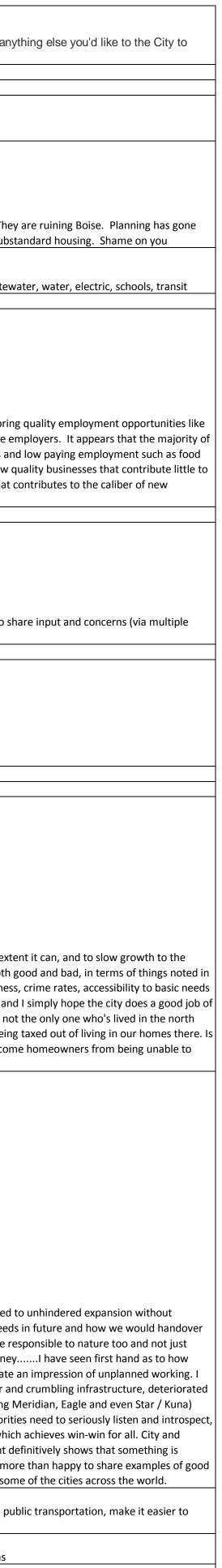
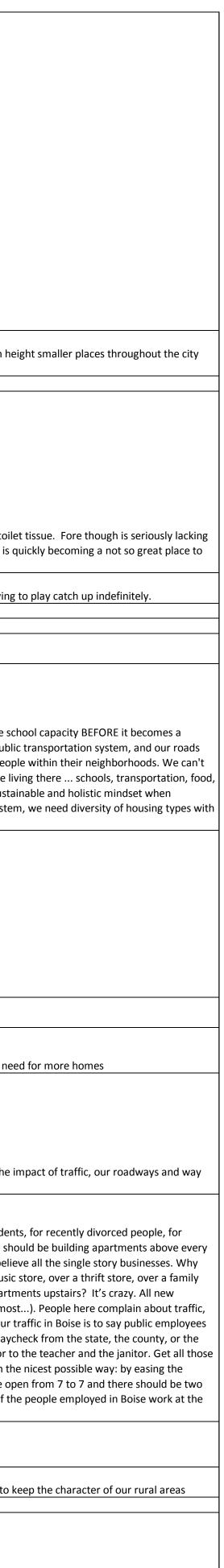
| | | Are you a member of any group related to this topic (i.e. | | | In your opinion, who will be | In your opinion, what impacts mos | | In your opinion, who will be | In your opinion, what impacts most concerr | | In your opinion, who will be | In your opinion, what impacts most | |
|--|---|---|--|--|---|--|--|---|---|--|--|---|--|
| How long have you been a resident Boise? | t of In what area of Boise do currently live? | you neighborhood association, Preservation Idaho, developmen group, etc)? If so, which group? If not, please answer none | | In your opinion, who will benefit if this project is built? (Scenario 1) | disadvantaged if this development goes forward? (Scenario 1) | concern you about a development like this one? (Scenario 1) | In your opinion, who will benefit if this project is built? (Scenario 2) | disadvantaged if this development goes forward? (Scenario 2) | you about a development like this one? (Scenario 2) | In your opinion, who will benefit if this project is built? (Scenario 3) | disadvantaged if this development goes forward? (Scenario 3) | concern you about a development like this one? (Scenario 3) | After reviewing these hypothetical scenarios, is there anythi know or be aware of? |
| Response | Response | Open-Ended Response | Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response |
| 6-10 years | West/Northwest | hone | Yes | | | | | | | | | | |
| 20+years | North/Northeast | EENA, Friends of Military Reserve, Keep Boise Connected, Centr Additional Advisory Committee, Armory Subcommittee (EENA) | | | | | | | | | | | |
| | | | | | Neighbors and tenants - no place to | | | | | | | | |
| | | | | | park so tenants will park on public streets. Decreasing values of single | | | | | | | | |
| | | | | | family homes in the area. This practice needs to be stopped now. | Tenant won't stay. No parking. Cars | Ston allowing developers to build | | | | The roads are so crowded | | |
| | | | | | David Case and Jim Tibbs should be | will be buglarized. Value driven dowr | n without ample parking. Tibbs and | All tenants and surrounding | insufficient parking. tenants will not | | nowexpand the roads first and | With Cloverdale bridge down | Case and Tibbs are fat cats who only care about money. They ar |
| 20+years | Southeast | Nextdoor | Yes | only the developer | voted out | in area | Case should go to jail | homeowners | staybuglaries | Out of state developer only | develop later | commutes are terrible. Fix roads first | out the window and all that matters is putting people in substand |
| 20 | Mart (Nerthurset | Collister Neishbork and Association | Vac | Dentere developer/euror eiterteuro | | height of buildings, lack of parking, | | | lack of buffer to existing neighborhood, | | | no bus access, limited bike/pedestrian facilities | |
| 20+years 1-5 years | West/Northwest West/Northwest | Collister Neighborhood Association | No | Renters, developer/owner, city taxes | existing neighborhood | lack of school space, high rent | developer, city taxes | current neighborhood lifestyle | inadequate parking, no access to bus | developer, city taxes | current neighborhood | | Concern about infrastructure keeping up, police, fire, wastewate |
| 20+years | Bench | none | Yes | All levels of income that wish to have easy access to city amenities. Of course the developer and banking institutions and the city due to additional tax revenue. | | Almost 50% of my property tax bill consists of school bonds. With the absence of impact fees for school infrastructure, existing residents that have already paid for their infrastructure needs are forced to pay o for the new resident needs. Even though there are impact fees for roads and police, the additional crime will impact the quality of live of those around the apartment complex. | y e The developers, Realtors and banking | term school capacity will be impacted | | local), Realtors , Banking institutions | Existing residents that have become accustomed to open space and quiet sound levels. Eventually, the schools will be out of capacity leading to school bond levies. | No major concerns other than for | I would wish that the growth of Boise would also include bring q what was provided by HP, Micron and other higher income emp the growth involves building more shopping opportunities and lo service, salespersons for shopping. I am surrounded by low qua the quality of life and very little to bringing in top talent that con |
| 11-15 years | Southwest | none | No | | | | | | | | | | |
| 16-20 years 6-10 years | Southeast North/Northeast | Idaho Fair Housing Forum NENA; City of Boise | Yes Yes | Current renters seeking reasonable market and affordable rental rates; local businesses. | Depending on current and projected capacity, schools (including teachers, parents and children affected by overcrowding). | Long term impact on roads and traffic congestion. | Median income families struggling to find market rate homes in Boise. Retail and other businesses looking to expand beyond Boise metro. Opportunity to develop and expand c bike and other non-motor transporation networks. | Low income individuals and families | New construction not including affordable housing; immediate lack of bike infrastructure families and those seeking walkability; d environmental impacts of auto dependence; increased traffic congestion. | For Middle and low income families and individuals seeking single family housing. | Potential loss of open space to the community. | Sprawl vs. carefully developed density. Lack of new construction for affordable housing. No bus access or bike infrastructure. Increased traffic and air pollution. | Only appreciation for the oppotunity for our community to share mediums) as we face rapid growth! |
| | | | | | | Traffic impact - tenants need | | | | | | | |
| 1-5 years | West/Northwest North/Northeast | LEAP Charities | Yes | Tenants, the City as a whole | adjacent neighbors' concern about view being blocked could be legitimate | incentives to forego parking spaces in favor of public transportation/biking. Aesthetics - need to ensure quality design since it's in historic neighborhood. | | | | | | | |
| 20+years 11-15 years | | none | No Yes | | | | | | | | | | |
| 11-15 years | West/Northwest | none | No Yes | | | | | | | | | | |
| | | none | No Yes Yes | The developer and people who can afford to rent there and want to live | Surrounding neighbors who lose view and may deal with higher traffic loads on already crowded streets, possibly | My income is less than the median you indicate so, for me, it's one more thing to tax me out of the home I do not wish to leave. I think it's probably good to have some higher density, upper scale housing nearer to the city core to stave off deterioration of neighborhoods closer to downtown. There probably isn't a way to keep these neighborhoods from such s deterioration without introducing higher end, higher density housing. Though I'm not, at all, sure that is | / y The developer, new residents moving | space" elements of the vacant farmland, all of us, in terms of genera lack of preservation of open spaces, any who end up dealing with heavier | Whether anything is done to maintain any kind open spaces. Parks are one thing but they're no the same as natural open spaces and we don't necessarily do that great of a job even preservi park space. Or we use our park space as summ child care facilities, leaving the parks not terrib welcoming to those who sought a peaceful outdoor experience. | ot ng er y The property owner, the developer | Anyone who was actively enjoying th open space the area had been providing, anyone who had other ideas for what might have gone into the area, other than housing, taxpayers who will get to share in the tax consequences but not necessarily any of the benefits. | development has to, ultimately, mean the valley ends up just one big pile of humanity with no natural open spaces left. Yep, that's a broad brushstroke answer but it's what strikes me as | extent that it can. I'd also note that with growth comes both good the scenarios as well as homelessness, poverty, mental illness, co as well as those beyond basic. There's a lot to think about and I so that. And, as for me, personally, I am concerned that I am not the end for awhile who must wonder if we're on our way to being ta |
| 11-15 years | West/Northwest | none | No Yes Yes Yes | The developer and people who can afford to rent there and want to live near the downtown core but in a nice | Surrounding neighbors who lose view and may deal with higher traffic loads on already crowded streets, possibly kids, parents and teachers e experiencing effects of more children | My income is less than the median you indicate so, for me, it's one more thing to tax me out of the home I do not wish to leave. I think it's probably good to have some higher density, upper scale housing nearer to the city core to stave off deterioration of neighborhoods closer to downtown. There probably isn't a way to keep these neighborhoods from such s deterioration without introducing higher end, higher density housing. Though I'm not, at all, sure that is what the housing in this scenario is meant to depict. Very High Density in non High density area. Secondly traffic estimates are not correct based on actual experience. Thirdly, road infrastructure is never invested with necessary improvements and instead the fees and taxes which developer pays, a fraction of the same is kept fo that area with minimal changes and investments in surrounding roads including feeders. Same is true for policing and education institution too More policemen in same ratio are no hired and neither are adequate schools constructed prior to approval leading to deteriorating living standards, higher taxes in later years when schools and policing needs expand. And that money goes from residents and not from developers pocket and City just passes on the buck to residents to take care of the same. Now instead of just sharing problems, I can share solutions too, having lived and travelled across major hubs of the world. | The developer, new residents moving into town who want to live fairly close to downtown but in somewhat established neighborhoods, any others who might like to live in the area and can afford the pricing. | space" elements of the vacant farmland, all of us, in terms of general lack of preservation of open spaces, any who end up dealing with heavier traffic that results from the additional population density. | a open spaces. Parks are one thing but they're not the same as natural open spaces and we don't in necessarily do that great of a job even preservi park space. Or we use our park space as summ child care facilities, leaving the parks not terribil welcoming to those who sought a peaceful outdoor experience. Lack of collection of enough money to avoid tax burden on residents of the city to maintain existing standards / ratio per resident for police | the property owner, the developer and the wealthy who get to live away from higher density areas. | open space the area had been providing, anyone who had other ideas for what might have gone into the area, other than housing, taxpayers who will get to share in the tax consequences but not necessarily | development has to, ultimately, mean the valley ends up just one big pile of humanity with no natural open spaces left. Yep, that's a broad brushstroke answer but it's what strikes me as worrisome about all this stretching out of any city. Lack of wider roads and maintenance for the same, enough quality schools, medical providers, policeman without any additional burden on city residents for next 10 years at minimum. | extent that it can. I'd also note that with growth comes both good the scenarios as well as homelessness, poverty, mental illness, c as well as those beyond basic. There's a lot to think about and I s that. And, as for me, personally, I am concerned that I am not the end for awhile who must wonder if we're on our way to being ta there a way to prevent that; to protect existing modest income f remain in their homes? |
| 20+years | West/Northwest West/Northwest North/Northeast | none none none | No Yes Yes Yes Yes | The developer and people who can afford to rent there and want to live near the downtown core but in a nice residential neighborhood. | Surrounding neighbors who lose view and may deal with higher traffic loads on already crowded streets, possibly kids, parents and teachers e experiencing effects of more children in their school | My income is less than the median you indicate so, for me, it's one more thing to tax me out of the home I do not wish to leave. I think it's probably good to have some higher density, upper scale housing nearer to the city core to stave off deterioration of neighborhoods closer to downtown. There probably isn't a way to keep vs these neighborhoods from such s deterioration without introducing higher end, higher density housing. Though I'm not, at all, sure that is what the housing in this scenario is meant to depict. Very High Density in non High density area. Secondly traffic estimates are not correct based on actual experience. Thirdly, road infrastructure is never invested with necessary improvements and instead the fees and taxes which developer pays, a fraction of the same is kept fo that area with minimal changes and investments in surrounding roads including feeders. Same is true for policing and education institution too More policemen in same ratio are no hired and neither are adequate schools constructed prior to approval leading to deteriorating living standards, higher taxes in later years when schools and policing needs expand. And that money goes from residents and not from developers pocket and City just passes on the buck to residents to take care of the same. Now instead of just sharing problems, I can share solutions too, having lived and travelled across major hubs of the world. infrastructure to support so many | The developer, new residents moving into town who want to live fairly close to downtown but in somewhat established neighborhoods, any others who might like to live in the area and can afford the pricing. | space" elements of the vacant farmland, all of us, in terms of general lack of preservation of open spaces, any who end up dealing with heavier traffic that results from the additional population density. | h open spaces. Parks are one thing but they're not the same as natural open spaces and we don't necessarily do that great of a job even preservi park space. Or we use our park space as summ child care facilities, leaving the parks not terribil welcoming to those who sought a peaceful outdoor experience. Lack of collection of enough money to avoid tax burden on residents of the city to maintain existing standards / ratio per resident for police firemen, schools, medical providers and the width + quality of roads infrastructure. | And the property owner, the developer and the wealthy who get to live away from higher density areas. | open space the area had been providing, anyone who had other ideas for what might have gone into the area, other than housing, taxpayers who will get to share in the tax consequences but not necessarily | development has to, ultimately, mean the valley ends up just one big pile of humanity with no natural open spaces left. Yep, that's a broad brushstroke answer but it's what strikes me as worrisome about all this stretching out of any city. Lack of wider roads and maintenance for the same, enough quality schools, medical providers, policeman without any additional burden on city residents for next 10 years at minimum. Water issues, lack of public | extent that it can. I'd also note that with growth comes both god the scenarios as well as homelessness, poverty, mental illness, c as well as those beyond basic. There's a lot to think about and I that. And, as for me, personally, I am concerned that I am not th end for awhile who must wonder if we're on our way to being ta there a way to prevent that; to protect existing modest income I remain in their homes? I am for complete support for development but am opposed to applying all tests to not only present needs but also our needs in this beautiful city to our future generations. We need to be resp approve projects just because of the fact that they get money "planned development" leads to significant issues and create an have seen it as how it creates issues related to crime, poor and d living standards. Many folks who live in the valley (including Me love what valley has to offer and when they oppose, authorities and then re-calibrate the reviewal and approval process which a Residents on a confrontation path because of development defin seriously wrong as this was never the case in pastI am more developments and bad developments across the world in some |
