 residents surveyed, saying they struggled to complete the entire survey. They also commented many residents were either unaware of, or did not have strong opinions on the project either way. This reported apathy is puzzling as 11 of the 15 residents surveyed lived in the neighborhood when the project was constructed and 93% were home owners who lived in the area a mean 11.57 years.

Survey respondents indicated that they believe the project had a positive impact on real estate values. They rated the question asking whether the project increased property values with 3.71, the highest score for this neighborhood. The data on real estate values supports that view. The neighborhood area sales values increased at a lower rate before the project was built than after it was completed and the neighborhood area values increased at a higher rate after the project was built than the MLS Area. Sales prices in the neighborhood area gained ground in relation to the MLS as a result. The price per square foot of existing residences also increased at a slightly higher rate after the project was complete than before the project was built. This rate was slightly higher than the MLS Area as whole. The smaller size



Urban Renaissance

and the advantageous location of the existing homes in relation to neighborhood services such as retail and schools is the likely explanation for these increases rather than any affects from the project.

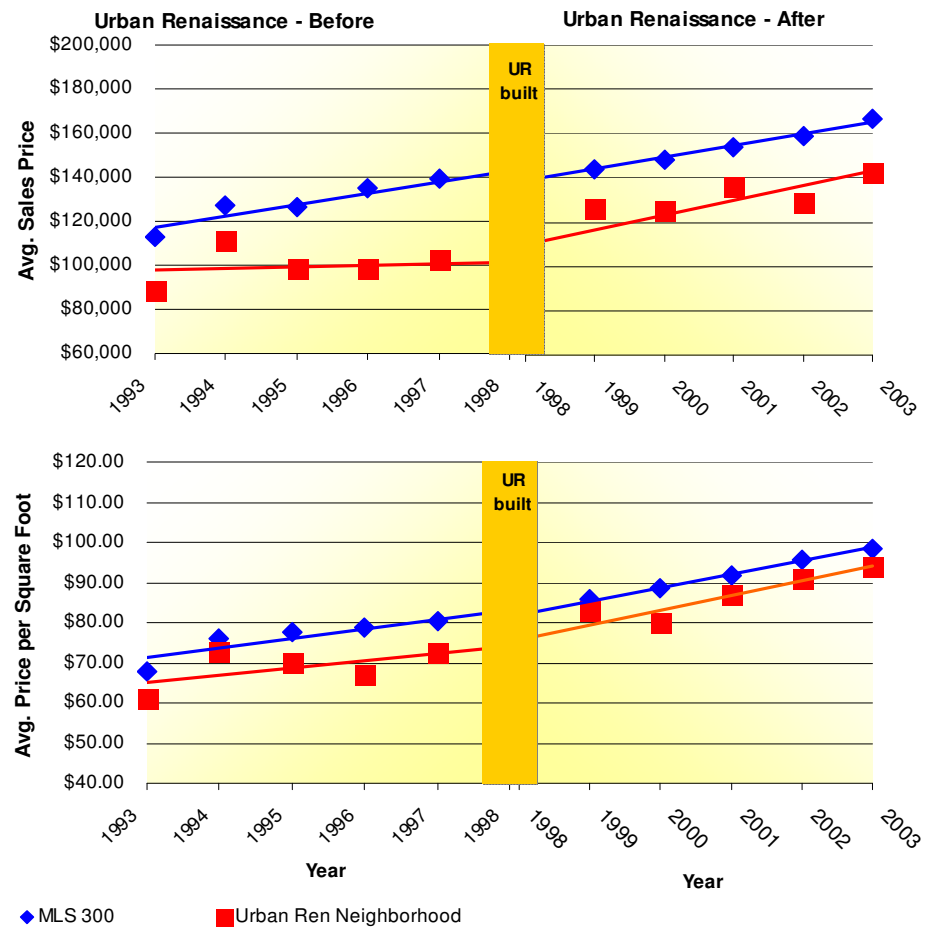
Conclusions

The Urban Renaissance project has the elements that many studies cite in pointing to good infill. It is high quality in look and finish, includes on site amenities such as sidewalks, connected streets, transit access and alley loaded garages. It created a stub street for future connectivity and data shows that it did not negatively impact traffic in the region. The real estate data is mixed and likely indicates that despite larger higher priced housing in the MLS region the area surrounding the project is gaining in price per square foot because of its superior location and access to community services.

Traffic Counts

Urban Renaissance				Built:1999	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Apple Street north of Bergeson					
9/22/1994	6872				
2/28/1995	6588				
2/24/1998	7508	258	279	386	331
3/18/1998	8378	382	318	435	375
11/30/1999	8085				
10/26/2000	7674				
12/15/2005	9191	402	320	437	428
Apple Street south of Boise Avenue					
12/21/1995	12380	601	289	523	677
5/29/1996	11774	171	90	398	443
2/3/1999	10887	462	300	489	619
11/28/2000	10020				
11/4/2003	11200	522	347	462	618
Wright Street east of Apple Street					
7/5/1995	1471	20	75	107	52
1/3/2001	1408	21	60	122	60
6/3/2004	1587	32	69	87	67

Real Estate Data





CASE STUDIES

Washington Square

Year built	1981
Dwelling Type	Townhouse
# of Units	20
Size in Acres	1.757
Units per Acre	11.38
Prior use	Vacant
Adjacent Uses	SF Residential

On-the-Street Survey

Demographic data

Years in home	15.56
Rent/Own home	12/88
Roundtrip Car Trips/day	2.79

Questions 1-15

1-disagree 3-neutral 5-agree

Compatible layout	3.47
Good built amenities	3.0
Good natural amenities	2.5
Compatible design	3.65
Preserved historic bldgs	3.08
N'hood still affordable	3.59
Project increased values	3.96
Project positive addition	3.5
N'hood pedestrian friendly	3.88
N'hood safe for bikes	3.71
Didn't create more traffic	3.81
Same quality parking	3.94
Protected views/light	3.35
Didn't affect Air Quality	3.94
As safe from crime	4.06

Aerial Map Legend

Infill project	
Neighborhood Area	

Background

In 1981 20 Victorian style townhouses were built on 1.76 acres at a density of 11.38 units/acre in Boise's East End. Neighbors had frequently used the block, which had always been vacant, for recreation and some hoped the City would purchase and develop it as a park. Boise City Council members heard testimony from 43 neighbors who variously testified that the project was incompatible with the rest of the neighborhood; that schools would face overcrowding; that traffic congestion would increase; and that the development would be hazardous to kids.

The developer held neighborhood meetings and listened to input from residents; residents seemed to place the blame



confirmed the sentiment that the loss of open space still weighs heavy on the minds of area residents, with Question #5 (Preserved natural amenities, historic structures) receiving the second lowest score for this project - a mean of 3.08, of any question on the survey. As with the other developments surveyed, this development earned its lowest score on including public amenities, achieving a score of only 2.50. Anecdotes from those surveyed reveal that the lack of a park is an absence still affecting the neighborhood.

Evaluation

Consistent with original testimony, neighbors continue to have no concern about the projects impact their property

values. Real estate sales price data is not easily available for the MLS Area in the time period when this projects was completed. The Assessors office did have access to data for the whole East End Neighborhood and so researchers compared the smaller Washington Square Area with the larger East End Neighborhood as a whole instead of comparing to the MLS Area as in other case

Infill Resident Survey

Demographic data

Rent/ Own home	0/100
Roundtrip Car Trips/day	2.50

Questions

Feel welcome in n'hood	100%
Project positive addition	100%

Favorite thing about n'hood

Proximity to services	100%
-----------------------	------

Least favorite about n'hood

Surroundings unkempt	50%
Other	50%

for the application of this particular type of development on the City zoning that was in place at the time of the project.

