

# Findings Report for a Statistically Valid Community Survey



Submitted to

**The City of Brentwood, TN**  
**By**



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# Section 1

## *Executive Summary*

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# ***Executive Summary Report***

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## ***Brentwood 2020 Update Community Survey***

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### **Overview of the Methodology**

ETC Institute was founded in 1982 by Dr. Elaine Tatham to help local governments gather data from residents to enhance community planning. During the past 32 years, the firm has grown from a small one-person company to a national corporation. Since its founding, ETC Institute has completed research projects for clients in 46 states. This includes thousands of surveys, focus groups, and stakeholder meetings. ETC Institute is one of the nation's leading community-based market research firms. We help corporate business, governments, library, and non-profit organizations gather and interpret data from the general public and special interest groups about a wide range of issues.

ETC has partnered with the City of Brentwood to conduct three statistically valid surveys; two community surveys and one business survey to help establish priorities for future growth and development. Findings from the first community survey established the basis of the second community survey. The second community survey was designed to obtain statistically valid results from households throughout the City of Brentwood. The survey was administered by mail and web.

ETC worked extensively with City of Brentwood officials in the development of the survey questionnaire. This work allowed the survey to be tailored to issues of strategic importance to help establish priorities for future growth and development.

A six-page survey was mailed to all households within the City of Brentwood. ETC Institute was able to obtain a total of 3,799 completed surveys. The results of the random sample of 3,799 households have a 95% level of confidence with a precision rate of at least +/-1.5%.

The following pages summarize major survey findings from the second community survey.

## SENIOR HOUSING

- ❖ **Level of support for senior living options:** Based on the percentage of residents who had an opinion, who indicated “strongly support” or “support,” 85% indicated that they support assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals. Other similar levels of support include: Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc. (80%), attached single family homes available for purchase with community provided property maintenance services (72%), and stand-alone single family homes on small lots available for purchase (72%).
- ❖ **Level of agreement on senior living locations:** Based on the percentage of residents who had an opinion, who indicated “strongly agree” or “agree,” 81% indicated that they agree with proximity to services and facilities (i.e. grocery stores, doctors’ offices, parks, etc.) should be a primary factor in deciding where to locate senior living options. Other similar levels of agreement include: Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods (75%) and age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions (70%).
- ❖ **Support for greater density of homes per acre:** Residents were asked if a development was legally restricted for persons age 55 and older, if they would support or oppose allowing for a greater density of units per acre. Sixty-two percent (62%) of residents were either “very supportive” or “somewhat supportive”. Other levels of agreement include: Somewhat opposed (21%) and very opposed (17%).
- ❖ **Support for the City creating new land use regulations:** Residents were asked whether they would support or oppose the City in the drafting of new land use regulations designed to allow additional senior housing options in Brentwood. Seventy-four percent (74%) of residents were either “very supportive” or “somewhat supportive.” Other levels of support include: Somewhat opposed (16%) and very opposed (10%).

## TURNER PROPERTY

- ❖ **Maximum amount of additional taxes to preserve all or a portion of the Turner property:** Thirty-four percent (34%) of residents indicated that they do not support city acquisition if it requires a property tax increase. Other amounts include: Up to \$100 per year (30%), between \$100-\$250 per year (22%), between \$250-\$500 per year (9%), and more than \$500 per year (5%).

## TRAIL SYSTEM EXPANSION

- ❖ **Agreement with Building a Trail Across Private Property Only with Consent:** Residents were asked whether they agreed or disagreed with the following statement: The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off street trails. Based on the percentage of respondents, excluding don't know, 78% agree with the above statement.

## TRAFFIC AND TRANSPORTATION

- ❖ **Most important strategies for the City to consider when planning for future transportation projects:** Forty-five percent (45%) of residents indicated that the most important strategy for the City to consider was to distribute funds over a combination of some smaller scale improvements that could be completed in a shorter time period and one major road widening project that would take many years to complete. Other most important strategies include: Distribute funds over a larger number of smaller scale traffic improvements that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete (36%) and focus on two or three major road widening projects that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period (19%).
- ❖ **Most important options for the City to consider when selecting and designing future transportation projects:** Seventy-three percent (73%) of residents indicated the most important statement for the City to considering when selecting and designing future transportation projects was to carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit. Twenty-seven percent (27%) indicated the most important option was to maximize long-term benefits even if

adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.

- ❖ **Highest priorities for allocating funds for maintaining and improving Brentwood's transportation system:** Based on the sum of residents top two choices, 86% indicated that the highest priority was preventing congestion on major roads from getting worse. Other priorities include: Maintaining existing neighborhood streets via the City's annual resurfacing program (76%), and providing transportation options (32%).
- ❖ **Maximum amount of additional property taxes residents are willing to pay annually to allow the City to make major road and traffic improvements:** Thirty percent (30%) of residents indicated that they were willing to pay up to \$100 per year in additional property taxes to make road and traffic improvements. Other amounts include: None. City should undertake projects based on current available revenue only (29%), between \$100-\$250 per year (26%), between \$250-\$500 per year (11%), and more than \$500 per year (4%).

## **Section 2**

### ***Charts and Graphs***

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## Q1. Level of Support for Senior Living Options

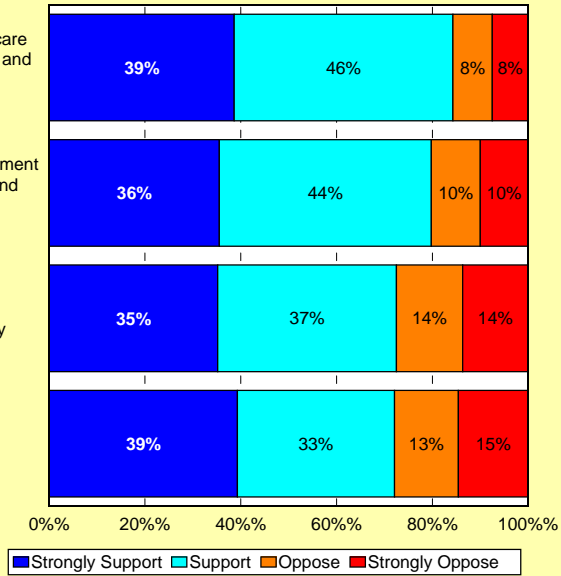
by percentage of respondents (excluding "no opinion")

Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.

Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc.

Attached single family homes available for purchase with community provided property maintenance services.

Stand-alone single family homes on small lots available for purchase.



Source: Leisure Vision/ETC Institute for the City of Brentwood

## Q2. Level of Agreement on Senior Living Locations

by percentage of respondents (excluding no opinion)

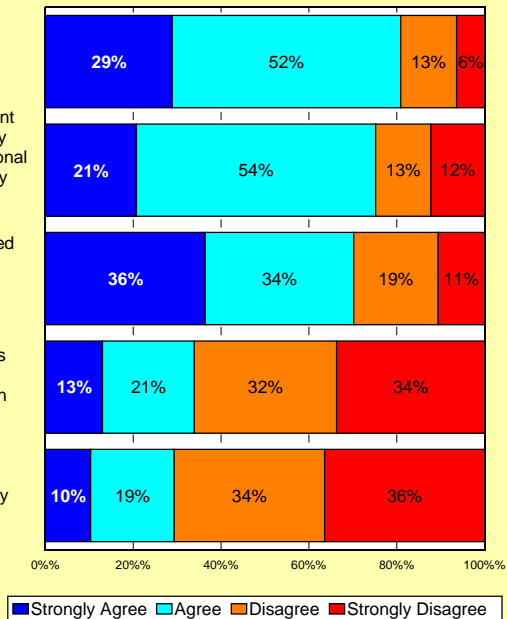
Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.

Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.

Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.

Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.

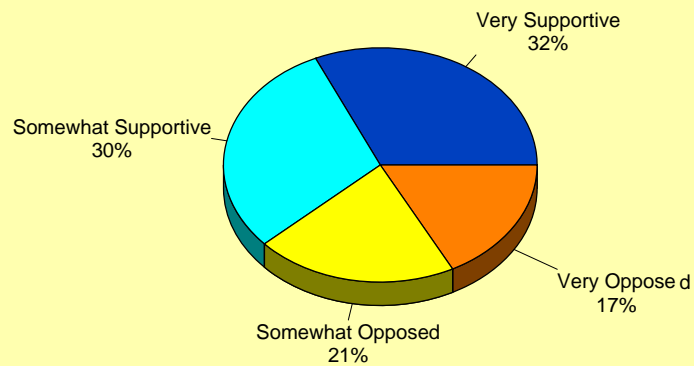
Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q3. Level of Support for a Greater Density of Homes Per Acre

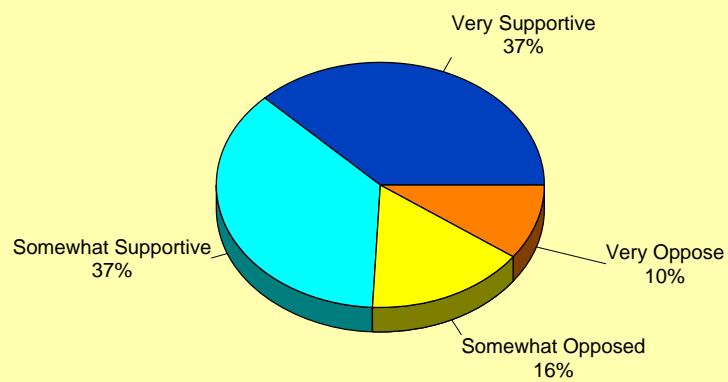
by percentage of respondents (excluding "no opinion")



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q4. Level of Support for the City Creating New Land Use Regulations

