



# Brentwood 2020 Plan Update Appendix



November 2006



## Brentwood 2020 Plan Update - Appendices

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### Goal No. 1 – Environmental Conservation, Recreation & Scenic Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>I.A.1</b> 1	Enforce regulations that limit development within the Little Harpeth River floodplain.	XX	XX			Brentwood Codes and Public Works Departments routinely enforce local floodplain regulations that limit development in the floodplain.	Guiding federal agency FEMA has reviewed and approved the City of Brentwood approach to floodplain management in all our watersheds.
2	Adopt/enforce regulations so that property owners can participate in the Federal Flood Insurance Program.	XX	XX			The City’s entire floodplain management ordinance was revised and updated by ordinance effective 2006.	Brentwood’s standards for floodplain management meet, and in certain cases exceed, the floodplain protections mandated by guiding federal agency FEMA.
3	Establish working relationships with State Department of Environment and Conservation; Publicize contact information.	XX	XX				Ongoing relationship.
4	Require housing on lots 3 acres or less to connect to sewer. Encourage all development to connect to the public system.	XX				City enforces current zoning ordinance that requires connections to sewer for lots of 5 acres or less, unless waived by the Board of Commissioners.	Standard set by ordinance exceeds benchmark suggested by 2020 Plan. <b>- - DELETE ACTION STEP - -</b>
5	Complete sewer extension program to all existing subdivision homes according to CIP schedule; extend sewer to newly annexed subdivisions within 5 years of annexation.	XX				Portions of Brentwood served by City of Brentwood Water and Sewer have all been connected to the sewer system.	This objective applies only to City of Brentwood system customers. Some residents served by other purveyors are not yet served. Those locations are not controlled by the City of Brentwood. <b>- - DELETE ACTION STEP - -</b>



**Goal No. 1 – Environmental Conservation, Recreation & Scenic Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>I.A.2</b> 1	Expand Little Harpeth River Corridor Park through acquisition and land dedication.	XX	XX			Corridor park continues to expand to access land to the south of the current park boundaries.	Approximately 18 acres was acquired from members of the Adams family in 2002 in conjunction with the approval of the Parkside Downs subdivision.
<b>I.A.3</b> 1	Continue the existing bike trail in the Little Harpeth River Corridor Park.	XX	XX			With the extension of the Little Harpeth Corridor Park, City is extending the trail system southward to Ravenwood High School.	Additional right of way is secured along Wilson Pike for southerly extension of the trail. Southerly extension to be completed by end of 2006.
<b>I.B.1</b> 1	Amend Subdivision Regulations to limit cut and fill sections for property abutting new streets.	XX				Subdivision Regulations were amended (see comments).	Upon examination of associated issues, City has set limit at 20% instead of 15% directed by the 2020 Plan. <b>-- DELETE ACTION STEP --</b>
<b>I.B.2</b> 1	Amend Subdivision Regulations to prohibit land disturbance on hillside areas with slopes greater than 15%.		XX			On a case by case basis, staff guides developers in hillside areas to respect the intent of the OSRD zoning district to minimize disturbance of steep hillside areas.	FY 2006-07 budget will include a non-routine work plan item to complete a formal planning study to determine options for land use regulation in steep hillside areas. <b>-- CHANGE "PROHIBIT" TO "MINIMIZE" IN STATEMENT --</b>
2	Rezone hillsides with slopes greater than 15% to OSRD as development is proposed.		XX			Staff provides ongoing guidance to developers to adopt the OSRD development type so as to preserve significant hillside open space; e.g., Hidden Creek Subd.	
3	Adjust OSRD zoning district to preclude use of undevelopable land to increase housing density.	XX					OSRD code to expanded 25% "partial open space credit" provision to include electrical and natural gas transmission rights-of-way. <b>-- DELETE ACTION STEP --</b>