| 20+years | West/Northwest West/Northwest North/Northeast | none none none none none none | No Yes Yes Yes Yes Yes Yes Yes Yes | The developer and people who can afford to rent there and want to live near the downtown core but in a nice residential neighborhood. | Surrounding neighbors who lose view and may deal with higher traffic loads on already crowded streets, possibly kids, parents and teachers experiencing effects of more children in their school | My income is less than the median you indicate so, for me, it's one more thing to tax me out of the home I do not wish to leave. I think it's probably good to have some higher density, upper scale housing nearer to the city core to stave off deterioration of neighborhoods closer to downtown. There probably isn't a way to keep ws these neighborhoods from such s deterioration without introducing higher end, higher density housing. Though I'm not, at all, sure that is meant to depict. Very High Density in non High density area. Secondly traffic estimates are not correct based on actual experience. Thirdly, road infrastructure is never invested with necessary improvements and instead the fees and taxes which developer pays, a fraction of the same is kept fo that area with minimal changes and investments in surrounding roads including feeders. Same is true for policing and education institution too More policemen in same ratio are no hired and neither are adequate schools constructed prior to approval leading to deteriorating living standards, higher taxes in later years when schools and policing needs expand. And that money goes from residents and not from developers pocket and City just passes on the buck to residents to take care of the same. Now instead of just sharing problems, I can share solutions too, having lived and travelled across major hubs of the world. infrastructure to support so many people, degradation of established neighborhood | The developer, new residents moving into town who want to live fairly close to downtown but in somewhat established neighborhoods, any others who might like to live in the area and can afford the pricing. | space" elements of the vacant farmland, all of us, in terms of general lack of preservation of open spaces, any who end up dealing with heavier traffic that results from the additional population density. | a open spaces. Parks are one thing but they're not the same as natural open spaces and we don't in ecessarily do that great of a job even preservil park space. Or we use our park space as summit child care facilities, leaving the parks not terribil welcoming to those who sought a peaceful outdoor experience. Lack of collection of enough money to avoid tax burden on residents of the city to maintain existing standards / ratio per resident for police firemen, schools, medical providers and the | And the property owner, the developer and the wealthy who get to live away from higher density areas. | open space the area had been providing, anyone who had other ideas for what might have gone into the area, other than housing, taxpayers who will get to share in the tax consequences but not necessarily | development has to, ultimately, mean the valley ends up just one big pile of humanity with no natural open spaces left. Yep, that's a broad brushstroke answer but it's what strikes me as worrisome about all this stretching out of any city. Lack of wider roads and maintenance for the same, enough quality schools, medical providers, policeman without any additional burden on city residents for next 10 years at minimum. | extent that it can. I'd also note that with growth comes both god the scenarios as well as homelessness, poverty, mental illness, c as well as those beyond basic. There's a lot to think about and I that. And, as for me, personally, I am concerned that I am not th end for awhile who must wonder if we're on our way to being ta there a way to prevent that; to protect existing modest income I remain in their homes? I am for complete support for development but am opposed to applying all tests to not only present needs but also our needs in this beautiful city to our future generations. We need to be resp approve projects just because of the fact that they get money "planned development" leads to significant issues and create an have seen it as how it creates issues related to crime, poor and d living standards. Many folks who live in the valley (including Me love what valley has to offer and when they oppose, authorities and then re-calibrate the reviewal and approval process which a Residents on a confrontation path because of development defin seriously wrong as this was never the case in pastI am more developments and bad developments across the world in some |
| 11-15 years 20+years 11-15 years | West/Northwest West/Northwest North/Northeast North/Northeast Southwest | none none none none none | No Yes Yes Yes Yes Yes Yes Yes Yes Yes | The developer and people who can afford to rent there and want to live near the downtown core but in a nice residential neighborhood. | Surrounding neighbors who lose view and may deal with higher traffic loads on already crowded streets, possibly kids, parents and teachers experiencing effects of more children in their school | My income is less than the median you indicate so, for me, it's one more thing to tax me out of the home I do not wish to leave. I think it's probably good to have some higher density, upper scale housing nearer to the city core to stave off deterioration of neighborhoods closer to downtown. There probably isn't a way to keep vs these neighborhoods from such s deterioration without introducing higher end, higher density housing. 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Lack of collection of enough money to avoid tat burden on residents of the city to maintain existing standards / ratio per resident for police firemen, schools, medical providers and the width + quality of roads infrastructure. lack of public transportation, loss of rural | ng er y The property owner, the developer and the wealthy who get to live away from higher density areas. (1) (2) (3) (4) (5) (6) (7) <t< td=""><td>open space the area had been providing, anyone who had other ideas for what might have gone into the area, other than housing, taxpayers who will get to share in the tax consequences but not necessarily any of the benefits.</td><td> development has to, ultimately, mean the valley ends up just one big pile of humanity with no natural open spaces left. Yep, that's a broad brushstroke answer but it's what strikes me as worrisome about all this stretching out of any city. 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| 11-15 years 20+years 11-15 years 6-10 years | West/Northwest North/Northeast North/Northeast Southwest Bench | none none none none none | No Yes Yes | The developer and people who can afford to rent there and want to live near the downtown core but in a nice residential neighborhood. | Surrounding neighbors who lose view and may deal with higher traffic loads on already crowded streets, possibly kids, parents and teachers experiencing effects of more children in their school Residents homeowners and neighborhood comunity | My income is less than the median you indicate so, for me, it's one more thing to tax me out of the home I do not wish to leave. I think it's probably good to have some higher density, upper scale housing nearer to the city core to stave off deterioration of neighborhoods closer to downtown. There probably isn't a way to keep ws these neighborhoods from such deterioration without introducing higher end, higher density housing. Though I'm not, at all, sure that is what the housing in this scenario is meant to depict. Very High Density in non High density area. Secondly traffic estimates are not correct based on actual experience. Thirdly, road infrastructure is never invested with necessary improvements and instead the fees and taxes which developer pays, a fraction of the same is kept fo that area with minimal changes and investments in surrounding roads including feeders. Same is true for policing and education institution too More policemen in same ratio are no hired and neither are adequate schools constructed prior to approval leading to deteriorating living standards, higher taxes in later years when schools and policing needs expand. And that money goes from residents and not from developers pocket and City just passes on the buck to residents to take care of the same. Now instead of just sharing problems, I can share solutions too, having lived and travelled across major hubs of the world. infrastructure to support so many people, degradation of established neighborhood | The developer, new residents moving into town who want to live fairly close to downtown but in somewhat established neighborhoods, any others who might like to live in the area and can afford the pricing. | space" elements of the vacant farmland, all of us, in terms of general lack of preservation of open spaces, any who end up dealing with heavier traffic that results from the additional population density. | h open spaces. Parks are one thing but they're not the same as natural open spaces and we don't necessarily do that great of a job even preservi park space. Or we use our park space as summ child care facilities, leaving the parks not terribil welcoming to those who sought a peaceful outdoor experience. Lack of collection of enough money to avoid tarburden on residents of the city to maintain existing standards / ratio per resident for police firemen, schools, medical providers and the width + quality of roads infrastructure. lack of public transportation, loss of rural farmland | the property owner, the developer and the wealthy who get to live away from higher density areas. | open space the area had been providing, anyone who had other ideas for what might have gone into the area, other than housing, taxpayers who will get to share in the tax consequences but not necessarily any of the benefits. | development has to, ultimately, mean the valley ends up just one big pile of humanity with no natural open spaces left. Yep, that's a broad brushstroke answer but it's what strikes me as worrisome about all this stretching out of any city. Lack of wider roads and maintenance for the same, enough quality schools, medical providers, policeman without any additional burden on city residents for next 10 years at minimum. Water issues, lack of public transportation, unfettered urban sprawl | I am for complete support for development but am opposed to u applying all tests to not only present needs but also our needs in this beautiful city to our future generations. We need to be respo approve projects just because of the fact that they get money "planned development" leads to significant issues and create an i have seen it as how it creates issues related to crime, poor and co living standards. Many folks who live in the valley (including Mer love what valley has to offer and when they oppose, authorities r and then re-calibrate the reviewal and approval process which ac Residents on a confrontation path because of development defin seriously wrong as this was never the case in pastI am more t developments and bad developments across the world in some c Stop favoring the developers and start paying attention to public build on large lots, particularly on the Bench, stop |



| 20+years 6-10 years | Southwest Southwest | none no | Yes Yes | People who want to live close to downtown and some who cannot pa market value for what is otherwise nice area of town with which to live Developers | noise, traffic, pollution, a/o crime ma ay always increase with new a development, particularly if high- | The added noise and cars; it seems apartment complexes never have y enough parking so it overflows on to the nearby streets. Also, rental tenants who don't care for their property like most homeowners Lack of infrastructure and industry to support current rate of irrational growth. | and families from outside of Idaho | Anyone already living in the area; th existing homeowners are typically disadvantaged by growth unless tha growth brings in additional assets lik new commercial development or schools which could help offset any negatives Citizens of Boise | t ke | property owner, developer and the people (most likely from out of state) who will buy the homes e Developer | | that it creates urban/suburban spraw (not sure that this can be avoided but perhaps can be minimized with organization and planning) Lack of infrastructure and industry to support the current level of irrational growth. | Boise is still a great place to live and work and I'm thankful that th possible and to engage the community! |
|-------------------------|-----------------------------|-------------------------------------|------------|---|--|--|---|--|---|---|--|---|---|
| 20+years | Southwest | | Yes | The Developer | Existing residents | Lack of developer impact fees to fund supporting infrastructure specifically schools. | | - | Impact fees never cover actual cost of impacts to roads and schools. This scenario is not possible from the very get go as there are no schools that are not at capacity. Impact fees never benefit existing residents for example development of south Cloverdale/south Boise in general. Any impact fees vanish into thin air and the roads ar left over crowded. Another false presumption this scenario is poor use of cycling as I regularly see cyclists attempting to commute in these rur areas (I commute out to the prison via Cloverda as i live off Cloverdale/Overland) and this scenario exactly describes this area. Sadly it too a terrible fire to get the Cloverdale overpass rebuilt and this overpass is now used by many cyclists for commuting and it is finally safe for m son to ride his bike to school, also many children are now walking to Spaulding as well now that there is a safe route to do so as the overpass is now essentially a cycling/foot bridge | t e n al le k | Wildlife and the community at large die to loss of open space and farm land. | of life that people are moving here fo | There are no schools that are not at capacity. Boise City gives swe to increase property tax revenue while the existing residents are p west/south west Boise for many years I see much attention being North End, and downtown while the infrastructure and amenities inadequate. |