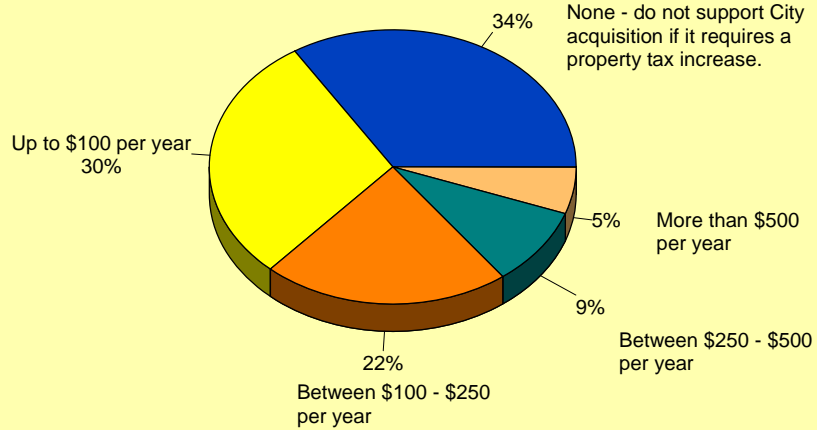
by percentage of respondents (excluding "no opinion")



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q5. Maximum Amount of Additional Property Taxes Respondents Are Willing to Pay to Acquire and Maintain All or a Portion of the Turner Property

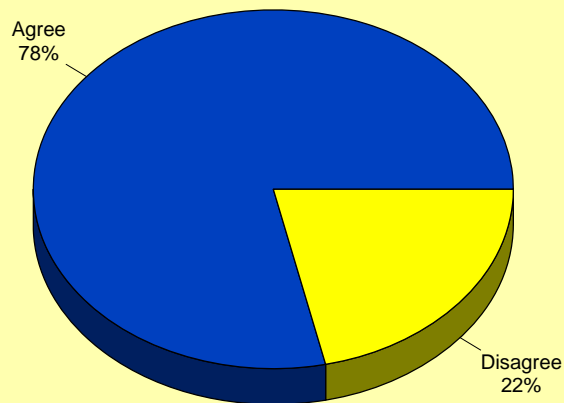
by percentage of respondents (excluding "don't know")



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q6. Agreement with Building Trails Across Private Property Only with Consent

by percentage of respondents (excluding "don't know")



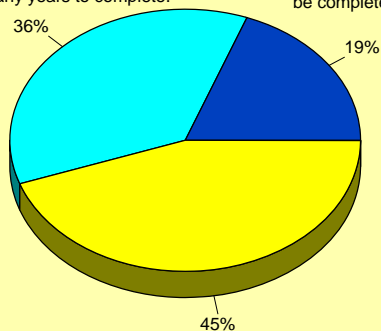
Source: Leisure Vision/ETC Institute for the City of Brentwood

## Q7. Most Important Strategies for the City to Consider when Planning for Future Transportation Projects

by percentage of respondents (excluding "don't know")

Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.

Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.



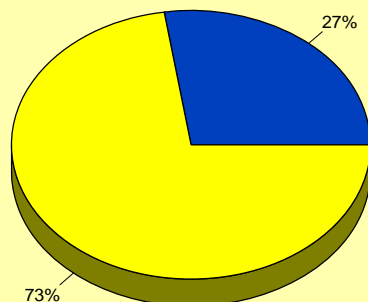
Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete.

Source: Leisure Vision/ETC Institute for the City of Brentwood

## Q8. Most Important Statements for the City to Consider When Designing Future Transportation Projects

by percentage of respondents

Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.

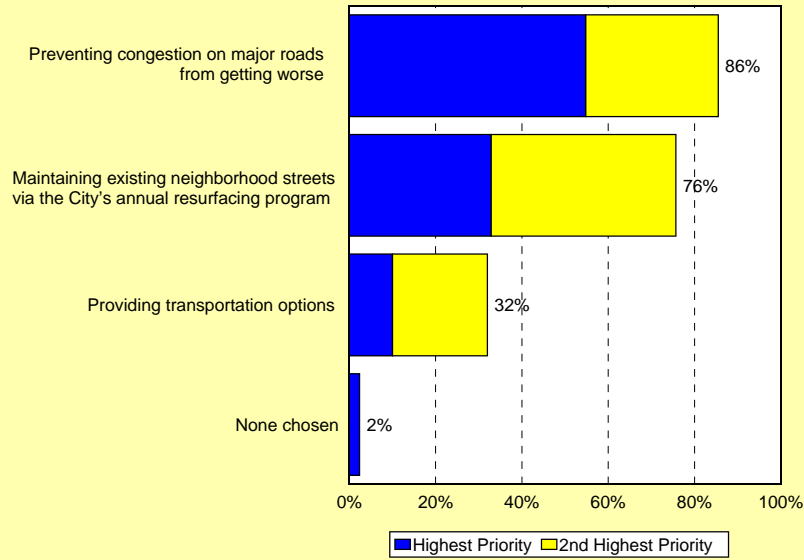


Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.

Source: Leisure Vision/ETC Institute for the City of Brentwood Business

### Q9. Highest Priorities for Allocating Funds for Maintaining/Improving Brentwood's Transportation System

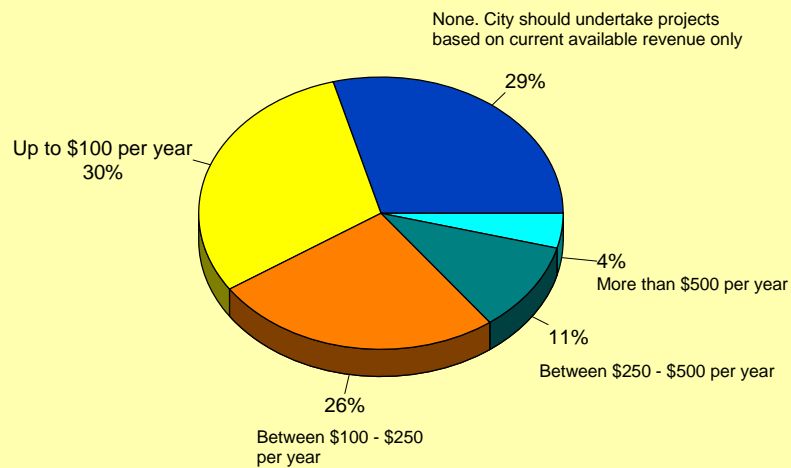
by percentage of respondents who selected the item as one of their top two choices



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q10. Maximum Additional Property Taxes Respondents Are Willing to Pay Annually to Allow the City to Make Major Road and Traffic Improvements

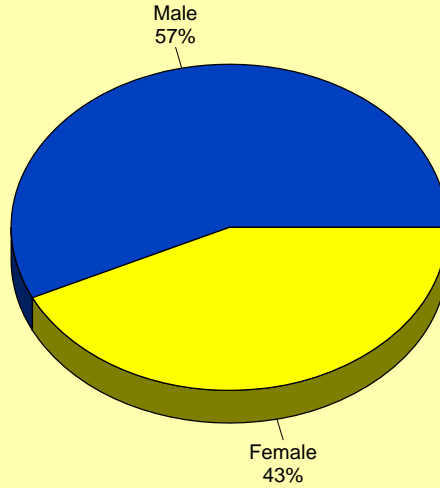
by percentage of respondents (excluding "don't know")



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q11. Demographics: Gender

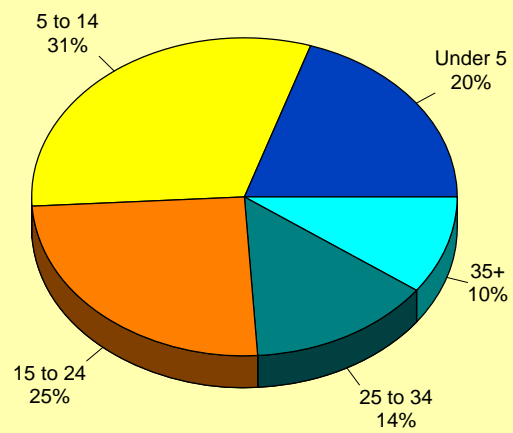
by percentage of respondents



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q12. Demographics: How Many Years Resident Has Lived in the City of Brentwood

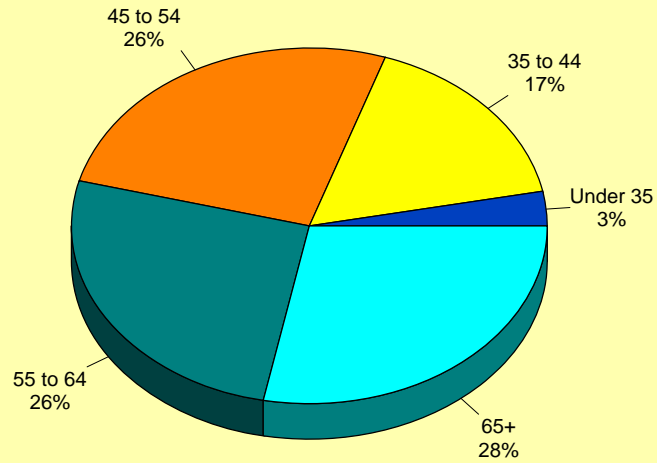
by percentage of respondents (excluding "not provided")



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q13. Demographics: Residents Age

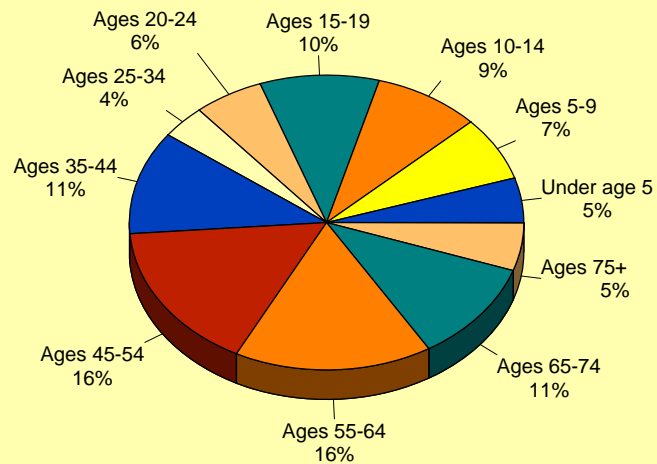
by percentage of respondents (excluding "not provided")



Source: Leisure Vision/ETC Institute for the City of Brentwood

### Q14. Demographics: Age Groups of People in Households

by percentage of respondents



Source: Leisure Vision/ETC Institute for the City of Brentwood

## Section 3

### *Tabular Data*

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## Tabular Data

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:**

(N=3799)

