HOW COULD THE PROPOSED 17-UNIT DEVELOPMENT BY THE CLUBHOUSE AFFECT OUR PROPERTY VALUES?

Skyline Country Club's owner has suggested that adding 17 new residences near the Clubhouse will increase property values within Skyline Country Club Estates. Homeowners should understand that there is another—and economically well-supported—side to this argument.

Real-estate values are determined by what buyers are willing to pay. In an established, low-density community such as Skyline, buyers place significant value on **quiet, privacy, views, natural surroundings, limited traffic and the character of the neighborhood**. When those qualities are diminished, the affected property does not automatically become more valuable simply because new, expensive homes have been built nearby.

The Construction Period Could Last Years

If approved, the most immediate concern is the potential **2–4 year construction period**. Homes closest to the proposed development and those located along Mission Hill and St. Andrews would experience the greatest exposure to construction trucks, cement trucks, dump trucks, workers, noise, dust, traffic delays and disruption.

Research demonstrates that buyers place an identifiable financial value on quieter residential environments. A 2025 National Bureau of Economic Research study analyzing traffic noise found that reducing traffic noise produced an average **6.8% increase in property values for homes within 100 meters**, with the effect declining as distance increased.[1] Federal Highway Administration research likewise recognizes that vehicle noise can be reflected in reduced residential property values and that vehicle weight, traffic volume and proximity to residences influence those costs.[2]

That does **not** mean Skyline homes will decline precisely 6.8%. It does demonstrate an important principle: **noise, traffic and residential disruption have economic value, and buyers take them into account.**

There can also be an effect before construction begins. Economic research has documented **anticipatory effects on housing prices following the announcement of a significant future change**, because buyers purchase not only today's environment but the conditions they expect to live with in the future.[3]

For a homeowner attempting to sell during several years of construction, the practical question becomes simple:

Will a buyer pay the same price for a home overlooking or adjacent to an active construction project—or located along its primary heavy-truck route—when comparable homes are available without those conditions?

In many cases, the seller may have to accept a lower price, wait longer for a buyer, or both.

After Construction: Some Effects Disappear, Others May Not

When construction ends, truck traffic, dust and construction noise should disappear. However, homeowners immediately surrounding the project could face permanent changes including additional buildings, loss of natural open space, altered views, additional lighting, increased density, additional residents and traffic, and reduced privacy.

Research consistently shows that these types of localized effects are strongest for the properties nearest the source and diminish with distance.[1]

Accordingly, it would be unreasonable to claim that **every Skyline property will decline in value**. Homes farther from the development may experience little or no measurable effect. But it is equally unreasonable to assure homeowners that constructing 17 three-story residences will automatically increase everyone's property values.

Even a modest effect is financially significant. A **5% change in the market value of a $1 million property equals $50,000 of homeowner equity; a 10% change equals $100,000.**

For those homeowners living closest to the proposed development and construction route, that financial risk deserves serious consideration before this rezoning request is approved.

Before accepting the claim that this development will increase Skyline property values, homeowners should ask one basic question: *Where is the independent appraisal or market study demonstrating that conclusion?*

Sources

[1] Enrico Moretti & Harrison Wheeler, *The Traffic Noise Externality: Costs, Incidence and Policy Implications*, National Bureau of Economic Research Working Paper 34298, Sept. 2025. Study found an average 6.8% increase in values for properties within 100 meters following meaningful reductions in traffic noise; effects diminished with distance. (National Bureau of Economic Research)

[2] Federal Highway Administration, *Highway Cost Allocation Study – Noise*. FHWA recognizes residential property-value effects associated with vehicle noise and identifies traffic volume, vehicle type, weight and proximity as important factors. (Federal Highway Administration)

[3] Jeffrey P. Cohen, Cletus C. Coughlin, Jonas Crews & Stephen L. Ross, *Immediate and Longer-Term Housing Market Effects of a Major U.S. Airport Closure*, National Bureau of Economic Research Working Paper 29385, 2021. Researchers identified housing-price effects occurring in anticipation of the announced future change. (National Bureau of Economic Research)