This project generated support for the establishment of the East End Neighborhood Association, just as foothills development did for the North End Neighborhood Association in the late 1970s.

Though several area residents recall the primary issue was the loss of open space, the public hearing record only shows 2 complaints on that issue, and only 1 on the loss of view and sunlight. Our survey

studies. The project was built in the early 1980's and took nearly four years to build out due to a period of relative stagnation in real estate prices for the Boise Metro region.

Comparing the Washington Square area to the whole East End in a slow market required researchers to increase the size of the neighborhood area around the project in order to have enough sales to compare reliably. The sales prices in the Washington Square Area were losing ground slightly to the East End before the project was built

and showed actual declines as well as declines relative to the whole East End after the project was complete. On the other hand the price per square foot in the Washington Square Area was rising at a slower rate than the East End before the project was built and took a jump and stayed on pace with the East End afterward. Researchers are unable to assign any one cause to the property value changes in light of real declines in value in some areas of the city during this period, the relatively long period of build out for the project, and the larger neighborhood area diluting the impact of the project.

Our surveys indicate that the neighborhood still harbors concerns related to compatibility of the project with the neighborhood. Among the issues Washington Square area residents cited were: building height and mass; paint colors - some characterize them as garish; density; "too different from rest of neighborhood; and a preference for single family homes. The prevalence of 'skinny houses' (which these are not) was mentioned and others feel the neighborhood is being inundated by rentals (only 11% of those we surveyed were renters).

Traffic counts were not available immediately adjacent to Washington Square and the project received a relatively high mean score (3.81) on the question indicating that neighbors feel it did not create traffic. The development as built should generate about the same number of trips per day as other blocks in the neighborhood and the connected grid system allows for a wide dispersal of trips. Additionally, nearly the entire neighborhood has detached tree lined sidewalks. Traffic has become an issue with the wider neighborhood and they are

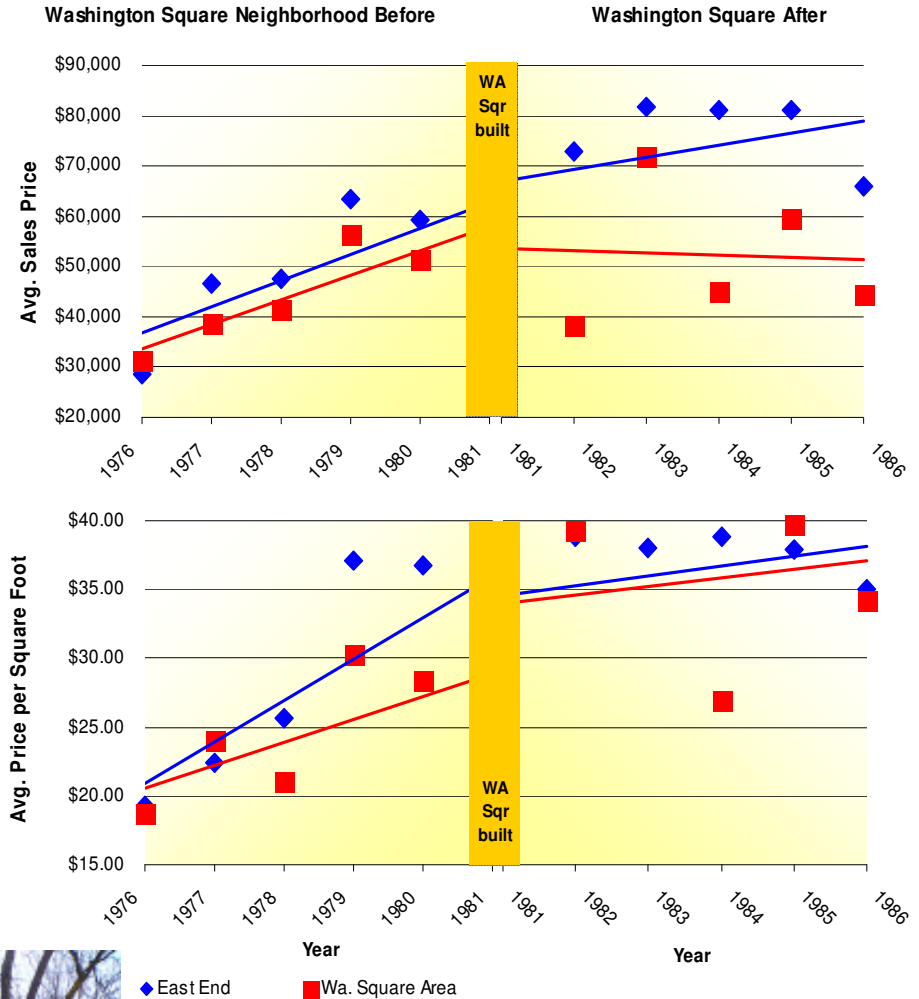
working proactively to implement a neighborhood wide traffic calming plan. Much of the 'excess' traffic in the neighborhood is attributed to cut through trips from nearby foothills development.

Conclusions

On the whole researchers found no negative affect on property values or traffic from this project, though the "density" is still perceived negatively. It continues to invite concerns about compatibility - it is different than its neighbors, especially the attached design and "painted lady" character. Traffic is a problem in the neighborhood but is attributed to foothills development and not this project. The biggest ongoing issue however is the lost opportunity for a neighborhood park.

There are no Traffic Counts for WA Square

Real Estate Data



Washington Square



Wesley Subdivision (see next page)



CASE STUDIES

Wesley Subdivision

Background

The Wesley Subdivision completed in 2002 consists of 30 townhouses on 5.03 acres at a density of 5.96 dwelling units per acre. The development process included public hearings at P&Z and City Council on annexation and rezone, a public hearing at P&Z on a Conditional Use Permit/Planned Unit Development and a Subdivision Plat. The site is surrounded by an eclectic mix of big box retail, single-family detached-lot subdivisions, and one-acre ranchettes. This odd mix of uses provides some land use balance and opportunities for trip capture but may be less deliberate than as a result of fast paced growth. The population of Meridian quadrupled from 1990 to 2000, and is among the nation's fastest growing cities.

project's density and its affect on traffic and parking. There was also concern about shallow backyard setbacks that were part of the variance requests. The approval process included conditions requiring pedestrian access through the culdesac and a common lot open area to provide relief from shallow setbacks to the properties immediately adjacent. A pedestrian pathway was proposed to the south to provide a shorter walking route to school and was supported by nearly everyone including the landowner whose property it would have passed through. The landowner and developer could not reach agreement on the conditions governing the easement and the pathway was not built. Researchers discovered that one of the school

Year built	2004
Dwelling Type	Townhouse
# of Units	30
Size in Acres	5.03
Units per Acre	5.96
Prior use	Vacant
Adjacent Uses	Large lot SF/Com

On-the-Street Survey

Demographic data

Years in home	11.59
Rent/Own home	27/73
Roundtrip Car Trips/day	2.32

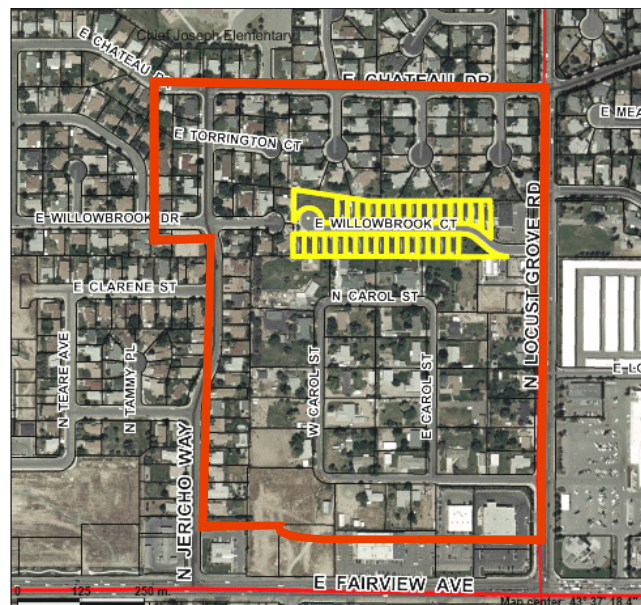
Questions 1-15

1-disagree 3-neutral 5-agree

Compatible layout	3.55
Good built amenities	3.18
Good natural amenities	2.55
Compatible design	3.91
Preserved historic bldgs	2.13
N'hood still affordable	3.4
Project increased values	4.1
Project positive addition	3.7
N'hood pedestrian friendly	3.27
N'hood safe for bikes	3
Didn't create more traffic	3.6
Same quality parking	4.45
Protected views/light	3.4
Didn't affect Air Quality	4.36
As safe from crime	3.8

Aerial Map Legend

Infill project	
Neighborhood Area	



students residing to the south uses a wheelchair and cannot safely get to school on her own without this connection. Project researchers also found that the pedestrian access at the end of the culdesac is restricted by a gate that is fixed half closed.