	Strongly Support	Support	Oppose	Strongly Oppose	No Opinion
A. Stand-alone single family homes on small lots available for purchase.	35.8%	29.9%	12.1%	13.3%	8.9%
B. Attached single family homes available for purchase with community provided property maintenance services.	32.1%	33.9%	12.6%	12.5%	8.9%
C. Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc.	32.6%	40.6%	9.4%	9.2%	8.1%
D. Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.	35.2%	41.6%	7.5%	6.9%	8.9%

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

(N=3799)

	Strongly Support	Support	Oppose	Strongly Oppose
A. Stand-alone single family homes on small lots available for purchase.	39.3%	32.8%	13.3%	14.6%
B. Attached single family homes available for purchase with community provided property maintenance services.	35.2%	37.3%	13.8%	13.7%
C. Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc.	35.5%	44.2%	10.2%	10.0%
D. Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.	38.6%	45.6%	8.2%	7.5%

## Tabular Data

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?**

(N=3799)

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
A. Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.	32.8%	30.4%	17.3%	9.5%	10.0%
B. Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.	11.8%	18.9%	29.4%	30.6%	9.3%
C. Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.	9.2%	17.1%	30.7%	32.7%	10.3%
D. Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.	18.6%	48.7%	11.3%	10.9%	10.5%
E. Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.	24.7%	44.4%	10.9%	5.5%	14.5%

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

(N=3799)

	Strongly Agree	Agree	Disagree	Strongly Disagree
A. Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.	36.4%	33.8%	19.2%	10.6%
B. Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.	13.0%	20.9%	32.4%	33.7%
C. Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.	10.3%	19.0%	34.2%	36.4%
D. Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.	20.7%	54.4%	12.6%	12.2%
E. Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.	28.9%	52.0%	12.7%	6.4%

## Tabular Data

**Q3. Given land prices in Brentwood, requiring a senior housing development with smaller homes and smaller lots to maintain an overall “one house per acre” density would likely result in significantly higher priced homes. If a development was legally restricted for persons age 55 and older, to what degree would you support or oppose allowing for a greater density (up to 4 units per acre, for example)?**

Q3. Would you support or oppose allowing for a greater density?	Number	Percent
Very Supportive	1146	30.2 %
Somewhat Supportive	1088	28.6 %
Somewhat Opposed	751	19.8 %
Very Oppose	627	16.5 %
No Opinion	187	4.9 %
Total	3799	100.0 %

**Q3. Given land prices in Brentwood, requiring a senior housing development with smaller homes and smaller lots to maintain an overall “one house per acre” density would likely result in significantly higher priced homes. If a development was legally restricted for persons age 55 and older, to what degree would you support or oppose allowing for a greater density (up to 4 units per acre, for example)? (excluding "no opinion")**

Q3. Would you support or oppose allowing for a greater density?	Number	Percent
Very Supportive	1146	31.7 %
Somewhat Supportive	1088	30.1 %
Somewhat Opposed	751	20.8 %
Very Oppose	627	17.4 %
Total	3612	100.0 %

**Q4. How supportive or opposed are you of the City creating new land use regulations designed to allow additional senior housing options in Brentwood?**

Q4. How supportive or opposed are you?	Number	Percent
Very Supportive	1324	34.9 %
Somewhat Supportive	1302	34.3 %
Somewhat Opposed	559	14.7 %
Very Oppose	351	9.2 %
No Opinion	263	6.9 %
Total	3799	100.0 %

**Q4. How supportive or opposed are you of the City creating new land use regulations designed to allow additional senior housing options in Brentwood? (excluding "no opinion")**

Q4. How supportive or opposed are you?	Number	Percent
Very Supportive	1324	37.4 %
Somewhat Supportive	1302	36.8 %
Somewhat Opposed	559	15.8 %
Very Oppose	351	9.9 %
Total	3536	100.0 %

## Tabular Data

**Q5. As noted in the first survey, the Turner family has not indicated any current plans to develop their property. However, the results of the first survey showed that 64% of respondents supported raising property taxes to allow the City to purchase and maintain all or a portion of the Turner property if such an opportunity was presented to the City. From the following, please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to acquire and maintain all or a portion of the Turner property for the purpose of preserving it as undeveloped land?**

Q5. MAXIMUM in additional property taxes you would be willing to pay	Number	Percent
None - do not support City acquisition if it requires a property tax increase.	1262	33.2 %
Up to \$100 per year	1101	29.0 %
Between \$100 - \$250 per year	812	21.4 %
Between \$250 - \$500 per year	351	9.2 %
More than \$500 per year	202	5.3 %
Don't Know	71	1.9 %
Total	3799	100.0 %

**Q5. As noted in the first survey, the Turner family has not indicated any current plans to develop their property. However, the results of the first survey showed that 64% of respondents supported raising property taxes to allow the City to purchase and maintain all or a portion of the Turner property if such an opportunity was presented to the City. From the following, please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to acquire and maintain all or a portion of the Turner property for the purpose of preserving it as undeveloped land? (excluding "don't know")**

Q5. MAXIMUM in additional property taxes you would be willing to pay	Number	Percent
None - do not support City acquisition if it requires a property tax increase.	1262	33.9 %
Up to \$100 per year	1101	29.5 %
Between \$100 - \$250 per year	812	21.8 %
Between \$250 - \$500 per year	351	9.4 %
More than \$500 per year	202	5.4 %
Total	3728	100.0 %

## Tabular Data

**Q6. Do you Agree or Disagree with the following statement? The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off-street trails.**

Q6. Do you Agree or Disagree with the following statement?	Number	Percent
Agree	2930	77.1 %
Disagree	806	21.2 %
Don't Know	63	1.7 %
Total	3799	100.0 %

**Q6. Do you Agree or Disagree with the following statement? The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off-street trails.(excluding "don't know")**

Q6. Do you Agree or Disagree with the following statement?	Number	Percent
Agree	2930	78.4 %
Disagree	806	21.6 %
Total	3736	100.0 %

## Tabular Data

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE)**

Q7. Which ONE of the following strategies do you think is more important?	Number	Percent
Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.	715	18.8 %
Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.	1321	34.8 %
Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete. This option would allow both smaller and larger projects to be done, but less of each than in option 1 or 2.	1645	43.3 %
Don't Know	118	3.1 %
Total	3799	100.0 %

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

Q7. Which ONE of the following strategies do you think is more important?	Number	Percent
Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.	715	19.4 %
Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.	1321	35.9 %
Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete. This option would allow both smaller and larger projects to be done, but less of each than in option 1 or 2.	1645	44.7 %
Total	3681	100.0 %

## Tabular Data

### **Q8. Which ONE of the following do you think is more important for the City to consider when selecting and designing future transportation projects?**

Q8. Which ONE of the following do you think is more important?	Number	Percent
Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.	1016	26.7 %
Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.	2704	71.2 %
Don't Know	79	2.1 %
Total	3799	100.0 %

### **Q8. Which ONE of the following do you think is more important for the City to consider when selecting and designing future transportation projects? (excluding "don't know")**

Q8. Which ONE of the following do you think is more important?	Number	Percent
Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.	1016	27.3 %
Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.	2704	72.7 %
Total	3720	100.0 %



## Tabular Data

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

Q9. 1st Priority	Number	Percent
Maintaining existing neighborhood streets via the City's annual resurfacing program	1248	32.9 %
Preventing congestion on major roads from getting worse	2080	54.8 %
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	381	10.0 %
None chosen	90	2.4 %
Total	3799	100.0 %

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

Q9. 2nd Priority	Number	Percent
Maintaining existing neighborhood streets via the City's annual resurfacing program	1626	42.8 %
Preventing congestion on major roads from getting worse	1168	30.7 %
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	837	22.0 %
None chosen	168	4.4 %
Total	3799	100.0 %

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided. (sum of the top two)**

Q9. Sum of top two priorities	Number	Percent
Preventing congestion on major roads from getting worse	3248	85.5 %
Maintaining existing neighborhood streets via the City's annual resurfacing program	2874	75.7 %
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	1218	32.1 %
Total	7340	

## Tabular Data

**Q10. Given all the competing fiscal demands, large-scale road improvement projects on major streets are beyond the City's ability to fund given current revenue sources, even with state or federal grants. As a measure of how significant you feel our traffic problems are, from the following please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to undertake major road and traffic improvement projects?**

Q10. MAXIMUM in additional property taxes you would be willing to pay?	Number	Percent
None – City should undertake projects based on current available revenue only.	1110	29.2 %
Up to \$100 per year	1134	29.8 %
Between \$100 - \$250 per year	966	25.4 %
Between \$250 - \$500 per year	406	10.7 %
More than \$500 per year	146	3.8 %
Don't Know	37	1.0 %
Total	3799	100.0 %

**Q10. Given all the competing fiscal demands, large-scale road improvement projects on major streets are beyond the City's ability to fund given current revenue sources, even with state or federal grants. As a measure of how significant you feel our traffic problems are, from the following please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to undertake major road and traffic improvement projects? (excluding "don't know")**

Q10. MAXIMUM in additional property taxes you would be willing to pay?	Number	Percent
None – City should undertake projects based on current available revenue only.	1110	29.5 %
Up to \$100 per year	1134	30.1 %
Between \$100 - \$250 per year	966	25.7 %
Between \$250 - \$500 per year	406	10.8 %
More than \$500 per year	146	3.9 %
Total	3762	100.0 %

## Tabular Data

### **Q11. What is your gender?**

Q11. What is your gender?	Number	Percent
Male	2179	57.4 %
Female	1608	42.3 %
Not Provided	12	0.3 %
Total	3799	100.0 %

### **Q11. What is your gender? (excluding "not provided")**

Q11. What is your gender?	Number	Percent
Male	2179	57.5 %
Female	1608	42.5 %
Total	3787	100.0 %

### **Q12. How many years have you lived in the City of Brentwood?**

Q12. How many years have you lived in the City of Brentwood?	Number	Percent
Under 5	758	20.0 %
5 to 14	1137	29.9 %
15 to 24	944	24.8 %
25 to 34	533	14.0 %
35+	376	9.9 %
Not Provided	51	1.3 %
Total	3799	100.0 %