**Goal No. 1 – Environmental Conservation, Recreation & Scenic Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<u>I.C.1</u> 1	Identify hillside / hilltop tracts for preservation where OSRD development or rezoning is not possible; Acquire easements or property; Amend zoning ordinance to include requirements for screening of hilltop development.		XX			Provisions requiring scenic easements in open space to be left in its natural state have been adopted for new subdivisions. Existing subdivision may also grant scenic easements, with City approval. A number of scenic easements have been acquired within new subdivisions.	FY 2006-07 work plan project will examine further refinements of the City approach to hillside development. Possible additions may include requirements for screening of hilltop development.
<u>I.C.2</u> 1	Amend zoning ordinance to prohibit new structures within 400 feet of the edge of Old Smyrna Road.				XX		Recent approval of Annandale subdivision in this vicinity has respected possible right-of-way expansion should roadway improvements be warranted in the future. <b>-- DELETE ACTION STEP --</b>
2	Maintain AR Estate zoning with 3-acre lots and 175 foot setbacks along Franklin Road.	XX	XX			AR zoning is maintained by ongoing policy, however, certain SI rezonings have been approved which preserves a similar scale of development.	In lieu of maintaining AR, can require 150' buffer from right-of-way if rezoned to SI.
3	Encourage OSRD zoning with 150-foot buffer strips and screening along arterial streets.	XX	XX			Staff encourages residential developers to implement OSRD zoning along arterial roadways so as to establish required landscape buffers.	



## Goal No. 1 – Environmental Conservation, Recreation & Scenic Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b><u>I.C.4</u></b>  1	Encourage Tennessee DOT to improve state highways in and near Brentwood as boulevards with grass medians.	XX	XX			This objective has been achieved for South Wilson Pike at Inglehame Farms, providing an enhanced southern gateway to the City.	Problems have been encountered in not having sufficient right-of-way to split the roadway with medians. When possible medians are added to roadway design.
2	When new arterials are planned and constructed, encourage landscaped boulevards with underground utilities.	XX	XX			Ongoing policy encouraged by staff – e.g., Wilson Pike.	All new roadways are constructed with underground utilities.
<b><u>I.D.1</u></b>  1	Establish criteria and identify natural areas for preservation in addition to hillsides, floodplains, and culturally significant areas.	XX	XX			See comment at I.C.1. Staff administers an archeological study requirement, and no development is allowed in the FEMA designated floodway.	FY 2006-07 work plan project will examine further refinements to hillside development. Possible additions may include requirements for screening of hilltop development.
2	For natural areas that have been identified for preservation, encourage that development occur under OSRD zoning.	XX	XX			Hidden Creek rezoning on Pinkerton Road preserved hillside in the floodway, floodplain and the area around the stream bed, using OSRD.	



## Goal No. I – Environmental Conservation, Recreation & Scenic Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b><u>I.D.2</u></b>  1	Amend zoning ordinance to permit transfer and sale of development rights. Establish criteria for tracts suitable for sending and receiving such development rights.				XX		TDR's were extensively examined through a work plan item in recent years. Problems associated with locating an appropriate receiving tract have prevented effective implementation. <b>-- DELETE ACTION STEP --</b>
<b><u>I.D.3</u></b>  1	Encourage placement of new recycling centers in convenient locations.	XX				The City of Brentwood is working with Williamson County on enlarging the Wilson Pike recycling center.	Completed. <b>-- DELETE ACTION STEP --</b>
<b><u>I.E.1</u></b>  1	Review existing buffer, landscape, and screening regulations; adjust to strengthen.	XX				City passed a recent ordinance that refines the content and application of landscape buffers. Another ordinance provides for expanded commercial landscape requirements for parking lots and adjacent to roadways.	Completed. <b>-- DELETE ACTION STEP --</b>
<b><u>I.F.1</u></b>  1	Acquire land in 10-acre-plus sizes for construction of passive parks; Athletic features are desirable, but not formal athletic programs nor lighting.	XX	XX			Land for Primm Park, including historic Boiling Springs Academy, was acquired in 2003. Owl Creek Park site (21+acres) acquired and under construction.	

## Goal No. I – Environmental Conservation, Recreation & Scenic Provisions



Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
I.F.2 1	Incorporate passive park/plaza areas within any future public or civic buildings / facilities.		XX				No new civic buildings currently being planned.
2	Require open space and private recreation facilities for any future retirement or assisted care development.	XX				New SI-4 Zoning district for continuing care facilities makes provision for this objective.	Completed. <b>-- DELETE ACTION STEP --</b>
I.G.1 1	Acquire land (30-acres-plus) for construction of a new athletic park with both passive and active athletic fields, with lighting. Timing for construction to be based on population growth and demand.	XX				Land was acquired for Tower Park in 2000. Tower Park was completed in August of 2005. This park has a walking trail, bathrooms, and lighted practice fields. Also added 6 fields to Crockett Park.	Completed. <b>-- DELETE ACTION STEP --</b>
2	Target area for new park should be newly annexed land in the eastern end of the City. Location adjacent to a future school site is desirable. (Related to Objective V.B.2)	XX				See I. F. 1. Owl Creek Park has been master planned and will be constructed by end of 2006. Land for Owl Creek was annexed into the City in 2001. It is in the eastern end of the City. Note: this is not adjacent to a school site.	Completed. <b>-- DELETE ACTION STEP --</b>