Surrounding residents today rate the quality and quantity of on-street parking very high, with a mean score of 4.8, no surprise since this development is not connected to the adjacent residential streets. Residents surveyed report that they don't know the Wesley

Infill Resident Survey

Demographic data

Rent/ Own home	0/100
Roundtrip Car Trips/day	1.20

Questions

Feel welcome in n'hood	100%
Project positive addition	100%

Favorite thing about n'hood

Friendly neighbors/hood 38%

Least favorite about n'hood

High Taxes/Mkt Value	50%
Surroundings unkempt	25%
Noisy	25%

The developer asked for six variances on lot size and frontage, setbacks, and culdesac length. Existing development surrounding the parcel had not been required to stub street connections. Wesley subdivision was built with a culdesac that is longer than standard and back to back with another culdesac to the west - a real missed opportunity for street connectivity and a fire safety hazard.

Evaluation

In testimony before the Meridian Planning and Zoning Commission and City Council neighbors supported adding connectivity and expressed concern over the

residents yet believe their neighborhood is as safe or safer from crime. Researchers also found that many respondents don't consider Wesley part of their neighborhood - owing perhaps to the disconnected site design which isolates the Wesley residents. Some residents reported that they were not sad to see the unkempt, mosquito-filled horse pasture go away, others liked looking at the pasture better than townhouses. There remains concern about shallow backyard setbacks. Researchers recounted that residents north, whose homes are quite similar to the town homes in Wesley Sub in both size and

design, reported more negativity than did the residents living in the acre ranchettes to the south, especially noting the proximity of the buildings to neighbors on the north. Residents in the area all around Wesley Subdivision reported feeling a lack of amenities, particularly open space, and remain unsatisfied with the compatibility and layout of the project.

Traffic on the adjacent arterial, Locust Grove, increased dramatically from 12,000 trips in 2000 to over 18,000 trips in 2006 due to new community size retail nearby. A one-time traffic count done on Willowbrook after the project was completed shows that 396 trips were generated on that day. As the development exists now, the 30 homes and 396 trips in Wesley can only exit the development onto Locust Grove. A connection through the current culdesac would allow those trips to disperse both directions but the potential for cut through traffic would increase, especially given the proximity of a light at Fairview which often backs up during peak hour. The lack of street connectivity in the surrounding area complicates this discussion, as does the growth in traffic. The arterial traffic will continue to grow, connectivity at a few points would disperse traffic, but would negatively impact residents on the connecting streets.

Surrounding residents surveyed indicated they believe the neighborhood is still affordable and that housing values in the neighborhood have not been negatively impacted by the project scoring both questions relatively high. The real estate data shows that the surrounding neighborhood was increasing in value at exactly the same price and pace as the MLS Area 1020 prior to the completion of the case study project. The sales price in the surrounding neighborhood dropped off rather dramatically after the project was completed though the rate of increase stayed on pace with the MLS Area. The price per square foot in the Wesley neighborhood was actually dropping prior to the project's completion while the larger MLS Area was increasing. That trend also changed dramatically after the project's completion with price per square foot increasing faster in the neighborhood area than in the MLS Area. Researchers observe that the logical neighborhood comparison area for this project is relatively small and includes

houses from 1092 to 3000 square feet in size (a big range), and that none of the larger homes to the south sold during the first few years after Wesley's completion. Given the eclectic nature of the surrounding housing and the big changes in the area including the completion of a community sized shopping service center an athletic club and road improvements on Locust Grove any changes in real estate values in the immediate area cannot be attributed to any one cause.

Conclusions

Wesley subdivision is still tagged as incompatible and is not viewed as a part of the neighborhood, which tends to view itself by subdivision plat and not as a larger regional neighborhood. The project has cleaned up a mosquito breeding ground and has provided 30 affordable well kept homes. On-street parking is still available in adjacent subdivisions and surrounding residents feel as safe as before. Data was not conclusive on the affects on property values that were feared. The research shows continued concerns about backyard setback standards and neighborhood amenities. Wesley residents have contributed to traffic on the adjacent arterial and that arterial traffic has impacted existing resident's mobility. The most vexing issue still facing this area is transportation and with the lost opportunities for connectivity on this and other projects nearby projects, that will be a difficult issue to solve in the future.

Traffic Counts

Wesley Subdivision				Built:2002	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Locust Grove north of Fairview					
4/5/2000	12007	174	536	714	430
2/14/2002	10890	132	566	656	398
3/2/2004	13283	201	742	733	491
4/20/2006	18710	344	922	752	806
Willowbrook daily trip counter					
5/23/2006	ADT 396	20	20	19	21

Real Estate Data





Substandard Lots of Record

Background

The Boise City zoning ordinance has long recognized and allowed for development of "original substandard lots of record" that existed prior to adoption of the original zoning ordinance in 1966. Substandard lots are those that are smaller than the code required minimum of 5,000 square feet in area and/or 50-feet in width. Most substandard lots have dimensions of 25 feet by 125 feet and an area of 3,125 square feet and were initially combined into assemblages of 50 to 100 feet of frontage for home development. In the 1970's and 1980's the zoning code took a cautious approach to redevelopment of such lots by requiring a Conditional Use Permit and generally limiting development to lots of at least 50-feet in width (two 25-foot lots combined). Minimum lot sizes at that time were larger than today's standard.

When the zoning code was comprehensively rewritten in 1988/89 the regulations for development of substandard lots were loosened up so that any size or width of substandard lot could be developed with an allowed use, provided that it met normal setback and parking standards. This was done both to recognize existing property rights and to promote affordable infill development which was beginning to be recognized as desirable.

In the 1990's as land values rose, development of substandard lots slowly increased and it became evident that simply requiring the minimum setback/parking standards were not enough to ensure good development. Parking in particular was found to be a problem since the base standards of the code allowed the majority of a narrow front yard to be paved for parking. In 1999 the zoning code was amended to prohibit front-loaded driveways from occupying more than 60% of the lot's width. While this discouraged development of some lots that did not have alley access, it also resulted in some homes

on deeper lots being set back a full 60 feet from the street so that a 10-foot wide tandem driveway could be provided outside the 20-foot front setback.