### **Q12. How many years have you lived in the City of Brentwood? (excluding "not provided")**

Q12. How many years have you lived in the City of Brentwood?	Number	Percent
Under 5	758	20.2 %
5 to 14	1137	30.3 %
15 to 24	944	25.2 %
25 to 34	533	14.2 %
35+	376	10.0 %
Total	3748	100.0 %

## Tabular Data

### **Q13. What is your age?**

Q13. What is your age?	Number	Percent
Under 35	137	3.6 %
35 to 44	623	16.4 %
45 to 54	961	25.3 %
55 to 64	958	25.2 %
65+	1032	27.2 %
Not Provided	88	2.3 %
Total	3799	100.0 %

### **Q13. What is your age? (excluding "not provided")**

Q13. What is your age?	Number	Percent
Under 35	137	3.7 %
35 to 44	623	16.8 %
45 to 54	961	25.9 %
55 to 64	958	25.8 %
65+	1032	27.8 %
Total	3711	100.0 %

### **Q14. Including yourself, how many people in your household fall into these age groups?**

	Mean	Sum
number	2.94	11019
Q14 Under age 5	0.14	532
Ages 5-9	0.21	792
Ages 10-14	0.26	968
Ages 15-19	0.28	1057
Ages 20-24	0.17	653
Ages 25-34	0.11	421
Ages 35-44	0.33	1228
Ages 45-54	0.48	1806
Ages 55-64	0.47	1768
Ages 65-74	0.33	1239
Ages 75+	0.15	555

**Section 4**  
**Cross Tabular Data by:**  
***Resident Age***

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## Age of Resident

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
<u>A. Stand-alone single family homes on small lots available for purchase.</u>						
Strongly Support	25.4%	22.9%	33.8%	50.2%	45.7%	39.3%
Support	46.6%	39.3%	36.1%	29.5%	27.6%	32.8%
Oppose	11.9%	18.0%	14.0%	9.0%	14.1%	13.3%
Strongly Oppose	16.1%	19.8%	16.1%	11.3%	12.6%	14.6%
<u>B. Attached single family homes available for purchase with community provided property maintenance services.</u>						
Strongly Support	27.3%	20.3%	31.1%	44.1%	40.8%	35.2%
Support	43.8%	39.2%	39.3%	35.5%	34.8%	37.3%
Oppose	14.9%	18.9%	14.0%	10.0%	14.6%	13.8%
Strongly Oppose	14.0%	21.6%	15.6%	10.4%	9.8%	13.7%

## Age of Resident

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
<u>C. Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc.</u>						
Strongly Support	24.6%	18.4%	31.6%	42.4%	44.7%	35.5%
Support	43.4%	47.7%	45.9%	43.1%	41.8%	44.2%
Oppose	16.4%	16.6%	10.1%	7.9%	8.1%	10.2%
Strongly Oppose	15.6%	17.3%	12.4%	6.6%	5.4%	10.0%
<u>D. Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.</u>						
Strongly Support	29.8%	23.6%	34.4%	44.0%	47.8%	38.6%
Support	44.6%	50.8%	46.7%	44.9%	42.4%	45.6%
Oppose	17.4%	11.3%	9.9%	5.9%	6.1%	8.2%
Strongly Oppose	8.3%	14.3%	9.0%	5.2%	3.7%	7.5%

## Age of Resident

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
<u>A. Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.</u>						
Strongly Agree	40.2%	40.5%	36.3%	32.7%	37.2%	36.4%
Agree	37.6%	34.2%	35.2%	33.6%	31.9%	33.8%
Disagree	17.9%	16.8%	17.4%	21.9%	20.0%	19.2%
Strongly Disagree	4.3%	8.5%	11.1%	11.7%	10.8%	10.6%
<u>B. Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.</u>						
Strongly Agree	5.1%	5.1%	11.5%	17.3%	16.2%	13.0%
Agree	17.8%	14.3%	19.3%	24.2%	23.5%	20.9%
Disagree	35.6%	36.4%	31.4%	31.0%	32.1%	32.4%
Strongly Disagree	41.5%	44.2%	37.7%	27.5%	28.2%	33.7%



## Age of Resident

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
<u>C. Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.</u>						
Strongly Agree	3.4%	5.0%	8.1%	13.9%	13.1%	10.3%
Agree	17.8%	12.7%	16.1%	21.9%	23.3%	19.0%
Disagree	38.1%	36.4%	34.2%	33.1%	33.6%	34.2%
Strongly Disagree	40.7%	46.0%	41.5%	31.1%	30.0%	36.4%

### D. Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.

Strongly Agree	8.8%	12.4%	17.2%	23.6%	28.3%	20.7%
Agree	57.9%	53.2%	53.3%	57.2%	53.7%	54.4%
Disagree	15.8%	15.8%	13.1%	11.8%	10.3%	12.6%
Strongly Disagree	17.5%	18.6%	16.4%	7.4%	7.8%	12.2%

## Age of Resident

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
E. Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.						
Strongly Agree	18.5%	23.1%	23.7%	31.2%	35.8%	28.9%
Agree	60.2%	56.6%	54.7%	51.6%	47.1%	52.0%
Disagree	10.2%	12.0%	13.8%	13.0%	12.1%	12.7%
Strongly Disagree	11.1%	8.3%	7.7%	4.2%	5.0%	6.4%

## Age of Resident

**Q3. Given land prices in Brentwood, requiring a senior housing development with smaller homes and smaller lots to maintain an overall “one house per acre” density would likely result in significantly higher priced homes. If a development was legally restricted for persons age 55 and older, to what degree would you support or oppose allowing for a greater density (up to 4 units per acre, for example)? (excluding "no opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Very Supportive	16.5%	15.8%	25.7%	42.1%	39.8%	31.7%
Somewhat Supportive	32.2%	28.1%	30.3%	28.7%	32.1%	30.1%
Somewhat Opposed	34.7%	34.3%	23.5%	14.3%	14.7%	20.8%
Very Oppose	16.5%	21.8%	20.5%	14.8%	13.4%	17.4%

**Q4. How supportive or opposed are you of the City creating new land use regulations designed to allow additional senior housing options in Brentwood? (excluding "no opinion")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Very Supportive	12.8%	17.1%	29.4%	48.1%	50.2%	37.4%
Somewhat Supportive	43.6%	40.7%	39.5%	34.8%	33.4%	36.8%
Somewhat Opposed	30.8%	29.8%	18.6%	10.2%	8.3%	15.8%
Very Oppose	12.8%	12.3%	12.4%	7.0%	8.1%	9.9%

## Age of Resident

**Q5. As noted in the first survey, the Turner family has not indicated any current plans to develop their property. However, the results of the first survey showed that 64% of respondents supported raising property taxes to allow the City to purchase and maintain all or a portion of the Turner property if such an opportunity was presented to the City. From the following, please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to acquire and maintain all or a portion of the Turner property for the purpose of preserving it as undeveloped land? (excluding "don't know")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
None - do not support City acquisition if it requires a property tax increase.	28.9%	24.9%	30.3%	33.6%	42.5%	33.9%
Up to \$100 per year	30.4%	32.4%	29.6%	29.9%	27.3%	29.5%
Between \$100 - \$250 per year	28.1%	24.4%	22.5%	20.7%	20.2%	21.8%
Between \$250 - \$500 per year	8.9%	10.3%	11.8%	9.8%	6.7%	9.4%
More than \$500 per year	3.7%	8.0%	5.7%	6.1%	3.2%	5.4%

**Q6. Do you Agree or Disagree with the following statement? The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off-street trails.(excluding "don't know")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Agree	74.3%	72.0%	75.3%	78.9%	85.0%	78.4%
Disagree	25.7%	28.0%	24.7%	21.1%	15.0%	21.6%

## Age of Resident

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.	25.7%	22.3%	18.9%	20.3%	16.4%	19.4%
Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.	38.2%	35.1%	36.7%	36.3%	35.0%	35.9%

Age of Resident

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	

Q7. Which ONE of the following strategies do you think is more important? (Cont.)

Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete. This option would allow both smaller and larger projects to be done, but less of each than in option 1 or 2.	36.0%	42.6%	44.4%	43.4%	48.7%	44.7%
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## Age of Resident

### Q8. Which ONE of the following do you think is more important for the City to consider when selecting and designing future transportation projects? (excluding "don't know")

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.	27.4%	30.9%	27.3%	25.9%	26.5%	27.3%
Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.	72.6%	69.1%	72.7%	74.1%	73.5%	72.7%

## Age of Resident

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Q9. 1st Priority						
Maintaining existing neighborhood streets via the City's annual resurfacing program	24.1%	27.0%	30.4%	32.5%	39.2%	32.9%
Preventing congestion on major roads from getting worse	62.8%	59.1%	58.1%	53.9%	49.9%	54.8%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	11.7%	12.2%	9.4%	11.5%	7.8%	10.0%
None chosen	1.5%	1.8%	2.2%	2.2%	3.1%	2.4%



## Age of Resident

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Q9. 2nd Priority						
Maintaining existing neighborhood streets via the City's annual resurfacing program	48.9%	45.7%	45.2%	41.1%	39.7%	42.8%
Preventing congestion on major roads from getting worse	24.1%	27.1%	29.2%	31.0%	34.7%	30.7%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	25.5%	24.4%	22.1%	23.7%	18.7%	22.0%
None chosen	1.5%	2.7%	3.5%	4.2%	6.9%	4.4%

## Age of Resident

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided. (sum of the top two)**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
<u>Q9. Sum of the top two priorities</u>						
Maintaining existing neighborhood streets via the City's annual resurfacing program	73.0%	72.7%	75.5%	73.6%	79.0%	75.7%
Preventing congestion on major roads from getting worse	86.9%	86.2%	87.3%	84.9%	84.6%	85.5%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	37.2%	36.6%	31.4%	35.2%	26.5%	32.1%