| 20+years | Bench | Depot Bench Neighborhood | Yes | | | | | | | | | | |
| 20+years 6-10 years | Southwest Southwest | NO None | Yes | The developer | | traffic and over crowding of schools | | | | | | | |
| 20+years 6-10 years | Southwest West/Northwest | <u>Neighborhood</u> NO | Yes | Developer | Local homeowners | Increase in traffic without proper roadways. | Developer | Existing home owners. We already have a lack of good roadways in/ ou of this area with the current increase in population. We have a lack of restaurants and grocery stores inadequate for this exploding area o town. | e subdivision. Plan on schools needed prior. So frustrating when you build up houses and subdivisions, then realize we need more than 1 | Always the developer first. People wi need these homes but they will also need grocery stores, restaurants, schools and parks. | | Traffic. | Plan ahead! Don't build or approve these developments until you am appreciate of the extension of Lake Hazel Road to Gowan but Gowan. Huge traffic there during commute times already. Think a |
| 1-5 years | Southwest | None. | Yes | People who need affordable housing which is becoming less available. A people who rely on public transportation or use bicycles. | - | Overdevelopment. Developers need to put in open space. REAL open space. Not just a patch but a park are with trees and bushes. Native habitat would be best. | a | Those affected by traffic. Wildlife. | Overdevelopment. Increased traffic. There is n public transportation and no talk of adding. | o Out of state developer. Isn't that obvious? | Residents nearby and wildlife will bo be affected by sprawl. | feet on large lots. These have a larger | |
| 11-15 years 20+years | Southwest West/Northwest | South Cole neighborhood association | Yes | The city and the developer developer | The community that already exists and the residents way of life local residents | Putting something in a neighborhood that doesn't want it there and doesn't fit in with the current neighborhood High concentration of people and not enough parking | t The developer and the city. No benefi to existing residents | t The schools, the residents, the roads and infastucture. Local residents | Affecting the rural culture of the area, losing the open space. Increased traffic from adding densi the road weren't built to handle affecting the safety of the area, crime rates will rise. It will | The outside property owner and developer | The rural community. Farmers. | Taking up more potential farm land. | These are very probable scenarios. The city needs to do it's best t urban sprawl which doesn't benefit anyone. Need to keep higher and not put multiple apartment complexs in the middle of a rural do not have the capacity for this kind of density. Again we need to schools, and infrastructure catch up.vmake the developers pay m possible maybe we need to change the laws. The main thing we s well-being of our CURRENT residents, not future one. If we don't to come here in the future. Mr. Bieter, you want Boise to be the r these things to maintain that modo I have been her for 45 years and life is definitely changing. I woul before these developments are built. |
| 11-15 years | Southwest | None | Yes | The Developer | Anyone living next to the apartment complex | Impact on rising cost of property tax and the decrease of home value due to proximity of the rentals. | The Developer | | The way the houses are stacked right on top of n each other. We are not San Francisco! Nor do w is want to be! Developing homes is fine, but we should set a minimum standard on lot size. | e The Developer and anyone looking to move to Boise for the beauty that it i and appreciate the open spaces. | | | |

| hat the city is trying to be as proactive as |
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| s sweetheart deals to developers in order are priced out of the area. Having lived in peing paid to improvements in East Boise, |
| nities in my area are non-existent and/or |
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| l you have the infrastructures in place. I n but it's like you bottlenecked it to nink and plan ahead!!!! |
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| r. We need to preserve open space and rtation. Buses do not run far out enough. e to do so. There is an increase of goose go. |
| pest to regulate growth as we are in an gher density closer to the core of the city rural community. Our roads in the south eed to focus on slowing growth until roads ay more in impact fees. If that's not we should all think about is the safety and lon't fix current issues people won't want the most liveble city, so we need to do |
| would like to see the roads improved |
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| e speed limits before you ever allow |
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|-------------------------|-----------------------------|-------------------------------------|------------|--|--|---|--|--|--|---|---|---|--|
| 20+years | Southwest | South Cole Neighborhood Association | Yes | developers, residents of the comple | ex everyone, school children | the reason everyone suffers from thi development is because of the parkin plan. a minimum of two spaces per unit is needed, or the streets will be clogged with parked cars, making driving those streets more hazardous availability of mass transit will not reduce the number of cars owned by residents, even if it reduces the usag of those cars. School children and their parents will be affected by limited school availability - parents will need to drive their children to schools farther away from home, or children will spend additional time of busses, if they are available to the schools that they can attend. | ng s. y je | residents of new and existing homes | again, parking is inadequate for residents of townhomes and median income housing. Families have cars for each driver, and parking streets makes navigating roadways - and maintaining roadways - difficult! Also missing neighborhood shopping and dining opportunit Everything is a 15 minute DRIVE away from home, which increases traffic at all times of th day, not just rush hour. Neighborhood busines also increases jobs in an area, which is good, especially for young workers who don't have a way to commute into town to work! | is ies. e is | nts | First, this is a high-density-living plan, not leaving much space for people who are likely to have more storage needs for the "toys" of affluence. Also, one development leads to more - plan for future road needs in addition to the needs generated by this development - if homes are too close to the road, widening/improvin later is significantly more difficult. | 2 - |
| 6-10 years | West/Northwest | Steering committee | Yes | The developer | I think it's not a win for anyone | Four stories high puts his back into looking like a ghetto | The people who Supply building material | I don't know but it looks ugly and it looks really really Stepford wife | I do not have enough information | Everyone | The blight on the appearance of our fine City | Lots of open space | Try to make smaller apartment complexes not so great in height that's what we need with parks in between |
| 20+years 20+years | West/Northwest Southwest | Nope none | Yes Yes | The developer and the builders | vehicles but every home has at minimum 2 drivers with vehicles the days. 100 homes = 200 vehicles. Ha anyone traveled our roads these | I dont know who would project only 60 vehicles but every home has at minimum 2 drivers with vehicles the days. 100 homes = 200 vehicles. Ha anyone traveled our roads these days??? Our infrastructure could NC ese handle that. Few people ride the bus because our bus service in Boise is horrible and few people ride OT bikesand who rides a bike in the snow?? | ese as DT | Anyone and everyone anywhere nea where this is to be built. | crime. | not ne ges o Again, the developer and the builde | Again, anyone living near this. Now add the wild life that is affected. | | The building permits need to stop being handed out like toilet tiss on the problems all this growth brings to the area. Boise is quick live. |
| 16-20 years | Southwest | | Yes | The developer | Neighbors | Impact on already crowded schools | Developer | Neighbors and surrounding neighborhoods | Increase in traffic on roads that are already ill equipped for current demands | Out of state land owner, developer | Taxpayers paying for new needs | Changing the dynamics of area | It would be nice to get ahead of the growth instead of trying to pla |
| 1-5 years 20+years | Southwest Southwest | none | No | | The people living in the existing | | | | | | | | |
| 20+years | Bench | development group | Yes | Everyone Nicer apartments that specifically cater to bus/bikers seem like they | Adjacent properties | The schools - We should ALWAYS consider the schools when adding density. Creating a diverse housing ecosystem is important. All housing types and income levels should be incorporated, but the kids shouldn't suffer. It should enrich their lives by adding diversity, not overcrowding their classrooms. | Developer and some first time home buyers (not enough) re | environment I am concerned about the loss of farmland. However people need | environmental, infrastructure These types o developments don't serve the community. The need additional components such as appropriately sized markets. Residents should able to walk or bike to fulfill basic needs. This should be connected to public transit and safe bike paths. | ey be Developer | Community and environment | Everything. We have too much of this already! It just seems like a crappy way to buil a community. A car-based suburb with no soul of its own and every little | |
| 1-5 years | Bench | none | Yes | would appeal to younger people ju moving to boise. This would also appeal to lower income folks, which we do need to consider as service industries don't pay well and are a part of a growing city | People who have lived very nearby f h a long time and who don't like change. E.g. new traffic congestion. | for a neighborhood that is mostly | 1 | | e market means that as a community, we need DECIDE to keep open spaces somewhere. Lack services means that these people need to driv miles for any small convenience. In an era of climate change, planning live-work areas with nearby community centers seems prudent. | e of | These types of developments would probably anger/irritate the fewest neighbors, but if too many of these are built, there is essentially nowher re for younger, less wealthy, people to live | trip into an urban area. It caters to th ultra wealthy, putting them in a gated community where they don't have to | |
| 11-15 years | Southeast | | Yes | Californians | Idahoans | Higher population density and crime | 2 | | | | | Loss of space and the increase to | |
| 20+years 20+years | Southwest Southwest | Mill creek | Yes Yes | Developer The property tax commission and t city | he The current neighborhood | Not enough parking Traffic, schools being full already and no development on new schools. These big time developers should be hit with impact fees, they are making huge profits and it seems like no regard is given to the surrounding areas of impact | g | The homeowners around the development ty The neighbors directly attached to th farmland | Traffic on an area that can't support more. | Developers and property owners | Current residents of the area | traffic on roads that might not be abl to support it No impact fees for ACHD, if this development is on the outskirts we need a freeway system for the outskirts | Think of the impact to residents in the areas, not just the need fo We need to make these big developers accountable for the impa- behind |
| 1-5 years 6-10 years | Southeast | | Yes | The people who get to live in those awesome apartments The city | The neighbors. Their roads are going to be messed up with extra cars and loud apartment dwellers. Rats and roaches love dense human dwelling and they spread through the sewers and backways Residents of the surrounding area | s | The people who get to live here. This is what my family of four was looking for when we moved to Boise. Nice quiet neighborhood, plenty of room to roam around, nice neighbors | 5 | None. This seems perfect. Build more things li this. Commute time. Increase in property tax for surrounding area residents | Everybody. The tax base. The peopl ke who get to live in house beautiful houses The city and the developer | e Nobody The surrounding residents due to increase of property tax | keeping pace with demand. 75-80% of people want o live in single family detached houses. This is consistent across decades of research. Got to | The city needs a lot of below-market apartments, for students, for blind/elderly/disabled people, for the unemployable. We should retail establishment. I drive down broadway and I can't believe a can't you build six apartments over a tire shop, over a music stor- restaurant? Why doesn't the new Albertsons have 25 apartments commercial building should incorporate apartments (or most). but Boise traffic is pretty tame. One way to tame rush hour traffic must ride public transportation. Everyone who draws a paycheck city should ride the bus, from the governor and the mayor to the cars off the road. Public servants could serve the public in the nic public's Commute. Barring that, public services should be open fr shifts. 6 am to 2 pm, then 11am to 7 pm. Forty percent of the per taxpayer's expense. Get their cars off the road. |
| 20+years | Southwest | | Yes | Developer | Single family homes | Traffic, lack of needed infrastructure schools | | Farmers and existing homes | Traffic and the type of existing character | Owner and developer | Not as many if the parcels are larger and less density | Density | The influx of people needs to be developed respondsibly to keep t |
| 20+years 11-15 years | Southwest | No | No | Developer | Neighborhood and Commuters | Traffic. Our roadways are horrible ar need to be addressed prior to adding more traffic to them. | | | | | | | |
| 1-5 years | Southwest | | Yes | Developer | Neighborhood | Not enough parking spaces | | | | | | | |



| Find Ballow | Those who live or work in this area. Current residents And farm land that adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. | Builder /developer, persons with hig incomes. | Those who appreciate the view of the foothills, those who enjoy recreational activites in the foothills. | limited entry/exit options for the neighborhood negatively impacts the traffic. | High density apartment complexes and their accompanying stora, in single family home subdivision areas is massively impacting dai example just outside Boise city limits is Maple Grove and Lake Hate only two roads, neither of which can support the huge increase in Boise as well. Not really. I don't think they really review these concerns .or than about money! |