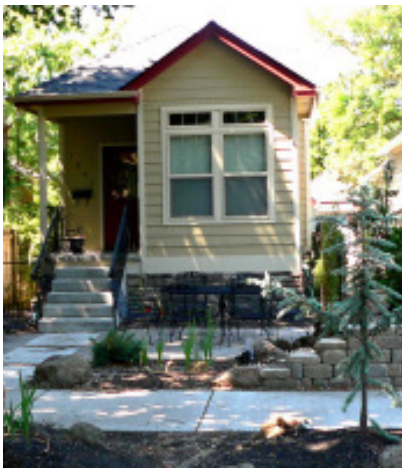
In 2002 the City again amended its substandard lot development regulations, this time in a slightly more comprehensive manner. The 2002 amendment prohibited duplexes on lots less than 36-feet wide, allowed reduced front yard setbacks for living area, required 150 square feet of open space per lot, required that when alley access was available the alley must be used for parking access, and allowed one on-street parking space to count toward the off-street parking requirements.

Despite the new restrictions of the 2002 ordinance amendment, redevelopment of substandard lots dramatically escalated due to vacant land scarcity and rapidly rising land values. In neighborhoods where substandard original lots are predominant and particularly in parts of those neighborhoods where the existing housing stock was small and less valuable, this type of redevelopment became widespread.

Redevelopment began on lots that served an existing house as a side yard. As the practice intensified existing houses were demolished, the parcel split into its originally recorded lots and new and more numerous houses were constructed. The 1999 and 2002 zoning amendments did little to regulate architectural design or require amenities to accompany the redevelopment. It also regulated the activity as an administrative act with no public notice or input.



built w/old ordinance



built w/new ordinance



Central Rim skinny houses

Issues

The houses most often built on the substandard lots were fifteen feet wide, two stories tall and fifty or more feet deep and become known euphemistically as 'skinny houses'. The design was generally quite plain and there was no requirement for landscaping or retrofitting sidewalks where none existed. In fact because of a quirk in how right of way is regulated in the city there was no requirement for adding a curb and gutter if they were missing. Without curb, gutter or sidewalk the right of way outside the paved street was allowed to be graveled and used as front in parking in the front yard.

Where alleys existed the garage was required to be off the alley, but in areas where there were no alleys front loaded garages were allowed. The front load garage made placement of a front door difficult and 'front' doors were sometimes found on the sides of these houses. Also the front garages often meant a front yard of asphalt or concrete to accommodate the driveway. Mature landscaping was usually removed and the loss of mature trees was especially troubling to existing neighbors.

A cottage industry grew up around the construction of 'skinny houses' and many of the developers involved are quite passionate about their role in minimizing sprawl and providing affordable housing. Many of the houses were sold to individuals who planned to live in them, others became rental properties, especially after 2002 when real estate became more of an investment vehicle in the financial markets. Some developers spent considerable effort notifying neighbors and working out privacy issues and construction staging, others simply got their permits and began demolition and construction.

The neighbors and neighborhood associations in the areas where 'skinny houses' were being developed became alarmed at a type of development they believed was detrimental to the overall health of their neighborhoods. An infill task force was formed by a neighborhood association president and attracted many interested citizens.

Action

In 2005 the City Council responded to the issues by enacting an emergency ordinance that further controlled development on original substandard lots by regulating design (including placement of front doors), quality of materials, front garages, landscaping, building size and mass, open space, sidewalks off-street parking and neighborhood notification. By Idaho law an emergency ordinance must be replaced by an interim (or permanent) ordinance within six months and an interim ordinance must be made permanent within one year.

After working with members of the infill task force, including 'skinny house' developers, the city has recently adopted a permanent ordinance that regulates; building mass and bulk for compatibility with existing neighbors, maximum building FAR in relation to lot size, landscaping requirements, right-of-way improvements, garage placement, off-street parking, private open space requirements, neighborhood notification, and a formalized waiver process for circumstances where comprehensive plan or other goals may conflict with the requirements.

Report

This research project has collected data from two neighborhoods where 'skinny houses' have become common. Descriptions of what researchers found in Original South Boise and the Central Rim neighborhoods follow. Researchers believe these findings will inform discussion in other neighborhoods, in Boise and beyond, where 'skinny house' development is prevalent.



Original South Boise skinny houses

New Regulations for Skinny House Development

- ◆ **Regulates mass and bulk for compatibility w/existing neighbors;**
- ◆ **Limits maximum building FAR in ratio to lot size;**
- ◆ **Allows reduced side-yard setbacks (so that wider 19-foot homes could be built);**
- ◆ **Requires landscaping enhancements;**
- ◆ **Requires right-of-way improvements;**
- ◆ **Regulates garage placement;**
- ◆ **Includes off-street parking requirements;**
- ◆ **Includes increased private open space requirements;**
- ◆ **Requires neighborhood notification;**
- ◆ **Requires staff or committee level design review;**
- ◆ **Allows a formalized waiver process for circumstances where comprehensive plan or other goals may conflict w/requirements**



CASE STUDIES

Original South Boise

Year built	19??-20??
Dwelling Type	Single Family
# of Units	??
Size in Acres	5.03
Units per Acre	17.42
Prior use	SF/Vacant
Adjacent Uses	SF/Duplex

On-the-Street Survey



Demographic data

Years in home	9.04
Rent/Own home	37/63
Roundtrip Car Trips/day	2.50

Questions 1-15

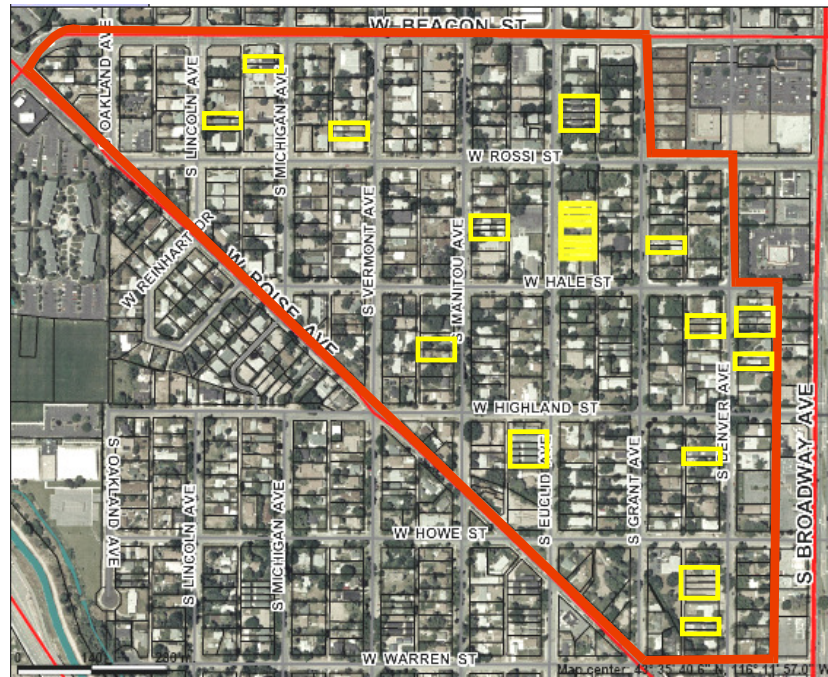
1-disagree	3-neutral	5-agree
Compatible layout	2.25	
Good built amenities	2.13	
Good natural amenities	1.63	
Compatible design	2.75	
Preserved historic bldgs	1.75	
N'hood still affordable	2.44	
Project increased values	2.8	
Project positive addition	2.75	
N'hood pedestrian friendly	2.67	
N'hood safe for bikes	2.8	
Didn't create more traffic	3.13	
Same quality parking	3.13	
Protected views/light	2.13	
Didn't affect Air Quality	3.5	
As safe from crime	3.25	

Aerial Map Legend

Infill project	
Neighborhood Area	

Background

Original South Boise consists of 33 blocks that are nearly all platted in 25-by-125-foot lots. The area was laid out in rectangular grid fashion, with avenues running north-south and streets east-west, in South Boise First and Dundee First Subdivisions early in the century. The area has developed continuously in the decades since it was platted, with architecture reflecting building styles from many periods and many older historic homes remaining. The neighborhood is located just south of Boise State University's expanded southern border, Beacon Street.