## Age of Resident

**Q10. Given all the competing fiscal demands, large-scale road improvement projects on major streets are beyond the City's ability to fund given current revenue sources, even with state or federal grants. As a measure of how significant you feel our traffic problems are, from the following please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to undertake major road and traffic improvement projects? (excluding "don't know")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
None – City should undertake projects based on current available revenue only.	25.7%	24.4%	29.3%	28.5%	32.8%	29.5%
Up to \$100 per year	31.6%	34.2%	28.4%	30.5%	28.6%	30.1%
Between \$100 - \$250 per year	27.2%	27.0%	25.3%	25.9%	26.1%	25.7%
Between \$250 - \$500 per year	11.8%	10.1%	12.9%	10.7%	9.5%	10.8%
More than \$500 per year	3.7%	4.2%	4.2%	4.4%	3.0%	3.9%

## Age of Resident

### **Q11. What is your gender? (excluding "not provided")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Q11. What is your gender?						
Male	49.6%	53.8%	51.8%	58.2%	65.4%	57.5%
Female	50.4%	46.2%	48.2%	41.8%	34.6%	42.5%

### **Q12. How many years have you lived in the City of Brentwood? (excluding "not provided")**

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Q12. How many years have you lived in the City of Brentwood?						
Under 5	64.0%	51.5%	21.2%	8.2%	6.5%	20.2%
5 to 14	14.0%	37.3%	49.6%	25.6%	14.7%	30.3%
15 to 24	12.5%	5.5%	22.2%	41.6%	26.1%	25.2%
25 to 34	8.8%	3.9%	3.8%	19.4%	25.8%	14.2%
35+	0.7%	1.8%	3.2%	5.2%	26.9%	10.0%

Age of Resident

Q13. What is your age? (excluding "not provided")

N=3799	Q13. What is your age?					Total
	Under 35	35 to 44	45 to 54	55 to 64	65+	
Q13. What is your age?						
Under 35	100.0%	0.0%	0.0%	0.0%	0.0%	3.7%
35 to 44	0.0%	100.0%	0.0%	0.0%	0.0%	16.8%
45 to 54	0.0%	0.0%	100.0%	0.0%	0.0%	25.9%
55 to 64	0.0%	0.0%	0.0%	100.0%	0.0%	25.8%
65+	0.0%	0.0%	0.0%	0.0%	100.0%	27.8%

**Section 5**  
**Cross Tabular Data by:**  
***Gender and Length of Residency***

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## Gender and length of residency

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<u>A. Stand-alone single family homes on small lots available for purchase.</u>								
Strongly Support	36.2%	43.8%	29.8%	35.4%	45.1%	48.1%	43.5%	39.3%
Support	32.7%	32.8%	40.1%	34.9%	29.3%	28.6%	27.0%	32.8%
Oppose	14.6%	11.5%	13.3%	13.3%	12.5%	14.1%	14.0%	13.3%
Strongly Oppose	16.5%	11.9%	16.8%	16.4%	13.2%	9.3%	15.6%	14.6%
<u>B. Attached single family homes available for purchase with community provided property maintenance services.</u>								
Strongly Support	31.7%	40.1%	29.2%	30.4%	39.7%	44.2%	37.0%	35.2%
Support	37.2%	37.3%	39.7%	39.7%	35.0%	35.1%	35.1%	37.3%
Oppose	15.4%	11.8%	14.8%	14.1%	12.4%	13.2%	15.4%	13.8%
Strongly Oppose	15.7%	10.8%	16.3%	15.7%	12.9%	7.5%	12.5%	13.7%

## Gender and length of residency

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	

**C. Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc.**

Strongly Support	34.1%	37.6%	28.7%	31.8%	39.2%	43.5%	40.3%	35.5%
Support	44.3%	44.1%	43.8%	47.7%	43.3%	40.1%	44.0%	44.2%
Oppose	10.5%	9.7%	14.1%	9.4%	9.0%	9.7%	8.3%	10.2%
Strongly Oppose	11.1%	8.5%	13.5%	11.1%	8.4%	6.7%	7.4%	10.0%

**D. Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.**

Strongly Support	37.1%	40.7%	32.1%	36.2%	40.0%	47.5%	42.1%	38.6%
Support	46.0%	45.3%	46.2%	46.6%	46.3%	42.2%	47.0%	45.6%
Oppose	8.3%	8.0%	11.0%	8.9%	7.1%	5.9%	6.7%	8.2%
Strongly Oppose	8.6%	6.0%	10.7%	8.2%	6.7%	4.5%	4.3%	7.5%



## Gender and length of residency

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<b><u>A. Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.</u></b>								
Strongly Agree	37.4%	35.0%	38.5%	36.2%	35.0%	34.7%	37.6%	36.4%
Agree	34.3%	33.1%	35.2%	34.8%	32.1%	32.9%	34.2%	33.8%
Disagree	17.4%	21.8%	16.7%	20.0%	19.3%	21.0%	19.1%	19.2%
Strongly Disagree	10.9%	10.1%	9.6%	8.9%	13.6%	11.3%	9.1%	10.6%

<b><u>B. Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.</u></b>								
Strongly Agree	11.8%	14.6%	8.4%	10.3%	15.8%	17.5%	16.4%	13.0%
Agree	19.9%	22.3%	18.5%	21.2%	20.6%	24.1%	21.4%	20.9%
Disagree	31.0%	34.4%	36.0%	31.7%	32.3%	29.7%	32.1%	32.4%
Strongly Disagree	37.2%	28.7%	37.1%	36.8%	31.2%	28.7%	30.2%	33.7%

## Gender and length of residency

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<u>C. Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.</u>								
Strongly Agree	9.6%	11.1%	6.7%	7.9%	12.6%	14.2%	13.1%	10.3%
Agree	18.3%	20.3%	17.4%	18.0%	18.2%	23.8%	22.4%	19.0%
Disagree	32.8%	36.4%	35.8%	35.2%	34.9%	32.3%	30.0%	34.2%
Strongly Disagree	39.4%	32.2%	40.1%	39.0%	34.2%	29.8%	34.5%	36.4%

### D. Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.

Strongly Agree	20.4%	21.3%	17.1%	18.2%	20.7%	27.6%	25.2%	20.7%
Agree	53.0%	56.5%	52.0%	57.1%	55.9%	51.8%	52.8%	54.4%
Disagree	13.1%	11.9%	14.7%	11.9%	13.3%	11.4%	10.1%	12.6%
Strongly Disagree	13.6%	10.3%	16.2%	12.8%	10.2%	9.1%	12.0%	12.2%

## Gender and length of residency

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Strongly Agree	27.1%	31.5%	27.2%	29.1%	30.7%	26.9%	28.8%	28.9%
Agree	51.1%	53.0%	55.1%	52.8%	50.4%	51.8%	49.7%	52.0%
Disagree	14.3%	10.6%	12.2%	11.9%	12.8%	13.9%	14.2%	12.7%
Strongly Disagree	7.5%	4.8%	5.5%	6.1%	6.1%	7.5%	7.3%	6.4%

E. Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.

## Gender and length of residency

**Q3. Given land prices in Brentwood, requiring a senior housing development with smaller homes and smaller lots to maintain an overall “one house per acre” density would likely result in significantly higher priced homes. If a development was legally restricted for persons age 55 and older, to what degree would you support or oppose allowing for a greater density (up to 4 units per acre, for example)? (excluding "no opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<u>Q3. Would you support or oppose allowing for a greater density?</u>								
Very Supportive	30.6%	33.4%	22.5%	27.2%	38.4%	39.9%	36.2%	31.7%
Somewhat Supportive	28.7%	31.9%	32.0%	30.7%	26.7%	31.7%	31.2%	30.1%
Somewhat Opposed	22.4%	18.4%	28.1%	23.1%	17.4%	15.8%	15.7%	20.8%
Very Oppose	18.3%	16.3%	17.4%	19.0%	17.5%	12.6%	16.9%	17.4%

## Gender and length of residency

### **Q4. How supportive or opposed are you of the City creating new land use regulations designed to allow additional senior housing options in Brentwood? (excluding "no opinion")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Very Supportive	36.1%	39.5%	25.3%	31.5%	44.0%	48.8%	47.0%	37.4%
Somewhat Supportive	36.7%	36.9%	40.6%	41.2%	34.3%	31.5%	30.9%	36.8%
Somewhat Opposed	16.0%	15.4%	23.4%	17.4%	11.4%	12.4%	12.2%	15.8%
Very Oppose	11.2%	8.2%	10.7%	9.9%	10.2%	7.3%	9.9%	9.9%

## Gender and length of residency

**Q5. As noted in the first survey, the Turner family has not indicated any current plans to develop their property. However, the results of the first survey showed that 64% of respondents supported raising property taxes to allow the City to purchase and maintain all or a portion of the Turner property if such an opportunity was presented to the City. From the following, please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to acquire and maintain all or a portion of the Turner property for the purpose of preserving it as undeveloped land? (excluding "don't know")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
None - do not support City acquisition if it requires a property tax increase.	35.8%	31.1%	31.8%	30.3%	34.3%	34.5%	46.0%	33.9%
Up to \$100 per year	27.5%	32.5%	30.6%	31.9%	27.7%	27.4%	26.6%	29.5%
Between \$100 - \$250 per year	21.1%	22.7%	23.1%	22.2%	22.0%	23.8%	16.4%	21.8%
Between \$250 - \$500 per year	9.7%	9.0%	10.2%	8.9%	10.7%	9.4%	6.3%	9.4%
More than \$500 per year	5.9%	4.8%	4.3%	6.6%	5.4%	4.8%	4.7%	5.4%

**Q6. Do you Agree or Disagree with the following statement? The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off-street trails.(excluding "don't know")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Agree	75.1%	82.9%	74.4%	75.5%	80.0%	81.1%	87.7%	78.4%
Disagree	24.9%	17.1%	25.6%	24.5%	20.0%	18.9%	12.3%	21.6%

## Gender and length of residency

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.	21.3%	16.8%	22.5%	19.7%	17.0%	21.3%	16.1%	19.4%
Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.	37.0%	34.2%	34.4%	35.7%	37.7%	35.1%	35.7%	35.9%

## Gender and length of residency

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	

Q7. Which ONE of the following strategies do you think is more important? (Cont.)

Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete. This option would allow both smaller and larger projects to be done, but less of each than in option 1 or 2.