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| Image: Service in the service in t | adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Participant Indicated and the series of the se | adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| 20 years Softweet re the order outside of the order of the orderof of the order | adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Image: Section of the section of t | adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| subtest Yes Modelson ara rises to add media Vis 6 pieces coulded if a \$3.000, bing gates at the to exist to a lot of traft, constraint and media Not septem this is a \$3.000, bing gates at the to exist to a lot operation and pieces Index septem this is a \$3.000, bing gates at the to exist to a lot operation and pieces Index septem this is a \$3.000, bing gates at the to exist to a property operation and pieces Index septem this is a \$3.000, bing gates at the to exist to operation and pieces Index septem this is a \$3.000, bing gates at the to exist to operation and pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces Index septem this is a \$3.000, bing gates at the local pieces | adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Privers Suthwest Suthwest And Suthwest Suthwest <td>adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs</td> <td> Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to </td> <td>incomes.</td> <td></td> <td>does need to be homes available for</td> <td></td> | adds to the character & area should be negatively affected excess traffic difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Best solution | difficult for already high traffic areas and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Image: series in the series of the series | and homes on roadways birthed to be sold to widen roads later which is often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | Roads, Current residents, Farms, natural attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Southwest Note-Neuronal station Note-Neuron | often not considered or discussed but is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | attraction to the Area by Current owners ruins the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | does need to be homes available for | |
| Z0 years Southwest res aveal as the developer. expense of fawn care ext. neethomod and developer. term th. 20 years Southwest Yes In developer. expense of fawn care ext. Neethough it is described as meeting med to have functionated taxes to prive for additional school and other for the section of the developer. It is described as meeting med to have functionated taxes to prive for additional school and other for the section of the developer. It is described as meeting med to have functionated taxes to prive for additional school and other for the section of the developer. It is described as meeting the medits of niddle class fund/states. It is described as meeting the medits of niddle class fund/states. It is described as meeting the medits of niddle class fund/states. It is described as meeting the medits of niddle class fund/states. It is described as meeting the medits of niddle class fund/states. It is described as meeting the medits of niddle class fund/states. It is described as meeting the medits is developer. It is developer. 20 years Southwest res Yeas The developer It is developer. It is developer. 20 years southwest note at the developer <t< td=""><td>is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs</td><td>the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to</td><td>incomes.</td><td></td><td></td><td></td></t<> | is often unfair. Current homeowners who will be required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | the original draw. Developers are making a considerable profit, but the actual impact of additional people, schools, roads, and traffic are not addressed prior to | incomes. | | | |
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| 20-years Southwest The developer The developer In order to have increased taxes to pay the detail incomine nour area cannot all for the described rents. Developer 20-years Southwest In one | required to support increased taxes and levies to provide schools and roads for additional people. None of the current schools have room for new students so the scenario is flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | the actual impact of additional people, schools, roads, and traffic are not addressed prior to | | | | |
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| 20-years Southwest Yes The developer Southwest the actual income incasi dividuals, incassed tacks to pay incast to incas to incast to incast | flawed. Also, most people currently in ada county do not have income to support the proposed housing costs | the actual impact of additional people, schools, roads, and traffic are not addressed prior to | | | | |
| 20 years Southwest Southwest The developer The developer Southwest The developer Southwest Developer 20 years Southwest Res The developer Southwest Southwest Developer 20 years Southwest Res Res Res Res Southwest Southwest Developer 20 years Southwest Res Res Res Res Res Southwest Southwest Res Res Res Res Res Southwest Res | ada county do not have income to support the proposed housing costs | the actual impact of additional people, schools, roads, and traffic are not addressed prior to | | | | |
| 20+years Southwest Image: constraint of the described rents Developers 20+years Southwest Rest The developer support this development afford the described rents Developers 20+years Southwest None Yes The developer Southwest Image: constraint of the described rents Image: constraint of the described rents </td <td></td> <td>•</td> <td></td> <td></td> <td>Boise is well known for its outside trails, parks, and open areas. Once</td> <td>Before approving more housing I think we need to consider the an wages to support the higher rents and home prices already in this</td> | | • | | | Boise is well known for its outside trails, parks, and open areas. Once | Before approving more housing I think we need to consider the an wages to support the higher rents and home prices already in this |
| 20+years Southwest none Yes Developer just growth and development. just growth and development. just growth and development. Developer, City, and school did 20-years Southwest none Yes Developer just growth and development. Developer but also some affor | that were listed. | approval of new developments. | Developera | Current residents will permanently | | be that pay minimum wage but few jobs that pay \$50k or more. We |
| 20+years southwest other and indexed by the southwe | | | Developers | lose the open lands | changed. | minimum wage or entice more businesses to come here that can |
| 20+years southwest other and indexed by the southwe | | | | | | |
| Partial of the parend paren | | | | | | Growth and change are inevitable, but they can and should be pro- |
| height of height | | | | | | don't recognize their city anymore. I chose to move to Boise in 19 town feel. I don't feel that way about Boise anymore. While I wo |
| 20+years Southwest none Yes Developer In eighborhood, as traffic will increase, views will decrease, property value, views will | | Traffic and commute times will increase. Most | | | | II understand that this isn't the case, my emotional reaction is that |
| Present Southwest none Feedback Fee | | likely, the roads in the area are not adequate for the increased travel and public transportation is | | | be impacted with increased service calls to an area with inadequate road | |
| 20+years Southwest accyneighborhood feel only to have he City come along and allow high development to ruin all that - beveloper b | | not an option for that location. This also effects | | | access. Vanishing foothills/open | own case, when my subdivision learned a large parcel of former f |
| 20+years Southwest none Yes Developer again be left with the feeling that the citizens, it was allow high development to ruin all that - it was allow high development. beveloper. | | the ability of public safety/emergency services to provide timely response. Current residents most | | | space just turns Boise into another generic urban city with too many | be developed, we tried to have the zoning designation lowered to residents would be minimized. Our concerns were heard, but ign |
| 20+years Southwest none Yes Developer just growth and development. despite neighborhood objections. Developer, City, and school dischool | | likely enjoy the current state of their area - quiet and not over-populated. People live in rural and | district, City (as large single family | Boise residents as a whole. Current | | be foothills, in a home I paid for and pay taxes on every year, so that |
| | | semi-rural areas for a reason. | bigger property tax payouts). | safety/emergency services. | better served by City buying the property for all to use. | condos and make money. I would like the City to be more cogniza current residents as opposed to consistently courting developers. |
| | Local residence w increased traffic. | | | | | |
| | Boise has not addressed traffic all over | er | | | | |
| | Boise. Need for above ground rapid fordable transit line from airport to town then | | | | | |
| nousing prices for new home | | | | | | Address the need for baby boomers and one level patio homes. If |
| but not realistic for baby boom New comers to Boise. Miilenials | | s l | The developer and those top 10% | New home buyers who would like | | would be willing to sell our 2 story large older homes for the Mille airport to center of town then to Caldwell. Traffic is a mess and or |
| 20+years Southeast No Yes looking for urban spa e Local neighbors wincrease traffic Rents a bit high urban dwellers | like on Capital Blvd | Infrastructure in the area. Needs safe bike lanes | | larger land lots | Traffic | everywhere esp Capital Blvd even when there is a nice river path |
| 6-10 years West/Northwest No | | How many homes will actually be in the 250- | | | Loss of trail space and farmland | We must preserve some of our community farmland and open sp |
| height of building, cost of the majority | | 300k range, I suspect most will not be affordable | | Deite community | | ve homes is a risky task for land management. We need to improve t |
| 1-5 years Bench none Yes Developers, wealthy tenants Middle and lower class families of units in development developers 1-5 years Image: Comparison of the second secon | low income families | to middle class income earners | land owner, developers | Boise community | environmental impacts | townhouses and apartments in the downtown region |
| 20+yearsSouthwestSouthwestTraffic toDevelopers20-yearsSouthwestSouthwestDevelopersDevelopersDevelopers | People living in the area; commuters | TRAFFIC | Developer | EVERYONE within Boise city. traffic, commuters, outdoor people | Development of foothills. traffic. | FOCUS on getting the roads updated to handle the EXTRA Traffic I housing! |
| 20+years Southwest Gevelopers get around Traffic Developer Image: Comparison of the second seco | | | | | | |
| | | | | | | Usually I don't complain, but I must address the jarringly ugly indunorthwest corner of Northview and Cole Road. Whoever approve |
| | | | | | | right up to the sidewalk which belong in Garden City in a resident |
| 20+years West/Northwest I live in the West Bench area and have attended some functions. Yes | | | | | | And every area resident I've mentioned this to has said the same please don't ever allow anything like this again. Thank you for yo |
| 20+years Southwest SW neighborhood association Yes | | | | | | |
| | | | | | Irreversible loss of open land. | Your decisions affect the daily lifeand happiness of Boise residents and density of new growth and is has changed daily life. Commute |
| 20+years Southwest Developer Current neighborhood residents Disregard of current neighborhood Developer, | Current neighborhood residents | Disregard of chosen neighborhood character of current residents. Increased traffic | Developer, tax benefits to city | The entire community losing valuable open land | Disregard of what current residents | increasing, and there seems to be little benefit to those already live von represent |
| 20+yearsSouthwestDeveloperCurrent neighborhood residentsDisregard of current neighborhoodDeveloper,Image: SouthwestImage: Southwest </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>you represent.</td> | | | | | | you represent. |
| 20+yearsSouthwestnoneYesproperty ownerlocal residentsgrowth.property owner1-5 yearsSouthwestNoYesThe cityRentersCostCost | lical residents | traffic. jerks moving in. too many people | property owner | nobody | more stupid people. | make new developments go east into the desert |
| | The places with only one parking | | | | | The roads should be in place paid by developer to accommodate in |
| 1-5 yearsSouthwestSW ada co allianceYesDeveloperSchoolsRoadsPotential buyers20+yearsSouthwestnoneYesImage: Second | space | Traffic | Developer | No one | Housing prices | developments are built. |
| 20+years Southwest none No Image: Control of the second sec | | | | | | |
| 20+yearsSouthwestnoneNo20+yearsSouthwestnoneNo | | | | | | |
| 6-10 years Southeast Hoa March March Yes Dev Ne Crime | | | 1 | | | |
| 6-10 years Southeast Hoa | | | | | | |

g storage facilities being approved and built ting daily commutes and general traffic. An ake Hazel apartment complexes. There are ease in traffic load. This is happening in or thanks then seriously anyways... it's all r the amount of jobs available that can pay in this valley. We have a surplus of jobs e. We need to either increase our at can pay livable wages. be properly managed. Many Boise natives e in 1992 because I loved the rural, small ile I work for the City and logically is that the City is focused on turning Boise believe Boise should be a warm, welcoming g to put development above all else. In my ormer farmland adjacent to us would soon ered to ensure the disadvantages to area but ignored. I'm losing my view of the so that a developer can build two story cognizant of and take better care of its lopers. mes. If single level available more seniors ne Millenials- Mass transit a need from and only getting worse! Traffic lights r path that helps one cross Capital, pen spaces. Over developing land with prove the affordability of homes, Traffic before considering any more gly industrial storage buildings on the pproved of industrial-type buildings coming esidential/commercial area of Boise erred. same thing, emphatically. Please, please, for your attention. Eileen Peterson esidents. We are painfully aware the impact ommutes are doubling/tripling, crime is eady living here. Please listen to the people odate more traffic before any _____

| | | | | | | | | | | | | This area seems to be able to | |
|--|---|---|--|---|---|--|---|---|--|--|--|--|--|
| 20+years | Southwest | Next door. Southwest alliance | Yes | Those wanting to live down town | Current residents. | The included of bodies in an already limited area | ?? | Loss of open lands. | Loss of open lands | This that have Higher overcome. An to move | d Loss I'd alter of open lands. It's beautiful land | | Over crowded already schools and. The need to increase lanes fo underway |