Infill Resident Survey

Demographic data

Rent/ Own home	0/100
Roundtrip Car Trips/day	1.33

Questions

Feel welcome in n'hood	100%
Project positive addition	100%

Favorite thing about n'hood

Proximity to services	60%
-----------------------	-----

Least favorite about n'hood

Surroundings unkempt	33%
Rowdy neighbors	33%
Other	33%

The years 2000 to 2005 saw the development of 24 new single-family homes and 8 duplexes, a real building boom for this small neighborhood filling in nearly all vacant property in addition to prompting the demolition of some small older homes and redevelopment of those lots. A full 19% of the neighborhood is now comprised of structures on substandard lots of record which triggered a reaction by existing neighbors and the city.

The new homes researchers studied were completed under the old substandard

lot ordinance that did not require public input, so researchers have no project hearing records to refer to. However, the neighborhood took the initiative during this time to write a neighborhood plan and get it adopted by reference into the city's comprehensive plan. That documentation notes that "Accommodating change in older neighborhoods such as Original South Boise has been a challenge" and the first objective of the plan is to "Encourage regulations and land uses that allow for development that blends with existing homes."

Researchers find that this plan also calls to "work toward establishing neighborhood park..."

by "investigate[ing] developing a micro-park on the northeast corner of Euclid and Highland Street..." The plan goes on to identify gaps in the neighborhood sidewalk network and calls for "Improve[ing] pedestrian safety via neighborhood

sidewalks" by applying annually for grants from the city and the highway district to complete sidewalks within the neighborhood as prioritized by the plan. And finally the plan shows concern about loss of historic values with the objective "Preserve historic landmarks and identity of Original South Boise"

In response to five especially large narrow two-story duplexes constructed 2001 and 2002, neighborhood residents pressed the City to amend the zoning ordinance to deal with duplexes citing 'ninety

feet deep and 15 or 20 feet wide units that loomed over neighboring homes and had virtually no private open space'. The city responded by prohibiting duplexes on lots less than 36 feet wide and adding a design review requirement to all duplexes. Later, three of the same type of long tall duplex buildings that had caused the original alarm were moved into the neighborhood and set on three adjacent substandard lots with plans to convert them into single family houses. These came from north of Beacon Street to make way for the expansion of BSU literally in the middle of the night with no warning and no permits. In response the city called a special meeting and initiated the emergency ordinance on substandard lots.

Evaluation

The issues addressed by the neighborhood plan are consistent with concerns raised by respondents to our survey who gave the lowest score recorded in any neighborhood on any question (1.63) when asked whether the infill properties "include amenities" and the second lowest score (1.75) to "preserves historic structures." In addition, this neighborhood's mean score for the whole survey at 2.61 was second lowest, only to Central Rim, as the lowest overall scores of neighborhoods surveyed. Despite the mini building boom survey respondents agreed that the 'skinny houses' "did not create traffic" with a rating of 3.13. Highway district data shows this to be true with traffic on Beacon Street remaining relatively stable from 1995 to 2005.

Survey respondents rated questions on maintaining housing affordability and increased property values just below average. Researchers looked at real estate trends before and after 2002 when construction of these infill houses had begun in earnest. Data indicates that the neighborhood lost ground relatively in sales price to MLS Area 300 from 2002 to 2005 and continued to gain ground slightly toward the MLS average in sales price per square foot in the same period. This is consistent with other neighborhoods that have lower average sales prices due to smaller homes, and the smaller 'skinny houses' may have contributed to this trend. Conversely the convenient location is likely driving the price per square foot at a higher rate than the region.

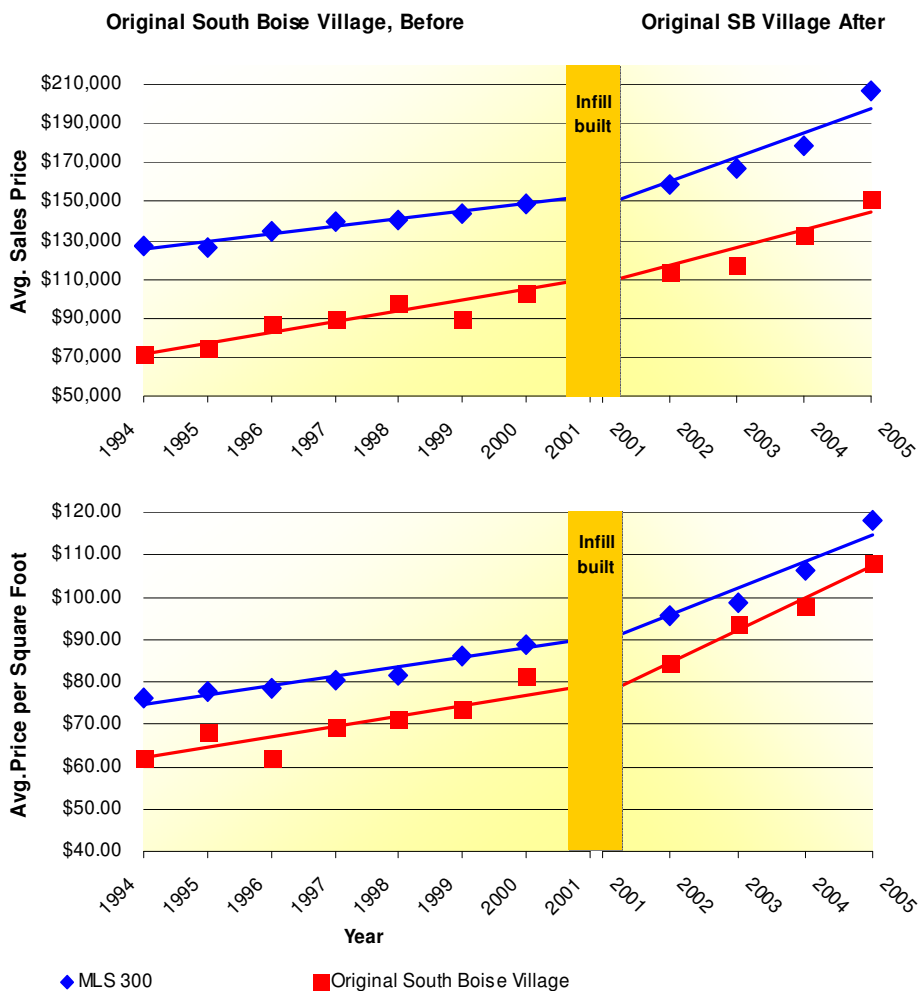
Conclusion

Original South Boise has experienced a high rate of sub standard lot redevelopment in the last decade creating considerable change for such a small neighborhood. These changes have not negatively affected traffic volumes, and affects on real estate value are mixed. Residents did recognize other threats to their quality of life and responded with a neighborhood plan and request for design review of duplexes. The threat was magnified in 2005 with the move of three duplexes into the neighborhood. The city and neighborhood responded with ordinance changes further regulating 'skinny houses' and duplexes and these changes addressed immediate threats. Remaining issues include retrofitting a complete pedestrian network, protecting mature landscaping, protecting historic assets and introducing new public open space as the neighborhood fills in to replace the lost private open space.

Traffic Counts

Original South Boise Village				Built:2002	
Date	Count	am Nb	am Sb	pm Nb	pm Sb
Beacon Street west of Broadway					
10/26/1995	10764	483	238	651	615
5/1/1996	13683				
10/19/1999	11095	492	177	469	556
11/5/2002	10652	326	203	419	604
1/12/2005	10011	315	231	369	494

Real Estate Data





CASE STUDIES

Central Rim Neighborhood

Background

The Central Rim neighborhood is bounded by the I-84 Connector on the north, Orchard Street on the west, Emerald to the South, and Americana Boulevard on its eastern edge. The "Rim" overlooking the Boise River valley runs northwest from Americana to I-84 along the edge of Kathryn Albertson Park. The area is separated from the original Boise City by the Boise River and the hill rising from the river to form the "bench". By 1917, the Interurban Transportation system provided transit to the neighborhood, and American Boulevard crossed the river and wound up

parcels back into twenty five foot lots and 'skinny houses' began appearing where one-story bungalows and cottages once stood.