41.7%	49.0%	43.1%	44.5%	45.2%	43.6%	48.2%	44.7%
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## Gender and length of residency

### Q8. Which ONE of the following do you think is more important for the City to consider when selecting and designing future transportation projects? (excluding "don't know")

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.	30.3%	23.1%	30.8%	28.9%	25.1%	27.3%	21.7%	27.3%
Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.	69.7%	76.9%	69.2%	71.1%	74.9%	72.7%	78.3%	72.7%

## Gender and length of residency

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Q9. 1st Priority								
Maintaining existing neighborhood streets via the City's annual resurfacing program	36.7%	27.5%	28.2%	30.4%	32.2%	37.5%	42.8%	32.9%
Preventing congestion on major roads from getting worse	52.0%	58.5%	59.5%	56.8%	54.8%	50.8%	46.3%	54.8%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	8.4%	12.3%	10.3%	10.6%	10.6%	8.8%	8.2%	10.0%
None chosen	2.8%	1.7%	2.0%	2.2%	2.4%	2.8%	2.7%	2.4%

## Gender and length of residency

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Q9. 2nd Priority								
Maintaining existing neighborhood streets via the City's annual resurfacing program	42.0%	43.9%	46.2%	43.2%	42.8%	40.7%	37.8%	42.8%
Preventing congestion on major roads from getting worse	32.7%	28.0%	28.2%	29.3%	30.4%	32.8%	37.8%	30.7%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	20.7%	23.8%	23.0%	23.5%	23.1%	21.0%	15.7%	22.0%
None chosen	4.5%	4.3%	2.6%	4.0%	3.7%	5.4%	8.8%	4.4%

## Gender and length of residency

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided. (sum of the top two)**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<u>Q9. Sum of top two</u>								
Maintaining existing neighborhood streets via the City's annual resurfacing program	78.8%	71.4%	74.4%	73.6%	75.0%	78.2%	80.6%	75.7%
Preventing congestion on major roads from getting worse	84.8%	86.4%	87.7%	86.1%	85.2%	83.7%	84.0%	85.5%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	29.1%	36.1%	33.2%	34.0%	33.7%	29.8%	23.9%	32.1%

## Gender and length of residency

**Q10. Given all the competing fiscal demands, large-scale road improvement projects on major streets are beyond the City's ability to fund given current revenue sources, even with state or federal grants. As a measure of how significant you feel our traffic problems are, from the following please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to undertake major road and traffic improvement projects? (excluding "don't know")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
None – City should undertake projects based on current available revenue only.	29.3%	29.7%	23.8%	29.3%	30.4%	28.8%	39.9%	29.5%
Up to \$100 per year	27.2%	34.2%	29.6%	30.3%	31.3%	29.2%	27.9%	30.1%
Between \$100 - \$250 per year	26.7%	24.4%	29.5%	25.4%	24.2%	27.7%	21.0%	25.7%
Between \$250 - \$500 per year	11.6%	9.6%	13.4%	10.5%	10.5%	10.2%	8.5%	10.8%
More than \$500 per year	5.2%	2.1%	3.7%	4.4%	3.5%	4.0%	2.7%	3.9%

## **Q11. What is your gender? (excluding "not provided")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
Male	100.0%	0.0%	55.7%	56.5%	59.1%	58.9%	57.2%	57.5%
Female	0.0%	100.0%	44.3%	43.5%	40.9%	41.1%	42.8%	42.5%

## Gender and length of residency

### **Q12. How many years have you lived in the City of Brentwood? (excluding "not provided")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<u>Q12. How many years have you lived in the City of Brentwood?</u>								
Under 5	19.6%	21.0%	100.0%	0.0%	0.0%	0.0%	0.0%	20.2%
5 to 14	29.9%	31.0%	0.0%	100.0%	0.0%	0.0%	0.0%	30.3%
15 to 24	25.9%	24.2%	0.0%	0.0%	100.0%	0.0%	0.0%	25.2%
25 to 34	14.6%	13.7%	0.0%	0.0%	0.0%	100.0%	0.0%	14.2%
35+	10.0%	10.1%	0.0%	0.0%	0.0%	0.0%	100.0%	10.0%

### **Q13. What is your age? (excluding "not provided")**

N=3799	Q11. What is your gender?		Q12. How many years have you lived in the City of Brentwood?					Total
	Male	Female	Under 5	5 to 14	15 to 24	25 to 34	35+	
<u>Q13. What is your age?</u>								
Under 35	3.2%	4.4%	11.6%	1.7%	1.8%	2.3%	0.3%	3.7%
35 to 44	15.7%	18.2%	42.4%	20.6%	3.7%	4.6%	3.0%	16.8%
45 to 54	23.3%	29.3%	26.8%	42.3%	22.8%	6.9%	8.4%	25.9%
55 to 64	26.1%	25.4%	10.4%	21.9%	42.9%	35.5%	13.6%	25.8%
65+	31.7%	22.7%	8.9%	13.5%	28.8%	50.7%	74.7%	27.8%

## **Section 6**

### **Cross Tabular Data by:**

### **Household Types**

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## Household Types

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
<u>A. Stand-alone single family homes on small lots available for purchase.</u>					
Strongly Support	24.2%	33.0%	41.5%	49.8%	39.3%
Support	39.2%	37.7%	32.8%	26.7%	32.8%
Oppose	16.9%	13.3%	11.5%	12.2%	13.3%
Strongly Oppose	19.6%	16.0%	14.2%	11.2%	14.6%
<u>B. Attached single family homes available for purchase with community provided property maintenance services.</u>					
Strongly Support	21.6%	30.3%	38.1%	43.8%	35.2%
Support	40.9%	39.9%	37.7%	33.9%	37.3%
Oppose	16.7%	14.5%	11.6%	12.9%	13.8%
Strongly Oppose	20.7%	15.3%	12.5%	9.4%	13.7%



## Household Types

**Q1. Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:(Without "No Opinion")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	

C. Independent senior living centers with apartment units leased on a monthly or annual basis and normally including foodservices, recreation services, etc.

Strongly Support	20.0%	31.6%	38.3%	44.5%	35.5%
Support	49.0%	46.7%	41.8%	41.6%	44.2%
Oppose	14.7%	10.3%	10.3%	8.1%	10.2%
Strongly Oppose	16.2%	11.4%	9.6%	5.8%	10.0%

D. Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.

Strongly Support	25.3%	34.6%	39.6%	47.2%	38.6%
Support	51.6%	46.4%	45.0%	43.0%	45.6%
Oppose	11.3%	9.8%	8.0%	5.7%	8.2%
Strongly Oppose	11.9%	9.3%	7.4%	4.1%	7.5%

## Household Types

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Households with and without children				Total
	HH W/ Children	HH W/ Children Ages	HH W/ Adults Ages	HH W/ Adults Ages	
	Under Age 10	10-19	20-54 W/O Children	55+ W/O Children	
<u>A. Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.</u>					
Strongly Agree	41.5%	34.9%	36.3%	34.9%	36.4%
Agree	35.2%	34.9%	32.0%	33.2%	33.8%
Disagree	14.9%	18.9%	20.9%	21.0%	19.2%
Strongly Disagree	8.4%	11.4%	10.7%	10.9%	10.6%
<u>B. Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.</u>					
Strongly Agree	7.7%	10.7%	14.2%	16.5%	13.0%
Agree	15.5%	18.7%	23.1%	24.1%	20.9%
Disagree	33.9%	33.3%	32.3%	31.2%	32.4%
Strongly Disagree	42.9%	37.3%	30.5%	28.2%	33.7%

## Household Types

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	

#### C. Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.

Strongly Agree	6.1%	7.6%	12.7%	13.0%	10.3%
Agree	13.6%	17.3%	19.6%	22.8%	19.0%
Disagree	34.0%	36.1%	33.8%	33.5%	34.2%
Strongly Disagree	46.2%	39.1%	33.9%	30.7%	36.4%

#### D. Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.

Strongly Agree	13.6%	16.1%	21.9%	26.7%	20.7%
Agree	52.2%	56.3%	53.2%	55.2%	54.4%
Disagree	15.5%	12.1%	13.5%	11.1%	12.6%
Strongly Disagree	18.7%	15.5%	11.3%	6.9%	12.2%

## Household Types

### **Q2. To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?(Without "No Opinion")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Strongly Agree	22.0%	25.5%	30.1%	33.6%	28.9%
Agree	57.4%	54.8%	51.2%	48.5%	52.0%
Disagree	11.7%	12.9%	12.7%	13.0%	12.7%
Strongly Disagree	8.9%	6.8%	6.0%	4.9%	6.4%

E. Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.

## Household Types

**Q3. Given land prices in Brentwood, requiring a senior housing development with smaller homes and smaller lots to maintain an overall “one house per acre” density would likely result in significantly higher priced homes. If a development was legally restricted for persons age 55 and older, to what degree would you support or oppose allowing for a greater density (up to 4 units per acre, for example)? (excluding "no opinion")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Very Supportive	18.5%	26.4%	33.7%	41.1%	31.7%
Somewhat Supportive	28.7%	30.2%	30.2%	30.7%	30.1%
Somewhat Opposed	31.3%	23.8%	19.4%	14.1%	20.8%
Very Oppose	21.5%	19.6%	16.6%	14.1%	17.4%

**Q4. How supportive or opposed are you of the City creating new land use regulations designed to allow additional senior housing options in Brentwood? (excluding "no opinion")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Very Supportive	19.3%	28.5%	42.2%	49.8%	37.4%
Somewhat Supportive	40.7%	40.8%	35.3%	33.5%	36.8%
Somewhat Opposed	27.7%	19.3%	13.4%	8.5%	15.8%
Very Oppose	12.4%	11.4%	9.1%	8.1%	9.9%

## Household Types

**Q5. As noted in the first survey, the Turner family has not indicated any current plans to develop their property. However, the results of the first survey showed that 64% of respondents supported raising property taxes to allow the City to purchase and maintain all or a portion of the Turner property if such an opportunity was presented to the City. From the following, please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to acquire and maintain all or a portion of the Turner property for the purpose of preserving it as undeveloped land? (excluding "don't know")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	

Q5. MAXIMUM in additional property taxes you would be willing to pay

None - do not support City acquisition if it requires a property tax increase.	25.0%	30.7%	33.8%	40.0%	33.9%
Up to \$100 per year	32.3%	27.5%	32.6%	28.1%	29.5%
Between \$100 - \$250 per year	25.5%	22.6%	20.3%	20.3%	21.8%
Between \$250 - \$500 per year	10.3%	12.0%	7.9%	8.1%	9.4%
More than \$500 per year	7.0%	7.1%	5.4%	3.6%	5.4%

**Q6. Do you Agree or Disagree with the following statement? The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off-street trails.(excluding "don't know")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	

Q6. Do you Agree or Disagree with the following statement?