| | | | | | | Traffic congestion which is already | | | | | | | |
| | | | | | | becoming a big concern. The city will incorporate this area and therefore | | | | | | | |
| | | | | | | raise our property taxes. I am also | | | | | | | |
| | | | | | | concerned of development out here i pushing wildlife out of their habitat | 5 | | | | | | |
| 11.15 | | | M. J | | The current home owners in | and into families yards and spreading | | | | | | | |
| 11-15 years | Southwest | none | Yes | City of Boise and developer. | southwest Boise. | disease. | | | | | | | |
| 16-20 years | Bench | Nobe | Yes | The developer | Boise renters | Rent too expensive wages too low | The developer not the neighborhood | The new residents | Traffic no public transportation | Residents | No one | Nothing build here | We need lower rents to match incomes |
| | | | | | | | | City as a whole because of increased | | | Everyone due to loss of open space | Loss of important open space, traffic, | I am really concerned about air pollution. Inversions in the winte worse by increased traffic. Humans need clean air and open space |
| 20+years | Bench | NONE | Yes | Younger, single residents | Neighboring home owners | Traffic, schools | Middle income families (w kids) | traffic and pollution | Traffic, air pollution | Out of town developer | and increased traffic | air pollution | building in the hills and watering brilliant green lawns seems like |
| 11-15 years | Southwest | NONE | NO | | | | | The original neighborhood, to much | | | | | |
| 20+years | Southwest | | Yes | Not the exciesing neighborhood | The original neighborhood | Heavier traffic, crime, | The developers only | traffic, this is why people live out in the country | Country life, over crowded, heavyer traffic in pack, crime, | | | | |
| 20+years | Southwest | none | Yes | | | | | | | | | | |
| | | | | | | | | | | | No one. Would prefer to see this type | | |
| | | | | Developer, people renting those | Existing community by the increased | | | The pre-existing home dwellers that live there for the rural feel of this end | | Developer, community, new | of building on vacant lands on outskirts of town instead of impacting | g | |
| 20+years 1-5 years | Southwest Southwest | no | Yes | specific apts. | traffic & congestion. | Infrastructure, crime, congestion | Developer, | of the community. | Congestion, crime | residents. | pre-existing communities. | Infrastructure for safety. | |
| | ood in test | | | | Schools, current landowners who los | | | | | | | | |
| | | | | | their views and enjoyment of surrounding area by towering | The apartments building overtaking an already existing neighborhood and | | | Incsred traffic, insufficient parking for townhom | ne Landowner, developer, upper class | | | |
| 20+years | Southwest | | Yes | Developer and downtown businesse | s apartment buildings | changing the esthetic | Developer, new people moving in | Existing homeowners | renters/owners Increased traffic on roads already overloaded, | citizens | | | |
| | | | | | | Too many people, already far too much traffic, low income renters with | | Current | too many children added to school load, renter do not take care of property as well as | s | | | We are growing too fast to keep up with infrastructure requireme |
| 6-10 years | Southwest | Yes. Muir Woods-Pepper Hills. | Yes | Not current homeowners. | Current homeowners/taxpayers. | no vested interest in neighborhood. | | homeowners/taxpayers/voters. | homeowners. | NrEw homeOwners only. No one els | se. No one. | | neighborhood quality of living and values |
| 11-15 years | Southwest | | No | | | | | | | | | | |
| | | | | | The neighborhoods where the apartment complexes are placed, and | 1 | | | | | | | The current homeowners will suffer due to extra traffic, and the v |
| | | | | | homeowners. Apartments bring dow | n | | | | | | | crime. Southwest Boise is a combination of homes and agriculture |
| 1-5 years | Southwest | | Yes | People who cannot afford to buy a house, but also the city. | home values, and can cause more crime. | Home values, crime increase, and traffic. | The city, as it brings in more revenue. | The homeowners, the infrastructure, the loss of farmland. | , The excess traffic, and the irrigation water issue | e. The city. More revenue. | Current homeowners, and the loss of farmland and open space. | Increased traffic, and irrigation water usage. | what little open space we have. That is the appeal of our area. Th house, etc would make commutes even longer. |
| 1-5 years 1-5 years | Southwest Southwest | | Yes No | | | | | | | | | | |
| | | | | | | It is rebranding a neighborhood. | | Currounding neighborhood | | | | | We do not have traffic handled at surrent population A 15 min d |
| 6-10 years | Southwest | none | Yes | Developer, City Council | Neighborhood residents, city of boise | Similar to putting a gas station in a subdivision. Different feel. | Developer, City of Boise | Surrounding neighborhood commuters | traffic infrastructure | Developer, City of Boise | Surrounding Neighborhoods | Open space reduction | We do not have traffic handled at current population. A 15 min dr hour. We need alternate roads/highways before we can absorb p |
| 20+years 20+years | Southwest Southwest | no Nextdoor App | No Yes | | | | | | | | | | |
| 6-10 years | Southwest | none | Yes | developer | neighbors | incongruity | developers | neighbors | not enough parking | developer | | | please require sufficient parking areas for residences, one per uni You have to allow growth but you also have to pay the same atter |
| | | | | | | | | | | | | | development must have a large park, real walking paths and a midependence on a grass lawn. This can not continue or it will look |
| | | | | | | | | | | | | | each Home development should look like the green belt but the s |
| 1-5 years | Southwest | Hazelwood Village | Yes | Balance for all | Some residents locally | Perceived growing up, high rise. Where will it stop? | Builder income | Losing farmland, more traffic and wildlife | You need more open space in all your developments. Nature is being pushed away | No one but the homeowners and builders | Everyone else | You are destroying nature | be expressed in each development. It might make things more expressed in each development. It might make things more expressed in each development. |
| 20+years | Southwest | | Yes | The developer and the city | The current residents | Increased traffic and congestion, impact on schools | Developer and city | Current residents | Traffic and congestion | Developer and city | Current residents | Traffic and increased congestion | Nope |
| 20+years | Southwest | | No | | | | | | | | | | |
| 20+years | Southwest | Charter Pointe | Yes | | | | | | | | | | |
| | | | | | | If it is already in a walkable area downtown, I don't have concerns. I | | | | | | | |
| | | | | | | have concerns about high density | | | | | | Loss of way of life in Idaha, loss of | |
| | | | | | The existing homeowners who bough | | | | Drive time increase. The scenario does not state | e | Boise residents who chose the space | | Worry less about making money and more about why we already |
| 20+years | Southwest | CharterPointe Nextdoor | Yes | The developer and the renters | their homes because it was not high density and because of the views | places and already have a 30 minute drive to work because of it | The builder | The existing commuters. | lanes will be widened before putting these apartments and homes in. | The developer | originally because it was not a high density area. | unaffordable housing, no public transportation. | grove from lake hazel to overland to 4 lanes. I moved from kuna t up being longer. As a result, I am trying to move my family out of |
| 20+years | Southwest | none | No | | | Detrament to the existing ambiance of | of Again, new families moving into the | Small farms and residents with | | | | | |
| 6-10 years | Southeast | Vanishing Boise | Yes | New people moving into the area. | Current residents | the neighborhood. | area. | pastures. | Losing open spaces. | | | | |
| | | | | | | | | | | | | People with money coming in and | |
| | | | | | | The majority cost of rent is not | | | | | People from here with the typical low | driving up prices even more, making it difficult for the average Idaho | I am not against development or newcomers, but long time avera |
| 20+years | Southwest | None | Yes | The developer | Existing residents | affordable | Developer | Current residents | Increased traffic and commute time | People from out of state | Idaho wages | _ | need to be considered |
| 20+years | Southwest | | Yes | Contractor | People who live close to the complex | Crime | Developer | Homes in the area | Too many people | Out of state owner | Loss of open space | Too many cars on road | |
| 20+years | Southwest | none | No | | | | | | | | | Foothills, no schools for kids, tax | Approval and building of the multi family dwellings are completely |
| | • | | Yes Yes | Developer | Residents | School, street crowded | Developer | City | Increased traffic, limited bike safety | Out of state land owner | Tax payers, City of Boise | payers paying for support | over crowding. |
| 20+years 11-15 years | Southwest Southwest | HOA Sequoia Ridge | | | | | | | | | | | |
| 11-15 years 20+years | Southwest West/Northwest | HOA_ Sequoia Ridge none | Yes | | | | | | | | | | |
| 11-15 years | Southwest | HOA_Sequoia Ridge none | Yes Yes | | | | | | | | | | |
| 11-15 years 20+years 1-5 years | Southwest West/Northwest | none | Yes Yes Yes | City | Local residents | Not all jobs are downtown. Don't fit in the community by structure. | | No one will be. Already have similar developments. | | High Income earners and the city. | No one, not everyone works down town. | Additionally housing for higher | |
| 11-15 years 20+years | Southwest West/Northwest Southwest | HOA_Sequoia Ridge none Neighborhood association | Yes Yes Yes | City | Local residents | Not all jobs are downtown. Don't fit in the community by structure. | ו Everyone. | No one will be. Already have similar developments. | Lot size and common grounds. | High Income earners and the city. | No one, not everyone works down town. | Additionally housing for higher income earners is good. | average income of a community. Higher density living has a place and surroundings. I feel that we need to be more aware and respect the people that |
| 11-15 years 20+years 1-5 years | Southwest West/Northwest Southwest | none | Yes Yes Yes | City | | the community by structure. | Everyone. | developments. | Lot size and common grounds. | | No one, not everyone works down town. | Additionally housing for higher income earners is good. Increasing taxes- our pay in Idaho isn't | average income of a community. Higher density living has a place and surroundings. I feel that we need to be more aware and respect the people that taking away our open land and farmland. It's destroying what Boi the roads- speeding and driving unsafely. Our infrastructure isn't |
| 11-15 years 20+years 1-5 years | Southwest West/Northwest Southwest | none | Yes Yes Yes | City | | - | Everyone. | developments. The people who already live there an | | | No one, not everyone works down town. Everyone else who lives in the | Additionally housing for higher income earners is good. Increasing taxes- our pay in Idaho isn't going up with the cost of living. Loss o | average income of a community. Higher density living has a place and surroundings. I feel that we need to be more aware and respect the people that taking away our open land and farmland. It's destroying what Boit the roads- speeding and driving unsafely. Our infrastructure isn't f patrol these roads- there are constant wrecks and I'm afraid to even the second second |
| 11-15 years 20+years 1-5 years 1-5 years 11-15 years | Southwest West/Northwest Southwest Southwest Southwest | none | Yes Yes Yes Yes Yes | City The developer | The people that already live there an the people that are already commuting | the community by structure. Decreasing quality of life and market value due the homes. Too many people in a small area. | Everyone. | developments. The people who already live there an moved there because they wanted to be around farmland | Lot size and common grounds. Ad Loss of farmland, loss of feeling like you live in the country outside of town. There are already too many people on the roads. | The developer and rich people | town. Everyone else who lives in the Treasure Valley | Additionally housing for higher income earners is good. Increasing taxes- our pay in Idaho isn't going up with the cost of living. Loss o open land. I'm sick of looking at new housing developments. | average income of a community. Higher density living has a place and surroundings. I feel that we need to be more aware and respect the people that taking away our open land and farmland. It's destroying what Boist the roads- speeding and driving unsafely. Our infrastructure isn't l patrol these roads- there are constant wrecks and I'm afraid to ev neighborhood anymore. Crime is going up as well. Our cost of livin has barely budged. |
| 11-15 years20+years1-5 years1-5 years1-5 years11-15 years11-15 years6-10 years | Southwest | none | Yes Yes Yes Yes Yes Yes No | City The developer Developers | The people that already live there an the people that are already | the community by structure. Decreasing quality of life and market value due the homes. Too many | Everyone. The developer and the people who | developments. The people who already live there an moved there because they wanted to | Lot size and common grounds. hd Loss of farmland, loss of feeling like you live in the country outside of town. There are already | | town. Everyone else who lives in the | Additionally housing for higher income earners is good. Increasing taxes- our pay in Idaho isn't going up with the cost of living. Loss o open land. I'm sick of looking at new | I feel that we need to be more aware and respect the people that taking away our open land and farmland. It's destroying what Bois the roads- speeding and driving unsafely. Our infrastructure isn't k f patrol these roads- there are constant wrecks and I'm afraid to ev neighborhood anymore. Crime is going up as well. Our cost of livir |
| 11-15 years 20+years 1-5 years 1-5 years 1-5 years 11-15 years 11-15 years | Southwest Southwest Southwest Southwest Southwest Southwest Southwest Southwest | none Neighborhood association No | Yes Yes Yes Yes Yes Yes Yes Yes Yes No No No No No | • | The people that already live there an the people that are already commuting | the community by structure. Decreasing quality of life and market value due the homes. Too many people in a small area. | Everyone. The developer and the people who | developments. The people who already live there an moved there because they wanted to be around farmland | Lot size and common grounds. Ad Loss of farmland, loss of feeling like you live in the country outside of town. There are already too many people on the roads. | The developer and rich people | town. Everyone else who lives in the Treasure Valley | Additionally housing for higher income earners is good. Increasing taxes- our pay in Idaho isn't going up with the cost of living. Loss o open land. I'm sick of looking at new housing developments. | average income of a community. Higher density living has a place and surroundings. I feel that we need to be more aware and respect the people that taking away our open land and farmland. It's destroying what Boist the roads- speeding and driving unsafely. Our infrastructure isn't l patrol these roads- there are constant wrecks and I'm afraid to ev neighborhood anymore. Crime is going up as well. Our cost of livin has barely budged. |