By 2004, the Central Rim neighborhood counted 1,800 residents in 560 dwelling units. In the portion of the neighborhood with substandard lots fully 16% of the housing now stood on those lots. That year the Central Rim Neighborhood Plan submitted to the Boise City Council cited "new residential infill development... (as) issues of immediate concern." In addition, the plan notes that "there are no public playgrounds, parks, or neighborhood

Year built	19??-20??
Dwelling Type	Single Family
# of Units	??
Size in Acres	5.03
Units per Acre	17.42
Prior use	SF/Vacant
Adjacent Uses	SF

On-the-Street Survey

Demographic data

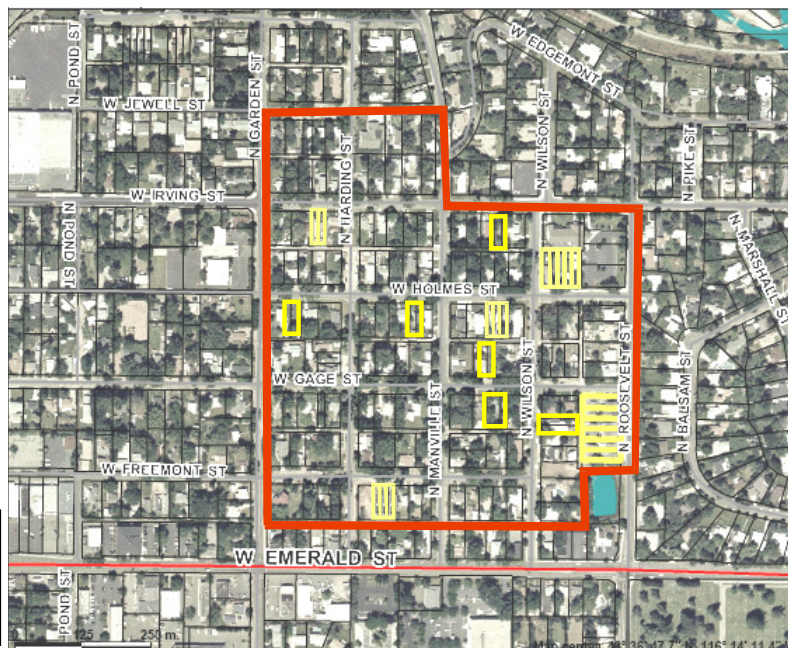
Years in home	6.10
Rent/Own home	22/78
Roundtrip Car Trips/day	2.53

Questions 1-15

1-disagree	3-neutral	5-agree
Compatible layout	2.2	
Good built amenities	2.15	
Good natural amenities	2.0	
Compatible design	2.33	
Preserved historic bldgs	2.61	
N'hood still affordable	2.9	
Project increased values	2.95	
Project positive addition	2.2	
N'hood pedestrian friendly	2.37	
N'hood safe for bikes	2.61	
Didn't create more traffic	2.86	
Same quality parking	2.73	
Protected views/light	2.44	
Didn't affect Air Quality	3.22	
As safe from crime	2.42	

Aerial Map Legend

Infill project	
Neighborhood Area	



meeting locations within the neighborhood" and urges the city to consider a site for a future neighborhood plaza or space. It states a further goal of "complete[ing] curbs, gutters, and sidewalks as necessary for school children and the safety of all pedestrians, with a policy of "complete[ing] sidewalks along

the hill.

The area developed mostly as farmland and later subdivided in response to streetcar access. Boise City annexed the neighborhood in four stages between the years of 1947 and 1963. many of the lots in the original subdivisions were 25' wide and developed with one home on two to four lots. These later became "substandard original lots of record" when the city introduced zoning in the 1960's. the city's regulation of the lots, the Central Rim area's proximity to downtown and the rising land values offered incentives for property owners to split the fifty to one hundred foot

West Irving and North Garden Streets."

There are no hearing records to examine but the neighborhood plan documents many concerns regarding the redevelopment on substandard lots in the neighborhood. The plan noted a "lack of garages, lack of landscaping, inappropriate side setbacks, inappropriate window locations on the new homes" as concerns. It states a goal of "support[ing] quality neighborhood projects that provide compatible residential design with the existing neighborhood homes." and pledged to "Work with the city to develop new zoning standards to increase the compatibility of substandard lot[s]

Infill Resident Survey

Demographic data

Rent/ Own home	0/100
Roundtrip Car Trips/day	2.25

Questions

Feel welcome in n'hood	75%
Project positive addition	100%
Favorite thing about n'hood	
Proximity to services	80%
Least favorite about n'hood	
Surroundings unkempt	50%
Rowdy neighbors	25%
Noisy	25%

development with the existing neighborhood by developing new zoning standards to increase the compatibility of substandard lots that may include increased landscaping requirements, window orientation, restrictions on the amount of paving per lot, and architectural enhancements that break up the scale and mass of the structure. A committee including neighborhood leaders (though none from this neighborhood) helped write the new permanent substandard lot ordinance that addresses many of the concerns cited in the Central Rim Plan.

Evaluation

Still, it is no surprise that the 23 neighbors in the Central Rim neighborhood gave the lowest scores to public amenities, a mean score of 2.0, and to compatibility of design, height and mass - a mean score of 2.15. Anecdotally researchers note that the response citing a lack of public amenities is related to the lack of curb, gutter, and sidewalk and particularly the ubiquitous use of the right-of-way for front in graveled parking for the new homes that were built under the old ordinance. Respondents did not feel that these 'skinny houses' were a positive addition to the neighborhood or compatible in layout scoring both questions below average at 2.2. Indeed, this neighborhood's response to our survey garnered the lowest scores of any neighborhood we studied with a mean score of 2.53. One of the higher scores (2.86) indicated that neighbors believe relatively that the new development has not caused an increase in traffic. Data from the highway district confirms that traffic has remained stable from 2000 to 2005 on Garden and Roosevelt streets internally to the neighborhood.

Researchers also asked the neighbors if they believed these new 'skinny houses' impacted their property values. Though from an aesthetic standpoint, neighbors overwhelmingly disliked these new homes, the statement that garnered the largest amount of agreement (2.95) was that they did not negatively impact the value of the existing homes. Further, neighbors agreed that the neighborhood was still a place they wanted to live in and could afford to live in. Indeed, as the real estate data for the neighborhood shows, the Central Rim neighborhood area of the Boise Bench

shows strong growth trend in both the average sale price and the price per square foot, with each outpacing MLS Area 400 as a whole in the period during which the bulk of the 'skinny houses' were completed.