Agree	73.8%	74.1%	77.1%	83.7%	78.4%
Disagree	26.2%	25.9%	22.9%	16.3%	21.6%

## Household Types

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	

Q7. Which ONE of the following strategies do you think is more important?

Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.

23.3%	19.2%	19.2%	17.6%	19.4%
-------	-------	-------	-------	-------

Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.

36.1%	36.3%	36.1%	35.5%	35.9%
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Household Types

**Q7. Using the information from the table on the previous page for reference, which ONE of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE) (excluding "don't know")**

N=3799	Households with and without children				Total
	HH W/ Children	HH W/ Children Ages	HH W/ Adults Ages	HH W/ Adults Ages	
	Under Age 10	10-19	20-54 W/O Children	55+ W/O Children	

Q7. Which ONE of the following strategies do you think is more important? (Cont.)

Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete. This option would allow both smaller and larger projects to be done, but less of each than in option 1 or 2.	40.6%	44.5%	44.7%	46.9%	44.7%
---	-------	-------	-------	-------	-------



## Household Types

### Q8. Which ONE of the following do you think is more important for the City to consider when selecting and designing future transportation projects? (excluding "don't know")

N=3799

Households with and without children				Total
HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	

#### Q8. Which ONE of the following do you think is more important?

Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.

31.6%	26.5%	26.1%	26.1%	27.3%
-------	-------	-------	-------	-------

Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.

68.4%	73.5%	73.9%	73.9%	72.7%
-------	-------	-------	-------	-------

## Household Types

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Maintaining existing neighborhood streets via the City's annual resurfacing program	28.3%	29.1%	32.3%	37.4%	32.9%
Preventing congestion on major roads from getting worse	59.8%	57.4%	53.8%	51.4%	54.8%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	10.2%	11.5%	11.0%	8.5%	10.0%
None chosen	1.6%	2.0%	3.0%	2.7%	2.4%

## Household Types

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Maintaining existing neighborhood streets via the City's annual resurfacing program	46.5%	44.7%	39.8%	40.9%	42.8%
Preventing congestion on major roads from getting worse	27.5%	29.3%	30.2%	33.6%	30.7%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	23.9%	22.5%	25.1%	19.5%	22.0%
None chosen	2.0%	3.5%	4.9%	6.0%	4.4%

## Household Types

**Q9. In the future, IF there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided. (sum of the top two)**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Maintaining existing neighborhood streets via the City's annual resurfacing program	74.9%	73.8%	72.1%	78.3%	75.7%
Preventing congestion on major roads from getting worse	87.4%	86.7%	83.9%	85.0%	85.5%
Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)	34.2%	34.0%	36.1%	28.0%	32.1%

## Household Types

**Q10. Given all the competing fiscal demands, large-scale road improvement projects on major streets are beyond the City's ability to fund given current revenue sources, even with state or federal grants. As a measure of how significant you feel our traffic problems are, from the following please check the MAXIMUM in additional property taxes you would be willing to pay annually to allow the City to undertake major road and traffic improvement projects? (excluding "don't know")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
None – City should undertake projects based on current available revenue only.	24.1%	28.9%	30.4%	31.8%	29.5%
Up to \$100 per year	33.7%	28.4%	31.2%	28.8%	30.1%
Between \$100 - \$250 per year	27.6%	25.3%	22.8%	26.5%	25.7%
Between \$250 - \$500 per year	11.2%	12.6%	10.6%	9.7%	10.8%
More than \$500 per year	3.3%	4.8%	5.0%	3.2%	3.9%

## Household Types

### **Q11. What is your gender? (excluding "not provided")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Q11. What is your gender?					
Male	58.7%	53.5%	53.9%	60.7%	57.5%
Female	41.3%	46.5%	46.1%	39.3%	42.5%

### **Q12. How many years have you lived in the City of Brentwood? (excluding "not provided")**

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
Q12. How many years have you lived in the City of Brentwood?					
Under 5	49.9%	20.6%	14.6%	7.3%	20.2%
5 to 14	36.0%	48.7%	30.4%	16.0%	30.3%
15 to 24	7.8%	22.0%	36.5%	31.4%	25.2%
25 to 34	4.6%	5.2%	13.3%	24.9%	14.2%
35+	1.7%	3.5%	5.3%	20.3%	10.0%

## Household Types

### Q13. What is your age? (excluding "not provided")

N=3799	Households with and without children				Total
	HH W/ Children Under Age 10	HH W/ Children Ages 10-19	HH W/ Adults Ages 20-54 W/O Children	HH W/ Adults Ages 55+ W/O Children	
<u>Q13. What is your age?</u>					
Under 35	13.7%	0.6%	4.8%	0.0%	3.7%
35 to 44	61.2%	13.7%	6.3%	0.0%	16.8%
45 to 54	19.8%	65.4%	34.9%	0.8%	25.9%
55 to 64	3.5%	17.9%	41.4%	35.7%	25.8%
65+	1.9%	2.4%	12.6%	63.6%	27.8%

## **Section 7**

# **Survey Instrument**

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BETSY CROSSLEY  
MAYOR  
JILL BURGIN  
VICE-MAYOR  
KIRK BEDNAR  
CITY MANAGER



COMMISSIONERS  
ANNE DUNN  
ROD FREEMAN  
MARK W. GORMAN  
RHEA E. LITTLE, III  
REGINA SMITHSON

## City of Brentwood

January 9, 2015

Greetings from the City of Brentwood!

Since November 2013, the City of Brentwood has been involved in an effort to update the Brentwood 2020 Plan, the City's long range comprehensive plan, originally adopted in 1999 and last updated in 2008. The City has hired a national planning firm, MIG, and ETC Institute a leading community based market research firm to assist with the effort to ensure the plan is relevant and targeted to the needs and challenges facing our community.

A total of three surveys, two community surveys and one business survey will be developed, which are intended to solicit feedback from residents and business owners on a variety of issues. To date, the City has completed one community survey and is in the process of receiving comments from our local business community; the results of the surveys will be one of the main sources of input used to update the 2020 plan.

The analysis and results of the first community survey may be viewed by navigating to [www.brentwood2020.com](http://www.brentwood2020.com). Also included on that web page are the comments we received from citizens who completed the survey. Citizens may also use this web site to acquire more information about the process.

Your thoughts are important to the City, especially as they pertain to the policies and programs that guide the growth of our outstanding community. Because you are a resident of Brentwood, you are receiving this letter and the enclosed survey. With a potential for 20,000 new residents moving into Brentwood in the next 10 to 20 years, not to mention the impact of expected growth in our neighboring communities, it is imperative that we have the proper plans in place to ensure Brentwood maintains the high quality of life we currently enjoy.

Please assist the City in this community endeavor by completing the enclosed survey and returning it in the postage paid envelope provided by January 30, 2015. Alternatively, you may also complete the survey online by going to [www.brentwood2020survey.com](http://www.brentwood2020survey.com), and entering the six-character code found at the upper right hand corner of this page. Only one survey per household will be accepted.

On behalf of the entire Board of Commissioners, we look forward to receiving your input and sincerely hope you will continue to be actively involved in the 2020 Update process.

Thank you for your participation,

Betsy S. Crossley  
Mayor

## Senior Housing

The results of the first survey confirmed that the availability of housing options for persons 55 and older is an issue of importance in the community. The following questions are intended to further explore this issue.

1. **Since senior lifestyles and health conditions vary greatly from being very active and independent to needing full time assistance, to what degree would you support or oppose allowing the following types of senior living options in Brentwood assuming they were legally restricted to persons age 55 and older:**

Level of Support for Senior Living Options		<i>Strongly Support</i>	<i>Support</i>	<i>Oppose</i>	<i>Strongly Oppose</i>	<i>No Opinion</i>
A.	Stand-alone single family homes on small lots available for purchase.	4	3	2	1	9
B.	Attached single family homes available for purchase with community provided property maintenance services.	4	3	2	1	9
C.	Independent senior living centers with apartment units leased on a monthly or annual basis and normally including food services, recreation services, etc.	4	3	2	1	9
D.	Assisted living, nursing care, and memory care facilities providing varying levels of medical and daily life skills assistance for individuals.	4	3	2	1	9

Comments: \_\_\_\_\_

2. **To what extent do you agree or disagree with the following statements regarding possible locations for housing legally restricted for persons age 55 and older?**

Level of Agreement on Senior Living Locations		<i>Strongly Agree</i>	<i>Agree</i>	<i>Disagree</i>	<i>Strongly Disagree</i>	<i>No Opinion</i>
A.	Age restricted housing should only be developed as part of a planned senior community and not integrated within other types of residential subdivisions.	4	3	2	1	9
B.	Age restricted, stand-alone single family homes on small lots that are available for purchase should be allowed within any new subdivision in Brentwood.	4	3	2	1	9
C.	Age restricted, attached single family homes available for purchase should be allowed in any new subdivision in Brentwood.	4	3	2	1	9
D.	Independent senior living centers with apartment units, assisted living, nursing care, and memory care facilities should be considered an institutional use similar to churches and schools, which may be located adjacent to neighborhoods.	4	3	2	1	9
E.	Proximity to services and facilities (i.e. grocery stores, doctors' offices, parks, etc.) should be a primary factor in deciding where to locate senior living options.	4	3	2	1	9

Comments: \_\_\_\_\_

3. Given land prices in Brentwood, requiring a senior housing development with smaller homes and smaller lots to maintain an overall “one house per acre” density would likely result in significantly higher priced homes. If a development was legally restricted for persons age 55 and older, to what degree would you support or oppose allowing for a greater density (up to 4 units per acre, for example)?