| es for road usage. There's already alot |
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| inter and fires in the summer Made space to relax. We live in the desert, so like a terrible idea. |
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| rements. Rentals typically adversely affect |
| |
| the very real possibility of increased ulture, and it would be a disaster to lose a. The traffic is already difficult, and more |
| |
| nin drive turns into a 45 min drive at rush orb population. |
| r unit is not sufficient attention to preserving. Every large a minimum of planting's and less ook like everywhere else. I am not saying the same emphasis is on nature has to be re expensive but the demand will shrink to |
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| |
| eady love Idaho. PLEASE expand maple una to this area and my drive time ended ut of this area. |
| |
| average Idahoans' ability to live here |
| |
| leteld regardless of traffic and school |
| |
| Don't just start building to even out the blace where it fits in with the landscape |
| that currently live in Idaho and stop t Boise is. There are too many people on isn't keeping up. We need more police to to even let my children play in our of living has sky rocketed, while my pay he homes |
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| |

| 20 | Couthwart | | The people who live in t | | heir Increased crime and high rise buildin | | People who like sparsely populated | Nothing really, the city needs to build more units This seems like a good fit. Better than | | Unless there are ranchers actively using the lands for grazing, should b | e | |
|--------------------------|------------------------|--------------|---|--|---|--|---|---|--|--|--|---|
| 20+years 1-5 years | Southwest Southwest | Neighbor App | Yes complex. Locations seen Yes | ns convenient. View. | (compared to surrounding homes) | homes. | areas. | apartments. | The landowner and new residents. | no disadvantage. | Nothing. | Build more schools. |
| 1-5 years | Southwest | SWACA | Yes Developer | Everyone who lives in the area | Overcrowded, traffic congestion, higher crime | Developer | Everyone who lives in the area and appreciates open spaces | Traffic congestion, crime, too many people in a small area, destruction of farmland, destruction of Idaho | Developer | Everyone who lives in the area | Traffic will get worse because the roads never get improved. More people on the same roads that were designed for rural open areas. | You are responsible for the overcrowding and higher crime in the area. Overcrowding overcrowding overcrowding. Stop building so many houses on such tiny lots. Stop packing in people in tiny areas and never improving the roads. Stop the destruction of native Idaho land for corporate developers to take billions out of the region. Stop ruining what makes this area so great. |
| 1-5 years | Southwest | none | The develper and the lo Yes owner | Neighborhood school over load, residents - no mention of a park fo kids, picture looks like 1 & 2 story residential around this lot so neighboring property values decre (lowers tax revinue) | | If enough parks, kids will have a good | One parking space per unit is NOT enough - neighborhood will turn out junky. The Treasurer Valley governments have not addressed the severe loss of good irrigated farm land. Land seems to go to the highes bidder \$\$! | Inadequate roads, to and from, to make this a comfortable housing area to live in. The local governments have not faced the need to save 4 | At 100 homes on 40 acres - the land owner and developer \$\$! | minimum per home with wide enou | the owner is most interested in maximizing \$\$ per acre. A real "Statesman" for Boise would strive f gh a "win win". I see the "win" for the s. land owner. Where is the "win" for | I know a major USA city that is currently buying land 5 miles beyond current developed city for future infrastructue (roads, water, schools, public safety). They want to purchase now at lower cost. I don't see any thought like this in the Treasure Valley. People believe this is a great place to live weather wise, but the road ways are becoming a grid lock. No fun getting around. Another thougt: Is there anything in planning for an Interstate I-84 southern by pass around the Treasure Valley, over to Oregon? Is there any planning for additional major East - West highways to aid communting for new housing areas to a man's place of employment? |
| 1-5 years 1-5 years | Southwest Southwest | | Yes Developer only. | Boise residents. | Long term effects on the community including increased crime rates, decrease property values, or parking planning leading to increase dangers to pedestrians and cyclists. Additiona concerns also include problems with education in the area due to high turnover, increased crime, lack of facilities, overcrowding, and decreased sense of community. | | Boise residents | Though the schools may currently have capacity for development in the area, high density housing development will quickly outstrip the capacity of the schools leading to overcrowding and all the related educational problems that are associated with overcrowded schools and neighborhoods. If people want to live like sardines there are plenty of communities for them to choose from accross the nation. What we lack are properly planned communities with the cosideration and respect for the future of the citizens of the community kept at the forefront. In addition, this plan will also lead to decreased propeety values as the crime rates increase and the risk to pedestrians and cyclists increases due to the number of cars that will have to park in th road. In addition to the increased risks this imposes on the community it also serves to act a a blyte to the community. | 2 | Boise residents and communities. | We do not need another California. The results of over priced homes and cramped communities can readily be seen in many neighboring states and we do not need these mistakes to be repeated to know the damage they will do in Boise and to the state of Idaho. | e d e |
| 16-20 years | Southwest | | Yes Developers | Existing homeowners | Traffic crime | Developers | Current property owners | Traffic | Landowners and developers | All Boise who will loose the open | The loss of the open space | Too much growth without thought of traffic schools etc |
| 16-20 years | Southwest | | Yes The developer & city | People moving into thus area | Traffic. Crowded schools. | Developer & City | Current Boise residents by driving up house prices. | Traffic & over Crowded schools. | Developer & City | Lack of housing for new arrivals. | Traffic traffic traffic | You are going to drive the long tine residents out of Boise to tge smaller surrounding cities due to traffic, over crowded schools and higher housing prices abd taxes. |
| 6-10 years | Bench | | Citizens who need affor workforce housing- as v current neighborhood, Yes housing diversity is goo | dable and rell as the because | Some small increased traffic concern | People needing housing who have have trouble finding a house to buy due to the housing shortage. Some people who need more affordable housing. | ad D | Again, some small increased traffic concerns but no real downside. | | | Increased cost to tax payers to pay f services when the development isn't significantly increasing the number o | for t of |
| 1-5 years 11-15 years | Southwest Southwest | none | Yes Yes Yes | Neighbors who don't want a tall nd commuters building nearby and potential increased traffic flow. | I'm most concerned by traffic and the impact on kids and schools. Also, one one multi-family building goes in, it could pave the way for more, and residential areas don't necessarily have the infrastructure necessary to accommodate these residences. | | The schools, infrastructure and neighbors will likely be most affected especially since there are SO many townhomes. | The traffic, effect on the schools, and the infrastructure necessary to accomodate this many new residences. Also, those multi-family townhomes open the door to more multi-family housing in an area where many living nearby have acre lots or larger lots. | The developer and land owner will benefit. | Schools and roads would likely be th most burdened. | | en ral I think building multifamily units in higher population areas makes more sense than squishing small o lots where agricultural land once stood. In keeping with the open spaces, and keeping traffic patterns and a lack of quality north/south roads, it makes the most sense to keep dense populations on the east side of the city. |
| 20+years | Bench | none | Yes Developer | Neighborhood and the 100 renters this property | Planned development does not fit th neighborhood; too many stories high too many apartments in one area for neighborhood. Not enough infrastructure for neighborhood. Children will be impacted negatively with their education as there is not enough room at schools nearby. Property for 100 apartments will hav a negative impact on balance of this neighborhood; in turn renters of this property will become the problem. | n; ve | Neighborhood owners; All Boise resident property owners who will p higher taxes for this development. | The properties that are planned for development are planned much too high of price for the neighborhood surrounding; the townhouses and housing will drive up the existing property owner taxes prices. The developer should reconsider their plan to include land around the property fo each house and reduce their plan for so many houses. The infrastructure for transportation, power sourcing, sewer and water has not been ay considered. Busing for school has not been planned. | | Residents of Boise who pay property taxes; Residents of Boise who enjoy and moved to Boise to enjoy open spaces. Neighborhood who will not enjoy privacy and open spaces. Any resident of Boise who hopes to own home will only 'hope' to own if this development is built. | this developer's unplanned infrastructure; Residents of Boise wh enjoy and moved to Boise to enjoy | City of Boise needs to create a new impact tax balloon document that all developers must pay. This of increase of taxes needs to be set and planned 3-5 years out before a plan can begin development, so that infrastructures can be developed. So these taxes will balance out the need for all residents of our City of Boise do not have to absorb them. Also, there should be a ceiling on development for new structures until 80% of the infrastructural concerns are committed and improved. The City of Boise |
| | | | people who work down | own and poor people who can't afford to liv | not really much. I would hope that people who work downtown would be the ones to live there that way they aren't on the roads. it would be a perfect project for those kinds of e people (ie people with good paying | be | the people who currently live in the area. TRAFFIC will get worse and we don't need more traffic. it shouldn't be that dense. dense building needs | | tax revenue! people who buy the | | not much as long as the road can | |
| 1-5 years | Southwest | Nextdoor | Yes make good money | there | jobs downtown) | the people who buy those houses | be near public transportation!!! | TRAFFIC | homes | land users? | handle the increase of traffic | TRAFFIC needs to be addressed when approving new developments |
| 6-10 years | Southwast | Νο | Yes | homes closes to the housing unit | narking crime noice | developer and owners | increased traffic on roads- particular those which are only one lane in eac direction | ly h townhouses need more parking. need more bike lanes. traffic during rush hour | | increased traffic. long commutes to shopping. increased fire hazard. loss of land for wildlife | drive time. development fees won't cover increased road traffic | new developments should be required to have sidewalks not only in neighborhood but along busy roads so people can walk and bike safely. need more bike lanes. |
| 6-10 years 20+years | Southwest Southwest | | Yes developer Yes No one except the devo | pers The neighborhood. | Huge ugly buldings. | | | The scenario states that there has already been a dense housing developer approved in the area. Without adequate alternate means of transportation, there will be too much traffic. This states is an area that is somewhat rural, so | | Current residents, the environment, | Again, this scenario states several developments have already been approved. The infrastructure cannot sustain the additional traffic and the strain on the land and water usage. Idaho needs to start looking at its water usage and that there is only so | t I understand growth happens and needs to happen, but I believe with a little proactive forethought in regards to infrastructure in regards to traffic and other resources such as water, we can make better o choices. I feel that Boise is growing too rapidly, without any thought given towards the negative |
| 20+years 20+years | Southwest Southwest | | Yes Developer and future re No | nters Current residents | Additional traffic, potential noise | Developer and the city of Boise | Current residents | not ideal for multiple unit housing | City | local wildlife | much to go around. | impacts it has on the City. |
| 20+years 6-10 years | Southwest Southwest | | No | | | | | | | | | |

| 6-10 years | Southeast | none | Voc | e entire city of boise | Maybe the neighbors but if the city was concerned about upset neighbor nothing would ever be able to be bui or developed again in the city. | | The city and residents (reduced housing prices) | Maybe the neighbors but again neighbors seem to always have something to complain about new developments. | none | Again the city of boise and its residents | no one | none | |
|-------------------------|------------------------|--|-------------------------------------|---|--|--|---|--|--|---|--|---|---|
| | Sourcest | | | | | | | | The lack of transportation. Our situ descrit have | | | | |
| | | | | | | That a good delevolper is chosen to take into account where the new | | | The lack of transportation. Our city doesn't have the biggest roads and adding more cars to some | | | - | es. Affordable housing and reliable public transportation are the most important t |
| 1-5 years | West/Northwest | none | | yone new who wants to live close the city center. | Current residents in that neighborhood. | building is going. A bad developer ca ruin an entire neighborhood. | an Newly wed couples and families looking for a house to buy. | The current residents as the increase traffic could be an issue. | ed areas could cause major issues. Preferably a better bus system would be put in place. | People looking to move here out of state. | Anyone looking to live close to activities in the city. | We need more affordable housing ar this isn't the solution. | and is improved that would help spread people out but still allow them to enjoy the center. |