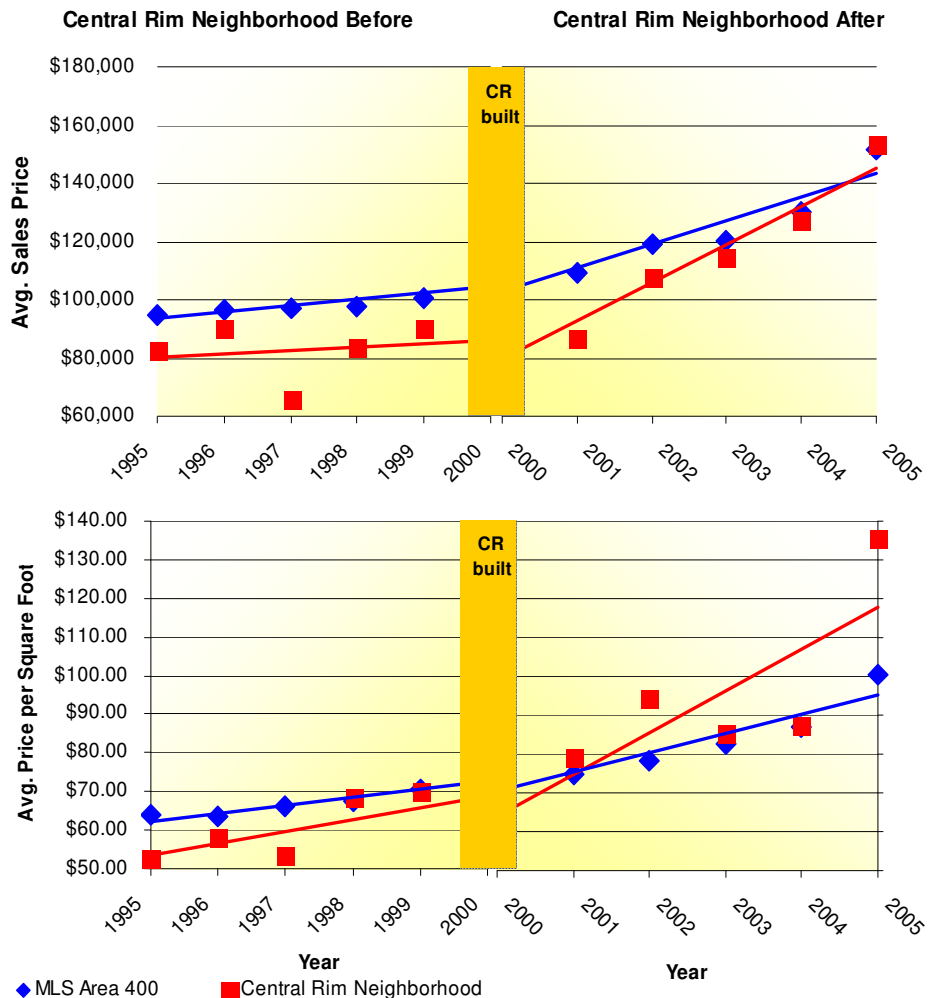
Conclusion

Redevelopment on substandard lots of record has raised many concerns with residents of the Central Rim neighborhood. These concerns were well documented in the neighborhood plan of 2004. Apprehension about design standards, privacy, garage placement, and landscaping were addressed in the new permanent substandard lot ordinance with neighborhood input. The 'skinny houses' have not dampened real estate values; in fact affordability is beginning to become an issue of concern. Retrofitting sidewalks, particularly on the collectors within the neighborhood, and introducing new public open space have not been addressed.

Traffic Counts

Central Rim Neighborhood						Built:2002
Date	Count	am Nb	am Sb	pm Nb	pm Sb	
Garden Street north of Emerald						
8/19/1994	2159					
10/13/1994	2327					
10/6/1999	1388	21	48	52	73	
11/8/2000	1569	34	42	54	72	
2/4/2004	1523	32	53	65	62	
3/3/2005	1567	24	58	68	64	
Roosevelt north of Emerald						
7/12/1993	1303					
9/15/1993	1377					
8/19/1994	1672					
10/13/1994	1254					
3/2/1995	518					
10/6/1999	818	10	36	40	37	
4/27/2004	815					
3/3/2005	901	13	26	48	33	

Real Estate Data



On the Street Survey

On the Street Survey Summary

	Years	%Rent/Own	CarTrips	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Average
				Compatible layout	Compatible design	Perserves amenities	Includes natural amenities	Maintained historic structures	Increased surrounding values	Maintained affordability	Positive values	Pedestrian friendly	Safe for bikes	Same quality of traffic	Protect views/light	Safe from crime	Air quality		
Central Rim	6.1	22/78	2.53	2.2	2.15	2	2.33	2.61	2.9	2.95	2.2	2.37	2.61	2.86	2.73	2.44	3.22	2.42	2.53
Ferndale	11.69	23/77	2.96	2.46	2.92	2	2.75	2.36	3.46	3.42	2.62	2.55	2.82	2.17	3.38	3.08	3.33	3.08	2.83
Garden Green	8.22	44/56	4.33	2.83	3	2.67	3.17	2.71	3	2.57	2.43	3	2.57	2	2.67	3	2.86	3.29	2.78
Gatewood	20.29	14/86	3.52	2.89	2.75	2.56	3.46	2.85	3.32	3	2.89	3.15	3.26	3.07	3.25	3	3.62	3.36	3.10
Hyde Park Place	11.59	27/73	2.32	3.55	3.18	2.55	3.91	2.13	3.4	4.1	3.7	3.27	3	3.6	4.45	3.4	4.36	3.8	3.49
Oak Park/Brampton	19.58	29/71	2.13	2.56	2.6	2.39	2.92	2.36	3.2	3.09	2.52	3.04	2.35	2.26	2.57	2.04	2.7	2.48	2.61
Phillipi Park	15.59	12/88	2.41	4.35	4.47	4	4.71	4.53	4.53	4.35	4.75	4.35	4.06	4.12	4.06	4.76	4.41	4.47	4.39
South Boise Village	9.04	37/63	2.5	2.25	2.13	1.63	2.75	1.75	2.44	2.8	2.75	2.67	2.8	3.13	3.13	2.13	3.5	3.25	2.61
Urban Renaissance	11.57	07/93	3.33	2.67	2.6	2.07	3	2.08	3.53	3.71	2.79	2.73	2.86	3.15	3.29	2.62	3.31	3.15	2.90
Washington Square	15.56	12/88	2.79	3.47	3	2.5	3.65	3.08	3.59	3.96	3.5	3.88	3.71	3.81	3.94	3.35	3.94	4.06	3.56
Wesley	14.91	0/100	4.59	3.09	3.55	2.67	3.56	3.38	3.82	3.88	3.6	3.3	3.5	3.56	4.8	3.64	4.4	4.2	3.66
Totals	13.1	20/80	3.04	2.94	2.94	2.46	3.29	2.71	3.38	3.44	3.07	3.12	3.05	3.07	3.48	3.04	3.60	3.41	3.13

* 8 of 11 projects surveyed gave the lowest score to question 3 - "includes amenities."
 * 3 questions had multiple instances receiving the highest score: 7) Increased surrounding values; 12) same quality of parking; 15) safe from crime. Parking, negative impact on property values or crime, are common complaints in the public hearing process.

On the Street Survey Sample

Project: _____ **Address:** _____

How many years have you lived in this neighborhood? _____ Do you own/rent your home? Own Rent

On average how many roundtrip car trips does your household make every day? _____ per day

STATEMENTS	ANSWERS
The project layout is compatible with existing neighborhood character.	strongly disagree - - - - - strongly agree 1 2 3 4 5
Building design, height and mass are compatible with existing neighborhood structures or the new buildings transition or step down next to or across the street from existing smaller structures.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project includes public amenities , such as traffic calming, pathways and public open space that enhance the neighborhood.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project includes natural amenities such as good landscaping that enhance the neighborhood.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project preserved desirable elements for the neighborhood, such as historic structures or mature trees that were on the site.	strongly disagree - - - - - strongly agree 1 2 3 4 5
Existing residents continue to find the neighborhood a place they want to and can afford to live in.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project has had no impact on values of surrounding property or has increased property values in the neighborhood.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project has been a positive addition to the neighborhood.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project is friendly to pedestrians and improves the ability to walk in the neighborhood.	strongly disagree - - - - - strongly agree 1 2 3 4 5
Neighborhood travel conditions for bicyclists are as safe or safer since the project was completed.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project has not created more traffic , more dangerous traffic, or delays in commute times?	strongly disagree - - - - - strongly agree 1 2 3 4 5
Existing residents can find the same quality and quantity of on-street parking since the project was completed.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The project protects the views and natural light available to existing neighborhood housing.	strongly disagree - - - - - strongly agree 1 2 3 4 5
There are no noticeable impacts on air quality in the neighborhood as a result of the project.	strongly disagree - - - - - strongly agree 1 2 3 4 5
The neighborhood is as safe or safer from crimes such as vandalism and theft since the project was completed.	strongly disagree - - - - - strongly agree 1 2 3 4 5