\_\_\_\_ (4) Very Supportive      \_\_\_\_ (2) Somewhat Opposed      \_\_\_\_ (9) No Opinion  
\_\_\_\_ (3) Somewhat Supportive      \_\_\_\_ (1) Very Opposed

4. How supportive or opposed are you of the City creating new land use regulations designed to allow additional senior housing options in Brentwood?

\_\_\_\_ (4) Very Supportive      \_\_\_\_ (2) Somewhat Opposed      \_\_\_\_ (9) No Opinion  
\_\_\_\_ (3) Somewhat Supportive      \_\_\_\_ (1) Very Opposed

### **The Turner Property**

5. As noted in the first survey, the Turner family has not indicated any current plans to develop their property. However, the results of the first survey showed that 64% of respondents supported raising property taxes to allow the City to purchase and maintain all or a portion of the Turner property if such an opportunity was presented to the City. From the following, please check the **MAXIMUM** in additional property taxes you would be willing to pay annually to allow the City to acquire and maintain all or a portion of the Turner property for the purpose of preserving it as undeveloped land?

\_\_\_\_ (1) None - do not support City acquisition if it requires a property tax increase.  
\_\_\_\_ (2) Up to \$100 per year  
\_\_\_\_ (3) Between \$100 and \$250 per year  
\_\_\_\_ (4) Between \$250 and \$500 per year  
\_\_\_\_ (5) More than \$500 per year

### **Trail System Expansion**

6. In the first survey, there was support for expanding the City’s off-street trail system to connect more neighborhoods to parks, schools, etc. Within existing developed neighborhoods this can generally only be done by crossing some private property. In order to construct a trail on private property, the City must either first obtain approval of the property owner and negotiate an acceptable amount of compensation for the property used or, if the property owner doesn’t agree, exercise the power of eminent domain and acquire the needed property via legal means while still compensating the property owner at fair market value.

**Do you Agree or Disagree with the following statement?**

The City should only build a trail across private property if the property owner willingly agrees; otherwise we should only have a limited amount of connected, off-street trails.

\_\_\_\_ (1) Agree  
\_\_\_\_ (2) Disagree

## Traffic and Transportation

In the first survey, traffic congestion on major roads was clearly the most important concern of the community. Obviously, there is no simple solution that will eliminate traffic congestion. All of the options involve **trade-offs: cost vs. effectiveness vs. community impact**. The table below is intended to provide a general overview of the various project options available and some of their implications. Please use the information in this table to help you answer the questions that follow.

	Category A	Category B	Category C
Cost	High (\$10 – \$40 million)	Medium (\$500,000 - \$10 million)	Low (Under \$500,000)
Examples	<ul style="list-style-type: none"> <li>▪ Add lanes to major roads (Franklin Rd, Maryland Way, Concord Rd, Moores Ln, Wilson Pk)</li> <li>▪ Reconstruct interchange of I-65/Old Hickory Blvd</li> <li>▪ Add a new I-65 exit between Old Hickory and Concord Road</li> <li>▪ Rebuild Concord/I-65 exit</li> </ul>	<ul style="list-style-type: none"> <li>▪ Add turn lanes at major intersections</li> <li>▪ Optimize traffic signal operations</li> <li>▪ Smaller scale widening projects on secondary roads (Sunset Road, Ragsdale Road)</li> <li>▪ Safety improvements to eliminate sharp curves or sight distance problems</li> </ul>	<ul style="list-style-type: none"> <li>▪ Make small intersection improvements</li> <li>▪ Expand other modes of transportation (local or regional bus, bikeway connections, etc.)</li> <li>▪ Spread driving periods (stagger start times for school, work, etc.)</li> <li>▪ Promote school bus ridership</li> </ul>
Effectiveness	Would improve traffic flow in wider area but not eliminate congestion. Extra capacity would attract additional users over time.	Would improve traffic in project area but not have a citywide impact. Would enhance safety.	Would give public more flexibility to avoid peak traffic and give other choices. Would be one tool to address traffic but not a major benefit to overall traffic levels.
Impact	Much more asphalt on the ground and certain projects would require removal of some adjacent homes and businesses. May also create more traffic through surrounding areas.	Modest impact on adjacent properties. Smaller scale projects provide more flexibility to design in a way that minimizes impact.	Minimal or no impacts on adjacent properties.
Fiscal implication	Will require increase in city taxes if City is the lead agency. Some projects not feasible without state funding.	Generally planned within the existing budget, but could require a tax increase if several projects done at the same time.	Accomplished within current funding levels with no increase in taxes
Time to Complete	10+ years	1-5 years	1-2 years

7. Using the information from the table on the previous page for reference, which **ONE** of the following strategies do you think is more important for the City to consider when planning for future transportation projects over the next 10-20 years? (Select ONE)

\_\_\_\_\_ (1) Focus on two or three major road widening projects (i.e. Category A projects) that will take many years to complete. This focus will postpone completion of a larger number of smaller scale projects that could be completed in a shorter time period.

\_\_\_\_\_ (2) Distribute funds over a larger number of smaller scale traffic improvements (i.e. Category B projects) that could be completed in a shorter time period. This focus will postpone completion of major road widening projects that will likely take many years to complete.

\_\_\_\_\_ (3) Distribute funds over a combination of some smaller scale improvements (Category B projects) that could be completed in a shorter time period and one major road widening project (Category A project) that would take many years to complete. This option would allow both smaller and larger projects to be done, but less of each than in option 1 or 2.

8. Which **ONE** of the following do you think is more important for the City to consider when selecting and designing future transportation projects?

\_\_\_\_\_ (1) Maximize long-term traffic benefits even if adjacent properties or neighborhoods, including possibly your property or neighborhood, are impacted in a negative way.

\_\_\_\_\_ (2) Carefully balance traffic benefit vs. the impact on adjacent properties or neighborhoods, including possibly your property or neighborhood, even if that means reducing the project size and overall traffic benefit.

9. In the future, **IF** there is a gap between available revenue and the cost of maintaining/improving Brentwood's transportation system, what priority should we use to allocate funds? Please write the letters that correspond to your rankings in the spaces provided.

(A) Maintaining existing neighborhood streets via the City's annual resurfacing program

(B) Preventing congestion on major roads from getting worse

(C) Providing transportation options (public transit, bike lanes, multi-use trails, sidewalks, etc.)

(1) 1st Priority \_\_\_\_\_ (2) 2<sup>nd</sup> Priority: \_\_\_\_\_

10. Given all the competing fiscal demands, large-scale road improvement projects on major streets are beyond the City's ability to fund given current revenue sources, even with state or federal grants. As a measure of how significant you feel our traffic problems are, from the following please check the **MAXIMUM** in additional property taxes you would be willing to pay annually to allow the City to undertake major road and traffic improvement projects?

\_\_\_\_\_ (1) None – City should undertake projects based on current available revenue only.

\_\_\_\_\_ (2) Up to \$100 per year

\_\_\_\_\_ (3) Between \$100 and \$250 per year

\_\_\_\_\_ (4) Between \$250 and \$500 per year

\_\_\_\_\_ (5) More than \$500 per year

## Demographics

**11. What is your gender?**

\_\_\_\_\_ (1) Male                      \_\_\_\_\_ (2) Female

**12. How many years have you lived in the City of Brentwood?** \_\_\_\_\_

13. What is your age? \_\_\_\_\_

**14. Including yourself, how many people in your household fall into these age groups?**

[Please write the number of people next to the age category.]

Under age 5	_____	Ages 20-24	_____	Ages 55-64	_____
Ages 5 – 9	_____	Ages 25-34	_____	Ages 65-74	_____
Ages 10-14	_____	Ages 35-44	_____	Ages 75+	_____
Ages 15-19	_____	Ages 45-54	_____		

**15. Please share any additional comments or suggestions you may have to help update the City of Brentwood's 2020 long range comprehensive plan. Attach an additional sheet if necessary.**

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**This concludes the survey. Thank you for your time!**

**You can submit your survey responses online at  
[www.brentwood2020survey.com](http://www.brentwood2020survey.com)**

If you prefer not to complete the survey online, please return your completed survey in the enclosed postage paid envelope addressed to:

ETC Institute  
725 W. Frontier Lane  
Olathe, KS 66061

**Only one survey will be accepted per household.**

\*\*\*\*\*

**Please see the following page for a summary of the highlights from  
the first 2020 citizen survey conducted in 2014**

## ***RESULTS FROM THE FIRST 2020 UPDATE COMMUNITY SURVEY***

In the spring of 2014, over 4,000 Brentwood households comprising a response rate of 31 percent completed the first community survey as part of the City's 2020 Update effort. Some of the key results from this first survey are summarized below. The full report on the first survey, including all written comments, is available at [www.brentwood2020.com](http://www.brentwood2020.com).

### ***Quality of Life in Brentwood***

Over 98% of survey respondents said they were "Satisfied" or "Very Satisfied" with the quality of life in Brentwood.

### ***Most Important Issues Facing the City Today***

When asked to pick from a list of service and quality of life issues, residents identified the following as the most important issues facing the city today:

- Traffic flow on major streets
- Type of growth and development in the city
- Rate of growth and development in the city
- Preservation of open space
- Availability of sidewalks
- Options for senior housing in the city

### ***Residential Uses in Commercial Areas***

When asked about support for having residential uses integrated within a commercial development, 59% of survey respondents said they do not support that type of residential development while 41% did support it.

### ***Turner Property***

The first survey asked respondents to indicate the preferred type of development they would like to see on the Turner property, if it ever were developed. The results were as follows:

- 46% would support residential development under existing zoning of one acre lots with larger lots along Concord and Franklin Road
- 31% would support mixed-use development including residential, office, restaurant, and open space with required open space
- 23% would support residential development allowing smaller lots in designated areas with permanent open space and overall density of 1 home per acre
- 28% answered "Don't Know"

(Note: the percentages add up to more than 100% because respondents could support more than one option)

The survey results also showed strong support for a property tax increase to allow for the city to purchase and maintain all or a significant portion of the Turner Property if that opportunity were available. Over 64% of respondents said they would support a property tax increase for this purpose.