| | | | | | | Parking. Not enough spots invites | | | | | Residents using the same streets to | | |
| 1-5 years | Southwest | | Yes Dev | veloper | Current residents | theft by parking on the street | Future residents | Current residents | Traffic | Land owner | commute and tax payers | Environmental | |
| | | | | | | Continued production of high densit | n., | | Increased use of infrastructure, which was | | | Losing the open area for nature and its creatures. The visual "trash on the | |
| | | | | y government through increase in | | Continued production of high densit housing that is not focused for the | | The current residents of the | probably maxed withother developements in the area. Increased levies for schools and everybod | y Owner, developer adn the county | All the animals who would either live | , hillside" would detract from the | Better start intelligently thinking about what you are doing. This money grab w |
| 20+years 16-20 years | Southwest Southwest | | Yes tax No | (base | Service workers | lower income service community. | The government though taxes | ocmmunity | who has their hand out looking for fundings. | governement | winter or pass through the area. | beauty of the city. | and the city will be left with the problems of poorly managed growth. |
| | | | | | | Bringing in people who do not value | 2 | | | | | Traffic, noise, losing our open spaces | 2S. |
| 6-10 years | Southwest | | Yes The | e developer | The immediate neighborhood | this community, they're just looking for a cheap place to live | The developer | The surrounding neighborhoods | Losing our Farmlands. These people bought here because they liked the open space & rural feel. | | | Turning everywhere into a congester city. | ed Slow down The growth of Boise. if it must grow then create more walkable con all this traffic. We need our open spaces and rural culture to continue. |
| 20+years | Southwest | none | No | | | | | | | | | | application meeting info. with the Developer in the PDS system. 2. Assign one p |
| 11-15 years | West/Northwest | Boise Citizen, Volunteer Neighborhood Association Member, Volunteer HOA Board Treasurer | arch age serv etc. befo | e Developer, the City's tax revenue chitects, attorneys, real estate ents, real estate brokers, financial rvices industry, nearby business, c all will benefit first and foremos fore the citizen who needs a roof er thier head. | Boise is being impacted by the repercussions of this long-term histo | e bs. Does not address the root cause of t problem low education levels = low ry wages. Creates a false belief of the citizens that "Affordable Housing" ca be controlled by the City when it is | w an | "a long-view" perspective. This will erase some of the City's heritage and history - farmland. When this land may actually have a larger place in t common good if the City allows for "the long-view"to be just as importa | d over their head while developer avoids the cost of safety provision of installing sprinkler systems he in shared-wall dwellings. This is a legislative | se 5 | The City - develpment such as this results in an adverse impact on the cost of providing City services. City wants/needs density to drive demand for Public Transit - this type of development is considered "sprawl" which flies in the face of this strategy | regulatory standards for safety and until it can provide the required safet services for the existing citizens withi the current City limits, no additional annexations with development approvals should occur. This scenario does not specify if this land is annexe into the City limits or is in the AOI. Regardless, the current Impact Fees are not enough to cover what is already needed and required without adding more to the City's responsibility for municipal services. The City needs to take care of what is currently under its roof before | be able to formally testify. 6. Ammend the Boise Code to include a minimum of Association Members on DIFAC - it is currently missing representation from on recipients. The City and the Development Community (builders, real estate age fully represented as the other two-thirds impacted. 7. Please continue the effor |
| 20+years | Southwest | none | Yes | | | | | | | | | Home values out of reach of average | |
| 1-5 years | West/Northwest | НОА | Yes Dev | velopers and politicians | Residents of Boise | 1960's mentality about housing and transportation by politicians. | Developers and Politicians | Residents of the semi-rural area that will see their quality of life lowered. | t Complete rejection of any modern mass transit possibilities. | Developers and politicians | Residents of the area. | Boise resident, and no modern mass transit ideas. | It is the year 2018. Don't need a 196o's master plan. Need one for now and the cars, mass transist (Not busses!) and competent management of the limited na |
| 11-15 years | Southwest | none | Yes | | | | | | | | | | |
| 11-15 years | Southwest | | Yes Dev | veloper | Neighbor hood | Population spike for neighborhood and congestion of transportation | Developer | Neighborhood and current residents | Travel times lack of road infrastructure no | Developer and owner | Environment | Wildlife | Need to create better ingress and regresses to deal with increase traffic and ge that actually has timely workability. |
| 20+years | Southwest | | Yes | velopei | | | | | | | | | |
| 11-15 years | Southwest | | No | | | | | | | | | | |
| 20+years | Southwest | none | | e developer, and Perhaps residents the building | s Current residents of the neighborhoo | Putting high density into a lower od density area | The developer and Boise City revenu | ue The current homeowners | Destruction of peaceful neighborhood for high density. People choose to live in particular area because of the nature of the neighborhood and should be allowed to retain that type of neighborhood feeling and peace and quiet. | | II No one if lots are kept large | Infrastructure streets and schools | I believe that citizens should not have their neighborhoods turned into someth they have historically been. We move to an area because we like the type of n Is Boise should not destroy rural type areas with high density housing |
| 20+years | North/Northeast | none | | e people of Boise | - Nimby-ism. But they will by no means be disadvantaged. In fact, the property value will increase because | drain, have to make more apartment affordable at a starting wage. Will the rents remain the same over the long term? The project could be built under certain assurances from the developer, but when completed could be sold/flipped to a new investor with a completely different | nts City through new taxing income | Existing residents. No benefits for them other than more neighbors | Lack of infrastructure support. Need to plan for future with less car-dependent travel ie. connections to bus lines | a Wealthy, older people maybe from out of state | Local farmer community and those who demand to eat local | Constrains room for additional growt in future. Loss of land which creates buffer between foothills and urban life. Lack of access to bike infrastructure or public transit | es a We need more connections to public transit or safe bike routes when consider |
| 11-15 years | Bench | | Yes resi | sidents | hub | model in mind | | | Sprawl and elimination of farmland. The city | | | | |
| 11-15 years | Bench | | Yes Rec | sidents and developers | Commuters and neighbors | Fit within exiting neighborhood | Buyers and developers | Existing neighbors and overall community | would never allow this in the foothills so why here? | Buyers and developers | Immediate neighbors | McMansions | The city should allow development but not favor one area over another. The cide downtown and the foothills and doesn't seem to care about quality of life elsev |
| 20+years | Bench | | | velopers always benefit | Schools will be impacted and the developer does not have to pay. Low income. These units are too expensive. The neighborhood since | | on The developer (they always make | This will destroy the character of the | Schools are always impacted, even when there are available seats. Developers should be paying the school district. Loss of our rural roots is so sad. Again, I would deny this development. | g Wealthy home owners, developer, | Everyone else. These proposals decrease open land and impact our foothills. Everyone has to look at er. houses up there instead of beauty. | This is the worst proposal yet. It impacts our open lands and benefits no one that needs help, only the wealthy. I would adamantly oppose | Whenever there is a development, these developers need to be paying the sche there are open seats at schools. Growth has impacted class size which impacts developers just pocket the money. Then the district has to approach the voters That is not fair. I'm sick of paying for developers to get rich, and as a teacher, I |
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| on are the most important to me. If public transport still allow them to enjoy the perks of the city |
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| |
| e doing. This money grab will soon come to an end managed growth. |
| |
| n create more walkable communities to help with ulture to continue. |
| PDS system. 2. Assign one primary number to a ted to it within the PDS system - this means any only docs. where the land address or subdivision e must hunt through different methods of an address used on one permit does not always pull be PDS system will even say no other permits exist hen located via a different search criteria. 3. The related to any given land parcel - to fix this and tool for a citizen to click on their neighborhood hat has happened or plans to happen on that land. Incomodate this application. 4. Public notification ed in density. Always include notification to all ou will waste City time and resources, as what ocation for a fire station in the mid-2000's. Read the ecitizens become when they are excluded from the rease the amount of time allocated to a testimony - 20 minutes is simply not enough time ropolis and no longer just a small little city. Also g HOA that is impacted by a development to also adde to include a minimum of 2 Neighborhood ing representation from one-third of the impacted ity (builders, real estate agents, bankers, etc.) are 7. Please continue the effort to inform and educate ing limitations a municipal corporation must be common citizen undertand that it's not that you y complaint here for "it"). Nearly every the City can decide whatever it wants. Simple |
| n. Need one for now and the future with driverless |
| anagement of the limited natural resources. |
| with increase traffic and get a mass transit system |
| rhoods turned into something other than what ecause we like the type of neighborhood and City of density housing |
| |
| bike routes when considering building on |
| bike routes when considering building on residents to remain connected to the City, rather ng long term, not coming up with a \$100 million |
| residents to remain connected to the City, rather |

| 6-10 years 20+years 20+vears | Southwest West/Northwest North/Northeast | no none No | Yes Yes Yes | The developer only builder/owner Developer, people seeking rentals (increased stock), low income renter | Everyone in Boise, especially those closest to this development. current residents neighborhood residents to a small rs extent | traffic, keeping a neighborhood | | All of Boise, especially those closest to development. city as a whole. we are losing what made Boise great with open lands and trees commuters from traffic without options | This city is not able to support the number of people who are here now. Adding more higher density housing will only compound the problem Loosing farmland would be detrimental to the character of Boise. | The out of state land owner and the developer only. owner Developer, people with wealth | e The city of Boise, especially those wh live closest to the development. drivers in the area commuters, city as a whole, | - | Before any more housing is built this city needs to improve it's infrastructure are flooding into Boise is destroying the character of this city. We may not be moving here but we can focus on our infrastructure and not be building high make sure we can accomodate all the new traffic. it is terrible driving in Bois affordability is becoming a big problem. Need low income housing. |
|--------------------------------------|--|--------------------------------------|-------------------|--|---|--|--|--|--|--|---|--|--|
| 20+years 20+years | Southwest West/Northwest | | Yes | People who like to live downtown The Developer and the City of Boise, tax-wise | Neighboring residents | The impact on neighborhoods caused by high density development. Typically these development increase crime and traffic. While pedestrian and bike access may be present many choose to drive. Due to that fact it puts an additional pinch on already cramped parking in the downtown area. The other component of downtown is that there are no major clothing, grocery, or other retail establishments where the average person can afford to shop on a regular basis. This leads to outflow traffic from these areas to west Boise and Meridian where these types of establishments are more prevalent. | cally mid to higher income lividuals that are able to afford to | _ | Creating density in areas without sufficient infrastructure creates undue burden on the whole area. Also the impact on local wildlife is such that it changes the character of the area. | | Any surrounding areas that are going to be impacted by traffic if the road infrastructure is not sufficiently enhanced to handle said ese development. Local wildlife will also be displaced from potential winter habitat. | Often times developments such as th are not sufficiently paying their share for the infrastructural enhancements that have to take place to support them. Many times these enhancements come as a reactionary | In planning for development we should focus on limiting urban sprawl, but th high density housing with detached single family or rural/suburban zones. A encourage more mainstream and affordable retailers to locate there. To do have adequate parking so that patrons can easily access those establishment on bike and pedestrian access is nice, but it should come second to automob fact is, most people drive and for many reasons other than just lack of access routes. I have worked downtown for over 12 years and it is not feasible for r transportation due to the fact that the buses are too few, and as it stands we to my commute from SW Boise each day. While bike routes might be an opt for 7 miles to an office environment without sufficient changing or other san option a non-option. For alternative transportation there needs to be a focus train/tram system that gets people in from the outlying areas into downtowr is something like that where I could take my bike go to a station and then ride to to traffic, but also an easier path of development rather than trying to purch of way or removing or shrinking lanes from existing roads to create bike lane hypothetical living costs for downtown are not reasonable given the fact that take into account the additional expenses potential residents would have to p h to retail estblishments where they can afford to shop, along with the commu so. |