Comments from neighbors exhibited a range of feelings about infill development

One neighbor reported *"the neighborhood had no plan, but this development was incongruous."*

A second said *"I testified [against] on setbacks and landscaping, in truth I wasn't fully informed...the houses are nice and they kept a lot of trees."*

From a third *"The skinny house developers really don't care and the rules let them not care."*

Finally one neighbor states *"the people are nice but not the density."*



Infill Resident Survey

Infill residents' comments on whether their homes were a positive addition to the neighborhood were heartfelt and confirm anecdotally the hopes for infill that policy makers have stated.

One resident wrote

"I am glad that this affordable, low environmental impact housing exists in inner Boise."

Another said [as a]

"[as a] single woman working for a non-profit that does good for the community – but doesn't pay well, owning a tall skinny house has made it possible for me to live well. I love my house, its small enough for me to manage the home maintenance & new enough I don't have to fix it up."

A third reported

"I like having a new home near downtown."

Finally one resident states

"I love my house! It's the cutest on the block."

Background

The Study team made a decision to complete a mail survey of the residents of the chosen case study projects. Although this was not part of the original scope of the study the team felt that the results would be informative in humanizing those residents. By asking demographic and other questions it would allow a comparison with neighborhood residents and a basis to discern their own perceptions of their homes and the neighborhoods they had chosen to live in.

The survey was mailed to 447 residents of the twelve case study projects chosen. 206 of the surveys were mailed to residents of the Oak Park Village Apartments, a project that is 100% rentals. Nine surveys were returned from Oak Park for a return rate of 4%. Of the remaining 241 surveys 40 were returned at a rate of 17%. Researchers recognize that this is not a scientifically random sample of residents and the data is more qualitative than quantitative. However the perceptions and estimates self reported by this group are no different than the qualitative self reported perceptions and estimates made by the neighbors of these projects in our door to door survey.

Infill residents were asked whether they owned or rented and to estimate the number of cars trips they took per day. They were asked if they felt welcome in their neighborhood and whether they believed their home to be a positive addition. Finally they were allowed to comment on their favorite and least favorite thing about their new home and also to make a general comment. Some of the residents surveyed named more than one issue in their general comments so some of the categories have more than 49 total comments.

Results

Perhaps the most revealing comments received from these surveys was the overwhelming response to our question "What is the favorite thing you have discovered about your neighborhood?" A full 57% of the residents, unprompted in an open ended question, responded that the proximity or short walking distances to jobs

services and every day needs was their favorite thing, 18% cited friendly neighbors or neighborhood and 11% named nearby parks and other amenities. No other issue garnered more than two responses.

Although not as overwhelming the response to the inverse question "What is the least favorite thing you have discovered about your neighborhood?" is nearly as revealing. 29% of residents identified surrounding property that was not well cared for as their least favorite thing. Another 8% of our respondents mentioned rowdy neighbors, a different 8% thought noise was an issue, and a variety of other issues were rated about equally.

Every one of the infill residents who responded (100%) felt that their home was a positive addition to the neighborhood and overwhelming they feel welcome in their neighborhoods with 45 of the 49 respondents (92%) answering yes to that question.

To the question "How many roundtrip car trips does your household make per day?" infill residents self-report 1.9 trips per day, a third less than what surrounding neighbors self-reported at 3 trips per day. In each group 80% were homeowners and 20% were renters. Residents of one infill project estimated taking less than one trip per day on average at 0.75 trips per day and in only three projects did infill residents estimate taking more than 2.5 trips per day which was the lowest estimate by surrounding neighbors.

Researchers agree that while the number itself may not be accurate it is probable that any difference between the estimate made by infill residents and surrounding neighbors is accurate. Coupled with the quantitative data collected on average daily trips on the affected roads there is strong evidence in the cases we studied that infill projects do not generate excessive traffic. Researchers encourage further study of this factor by traffic engineers and others who are charged with estimating trip generation for planning purposes.

Infill Resident Survey Summary

447 surveys mailed out, 49 filled out and returned by resident, 43 returned as vacant property - 26 of those in Oak Park or Brampton Square and 6 more in skinny houses - all most likely rental properties		Brampton Square	Oak Park Village	Ferndale Sub	Garden Green/ Central Rim	Gatewood	Hyde Park Place	Phillipi Park	South Boise Village	Urban Renaissance	Washington Square	Wesley Sub.	All	Percentage
Question														
What is the favorite thing you have discovered about your neighborhood? (some w/1+ issues)														
1	Proximity/Walking Distance -	2	5	1	4	3	8		3	2	2	2	32	57%
2	Friendly neighbors/neighborhood	1		1	1	1		1	1	1		3	10	18%
3	Nearby park/other amenities	1	1					4					6	11%
4	Little traffic											2	2	4%
5	Safe		1									1	2	4%
6	Less maintenance			1									1	2%
7	Quality building, clean		1										1	2%
8	Other								1	1			2	4%
What is the least favorite thing you have discovered about your neighborhood? (some w/1+ issues)														
1	Sourrounding property not cared for	1	1		2	2	5		1		1	1	14	29%
2	Traffic						1	1		2			4	8%
3	New proximate infill					2				1			3	6%
4	Rowdy neighbors	1	1		1		1						4	8%
5	No sidewalks							2	1				3	6%
6	Parking issues		1							1			3	6%
7	Close by sex offenders		3										3	6%
8	None			2									2	4%
9	High taxes/market value											2	2	4%
10	Noisy	1			1			1				1	4	8%
11	Not enough greenspace						1						1	2%
12	Other	1	1				1		1		1		5	10%
Do you feel welcome in your neighborhood?														
	Yes	1	8	3	3	4	8	3	3	4	2	6	45	92%
	No	2	1		1								4	8%
My home is a positive addition to the neighborhood														
	Yes	3	9	3	4	4	8	3	3	4	2	6	49	100%
	No												0	0%
	Other	2		3	4	4	8	3	3	4	2	6	39	80%
	Other	1	9										10	20%
	Mean	2.67	2.00	2.67	2.25	1.75	0.75	1.25	1.33	4.25	2.50	1.20	1.90	



Greetings,
The Urban Land Institute and Idaho Smart Growth are studying the impacts of infill projects in the Treasure Valley. As part of the study, we are contacting residents who live in the infill developments selected for the study to ask about your experiences in living there.

Please take a few minutes to answer the questions on the inside of this postcard. After completing it simply fold it inside out, tape it shut and put it back in the mail. Return postage is included.

Don't hesitate to contact Elaine Clegg at Idaho Smart Growth (333-8066) if you have any questions about the study.

Thank you for your time!

...resulting in more total comments than replies.
...question on roundtrip cartrips per day - data based on 48 responses.

Infill Resident Survey Postcard Sample

Fold here

Please fill in or circle your answer

- How many roundtrip car trips does your household make by car, per day on an average day? _____
- Do you feel welcome in your neighborhood? YES NO
- What is the favorite thing you've discovered about your neighborhood?
- What is the least favorite thing you've discovered about your neighborhood?
- My home is a positive addition to the neighborhood. YES NO
- Do you own or rent your home? OWN RENT

Please feel free to add any comments you would like.

Tape here



Resources