| | | | | The developer and the politicians that | | | | | | The developer, the politicians, and | | None. I think this is a good | New developments should not be allowed to skimp on parking or on effects of |
| 16-20 years 1-5 years 20+years | West/Northwest Southeast Bench | none | Yes No | the developer pays off Developer | The citizens in the neighborhood Existing neighborhood | Increased traffic, insufficient parking The Traffic, social services school etc Hor | e developer and the politicians | The citizens in the neighborhood | Insufficient parking, increased traffic | new residents of the area | Open space advocates | development. | residents will bike or walk. It should be assumed that most families will have Grow smart |
| | | | | | The residents who already live in th neighborhood, particularly those wi have purchased their home. The bought in that neighborhood for a reason, and I doubt they would be excited about a bunch of new renta | definitely concerning as well. I am sure people who purchased their home in the existing neighborhood | | The resident who already live there, | and lack character with the houses all kind of looking the same, which I can see being an issue for current residents of the neighborhood. I like this idea better than the first scenario, but overall, the loss of farmland is very concerning to me. That is what so many of us love about Boise and to take it away in order to accommodate new residents, while benefiting them, kind of lowers the standard of living that current residents enjoy. I do approve that the local schools can accomodate new students. I am a teacher, and I don't think it is fair that schools and classrooms get overloaded with students because more people move into a neighborhood I understand that it is necessary, but it lowers the | e | Residents of Boise, particulary those n't who live in the surrounding area of | The loss of open space and farmland. That is what we love about Boise. | Rather than expanding outwards, is there any way that the downtown area of love our open space. It is one of the reasons people live here and love it here soon enough we will be just like every other big city which is what people in |
| 1-5 years 6-10 years | Bench West/Northwest | Morris Hill Neighborhood Association | Yes | The developer | coming in. | | e developer and people moving in | means losing farmland. | teachers when classrooms are overcrowded. | even from here | the development. | Stop taking away our open land. | from. |
| | | | | | | Additional traffic and changing the longstanding character and identity of | | Current homeowners and those who | T (6) | Developer and wealthy Californian | Mule deer and other wildlife through habitat loss, particularly critical winter | Urban sprawl, loss of habitat and open space, loss of access for regular | Please stop with promoting Boise so aggressively and the most livable city in inordinate growth is outpacing infrastucture, housing, schools, etc and week |
| 20+years | Southwest | | | All people living in this area. It sound | Existing homeowners in the area | a neighborhood Dev | veloper | value open space Existing residents due to poor | Traffic | transplants | range. | | |
| 16-20 years | West/Northwest | | Yes | like a perfect development, dense ar connected. | | Long-term services and impact of the 2-vehicle units on traffic. | e developer. | planning (they should not have bought houses here either!) | t Additional vehicle traffic to/from this area causing ciry to invest in road widening etc. | Out of state land owner | All Boise residents. This extends the city too far at great cost. | Loss of open space surrounding the city core. | City should model impact of self-driving vehicles on surface lot needs 1-4 mil the next 20 years. How can these spaces be repurposed? |
| 16-20 years 1-5 years | North/Northeast Southeast | none | Yes | Newer, richer residents and the developer/owner | The rest of the neighborhood | | nilies; possibly the neighborhood if pre commute infrastructure is built | | The ever expanding suburban environment without extra commercial amenities such as parks, roads/bike lanes, shopping centers, etc.; Road systems that only go N/S & E/W | Out-of-state entities; those people who do not value the rare open spa this country now has | All rural farmers in the area and the people who enjoy using the ce surrounding area to be away from th city, hunt, shoot, 4-wheeling, etc. | residents to the area without the | Spending my taxes to redo roads that are ALREADY in good condition rather first is ridiculous and more time and effort should be spent in finding those re |
| 20+years | North/Northeast | | Yes | The city and the developer. | The existing residents of the neighborhood who will deal with increased traffic. | abilities that would help. But, the esta whole town needs that in order for it ben | e developer, contractors and real ate agents. Ultimately we all nefit by having more property ners in the city. | People who would like to use the bus but the community doesn't see it necessary to put it there so, it's not there. If we want more density then we need to commit to a system that ALSO has busses and not just the same car community that requires all the sprawl which makes it hard for busses the cycle continues. Area will become less livable because of increasing traffic-loss of why you liked area in the first place. You would | These types of subdivisions spread out stores and markets and basically require a car lifestyle. | You say residents are "automobile dependent", and "no access to busses". I would prioritize busses an a bike zone. If we keep letting developers choose to make bike lar or not they won't happen until later and won't make sense. Developers will benefit, also real estate agents. | improvements and deal with the influences of serious construction and resurfacing and delays caused by constant upgrades which will never b | More of the same old developments that have super high priced homes that price out many who don't make enough money, and anybody who would not make a car a priority in their financial diet. | After years of living here I can say most of the recent change is fine and a net here. But, I would like my own city to have its own roads. ACHD seems like really see its use or what larger good it has given us over the long term. Bey and stops. I know the city and area will grow. I'm part of the growth! And I appreciate to feed back. My biggest concern is ruining property values and quality of life in Boise neighborhoods to build high density everywhere that ruins our quality idea of being a mini Portland or Austin. I would have stayed there if that's w |
| | | | | | | | | | | | | | |
| 1-5 years | West/Northwest | None | Yes | The property owners and developers | , | Traffic crime that comes with low rent Harms my property value. Pro | operty owners and developers | • | who enjoyed convenience of the are and having rural feel | Property owners wealthy California | ns More loss of prime farmland | density apartments in already crowded areas | Boise nice and send the high density out toward meridian where there is all k light rail down 184 |

e it's infrastructure. The rate at which people ty. We may not be able to stop people from ot be building higher density housing.

rible driving in Boise now

ban sprawl, but the answer is not mixing uburban zones. Also downtown needs to cate there. To do so though you need to ose establishments. Additionally, the focus cond to automobile infrastructure. The n just lack of access to bike or pedestrian s not feasible for me to use alternative and as it stands would add 2 hours or more s might be an option, in hot weather riding nging or other sanitary facilities make that needs to be a focus at least on buses, if not a eas into downtown. If there were tion and then ride from a nearby station to nate some of the crowding on the roads due an trying to purchase additional road right to create bike lanes. On another note, the given the fact that the affordability does not ts would have to pay for parking or travel g with the commute that is necessary to do king or on effects of traffic, hoping that families will have at least 2 cars. downtown area can expand upwards? We ere and love it here. If we develop it all, ch is what people move here to get away nost livable city in America campaign. The ools, etc and week actually diminish quality e lot needs 1-4 miles from downtown core in d condition rather than fixing the bad roads t in finding those roads in disrepair first. ge is fine and a necessary part of life. I like it ACHD seems like a nuisance and I don't ne long term. Beyond that, more bus times And I appreciate the opportunity to give nd quality of life in the North End and other t ruins our quality of life just to meet some d there if that's what I was looking for. Keep where there is all kinds of land and put a

| | | | | those who are looking |
|-------------|----------------|--|-----|-------------------------|
| 20+years | West/Northwest | none | Yes | downtown |
| 16-20 years | Southeast | | Yes | |
| | | | | |
| | | | | |
| 20+years | Bench | No | Yes | The developers and ci |
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| 20+years | Southwest | No | Yes | Developer and the city |
| | | | | |
| | | | | |
| 20+years | West/Northwest | Northwest Boise Neighborhood Association | Yes | the developer |
| 1-5 years | West/Northwest | none | Yes | |
| | | | | |
| | | | | |
| | | | | |
| | | | | developer, those look |
| 6-10 years | Bench | none | Yes | area and rent (but it's |

| | | Height. If 2 stories are the standard | | | | | | | |
|--------------------------------------|---|---|-------------------------------------|---|---|---------------------------------|---------------------------------------|---|---|
| | | then I could reasonably see a 3 story | | Current travelers will be | | | | | |
| e who are looking for housing in | | building but not 4. If 3 stories becomes a standard then perhaps 4 Families that cannot afford to be | | disadvantaged. Traffic congestion is a disadvantage. Particularly on a one Only one on-site parking spot for "families" | | | | | |
| ntown | those already living in the area | stories could then be approved. | closer to downtown. | lane road. | seems like there will be a lot of street parking. | | | | |
| ntown | | | | | | | | | |
| | | Making Boise less "livable" for current | It Developers and city tax coffers. | | | Developer and out of state land | | | I hope we learn from areas like Portland and don't make mistakes that create the same kind of issues |
| developers and city tax coffers | The current neighborhood residents | _ | People looking for affordable homes | Current residents. | Traffic congestion. | owner. | Current residents. | Traffic congestion and air quality. | areas like that have. Seems like we are headed that way with no forethought of current residents. |
| | | | | | | | | | |
| | | | | | | | | I'm concerned about an investor | |
| | | | | | | | | coming in to the community and | |
| | | | | | | | | turning a profit without any regard to | |
| | | | | | | | | the current citizens. The property | |
| | | | | | | | | owner will make money, the | |
| | | The developer and city gains profit | | | | | | developer will make money. Citizens | |
| | | and taxes respectively. This occurs | | | | | | will lose scenic surroundings. These | |
| | | while traffic increases without | | | | | | types of 'communities' or | |
| | | mention of road improvements. If the new residents plan to use bus | | | | | | neighborhoods are started and do not finish completely. Additionally, they | |
| | | tranportation or to walk to | | | | | | do not have SUSTAINING supporting | |
| | | work/school, the impact will be less. | | | | | | business for the neighborhood. No | |
| | | However, we know bus usage is small | 1 | | | | | grocery market, convenience stores, | The city should take a deeper investigative dive and analysis of property owners or developers from |
| | | in the valley. The nearby schools also | | | | | | | out of state. They swoop in, create developments, make money and leave. The 15-20 minute drives to |
| | | have limited capacity putting a burder | | | | | | areas are marketed with great | grocery stores are usually require more time than that. Those trips can easily take 60 minutes round- |
| | | on current teachers and decreasing | | | | | | ammenities, yet the people have | trip for 'quick items' like milk, etc. The time that it takes to drive to resturants increases to 30-40 |
| | | the attention students will receive. | | | Traffic will no doubt increase. Are the current | | | greater than 15-20 minute drive to | minutes. Areas south of 184 do not have any destination shopping areas with any retail other than Fred |
| | | This will too, likely impact the already | / | | roads engineered to accept the additional traff | fic? | | nearby conveniences. This type of | Meyer or Walmart. There is no Target, Khols, or casual or fast casual resturants to choose from. Same |
| | | negative national ranking our Idaho | | | Bus and bike traffic do not sound like a viable | | | information or marketing presents | thing in east Boise. Everything has been drawn to west Boise near the mall or The Village in Meridian. |
| eloper and the city. | Current citizens | education system has. | Developer and city | Current residents of the area | alternative nor a necessary consideration. | The owner and developer. | Current citizens | false advertising. | Look at the ghost town that the Boise Outlet Mall has become. |
| | | That the city keeps building and | | | | | | | The city needs to STOP with the overbuilding and overcrowding that only benefits the developer. It is |
| | | building without any regard to | | | Once farmland is developed, it is gone forever, | | | such as this will impact the schools | okay if people want to move to Boise and are unable to at this time, the current pace of building |
| developer | current residents | overcrowding. | developer | current residents | not scenery we can ever get back. | developer | no one | and roads. | without roads to support it or schools to hold new students is absolute insanity and it must stop! |
| | these surrently living in the | | | | | | This would have a harsh impact on the | | |
| | those currently living in the neighborhood - impacts | | | | | | C . | mainly the cost of the homes and how | please continue to do great work to preserve our foothills and open, green space :) This is one of |
| eloper, those looking to live in the | . | transportation parking and general | developer, families looking to move | those currently living there who like | the price of housing seems high - further drivir | ng | | - | many reasons we live here! and please keep it up preserving historical homes they give our city |
| | school capacity | over-population of the area | into this area | the view of the farmland :) | | developer | | affordability. | character! |
| and rent (but it's pricey) | | | | | housing prices up | uevelopel | ובאעכוונא | anoraaninty. | |