**Goal No. II – Retirement Provisions**



Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>II.A.1</b> 1	Amend zoning ordinance to create a retirement/assisted care zoning district.	XX				SI-4 Zone is for Retirement/Assisted Care Developments. SI-4 was created in 1999. Construction of first retirement/assisted living care community is underway.	Completed. <b>-- DELETE ACTION STEP --</b>
2	Amend zoning ordinance to ensure that such development will be geared exclusively to senior citizens and not threaten other residential density standards.	XX				Objective incorporated within the SI-4 regulations.	Completed. <b>-- DELETE ACTION STEP --</b>
3	Target rezoning approval process based on the needs of existing senior residents in Brentwood and other residents with a need to take care of elderly parents.	XX				Approved sites were thoroughly analyzed with respect to current populations and anticipated market issues.	Completed. <b>-- DELETE ACTION STEP --</b>
4	Target placement of such development in locations that abut arterial roads, convenient to commercial, civic, religious, medical, and other support service needs of residents.	XX				The approved Heritage development is located on Concord Road close to I-65, the YMCA, and the Brentwood Library. Superior access and adjacent amenities exist for the facility.	Completed. <b>-- DELETE ACTION STEP --</b>

## Goal No. II – Retirement Provisions



Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>II.A.2</b> 1	Permit related food and commercial services geared to residents of a retirement / assisted care development to be part of the development.	XX				SI-4 zone district allows for such accessory uses.	Completed. <b>- - DELETE ACTION STEP - -</b>
<b>II.B.1</b> 1	Amend the OSRD zoning district to allow developments with independent single family retirement housing units on lots as small as 10,000 square feet with maximum living space of 2,000 square feet.	XX				OSRD-IP allows for smaller 6,000 square foot lots and places limits on some housing sizes to 2,500 square feet	OSRD-IP regulations, adopted in 2003, provides for 6,000 square foot lots for detached units and 2,880 square foot lots for town homes. Some homes are limited to a maximum of 2,500 square feet in heated space. <b>- - DELETE ACTION STEP - -</b>
<b>II.C.1</b> 1	Require a transportation program to be established as a part of the approval process for any retirement/assisted care development.		XX				Responsibility of the developer to provide this type service.



### Goal No. III – Commercial Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>III.A.1</b>  1	Initiate studies to determine the best alignment for the extension of Mallory Lane.				XX		The extension of Mallory Lane was put out for a referendum vote on related bonding, and failed.  <b>-- DELETE ACTION STEP --</b>
2	Acquire right-of-way for Mallory Lane Extension.				XX		See above explanation – referendum for extension failed.  <b>-- DELETE ACTION STEP --</b>
3	Design Mallory Lane as a four-lane boulevard with landscaped median, underground utilities, and special lighting.				XX		Not applicable; see above.  <b>-- DELETE ACTION STEP --</b>
4	Facilitate the construction of Mallory Lane Extension.				XX		Not applicable; see above.  <b>-- DELETE ACTION STEP --</b>



Goal No. III – Commercial Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>III.A.2</b>  1	Formulate a mixed use office/retail development plan for the 125-acre Spires tract.				XX		Related rezoning petition and planned roadway extension encountered citizen opposition and was abandoned.  <b>-- DELETE ACTION STEP --</b>
2	Rezone 75 acres adjacent to Mallory Park from R-2 to C-1 and C-2.				XX		No longer applicable; see above.  <b>-- DELETE ACTION STEP --</b>
3	Incorporate additional buffering and screening requirements in the zoning ordinance to help screen new Mallory Park development from nearby residential property.	XX					50-acre Mallory Park development was approved by the Planning Commission with extensive landscape buffers adjacent to surrounding residential property.  <b>-- DELETE ACTION STEP --</b>
4	Encourage dedication of land on the northern end of the Spires Tract where screening standards may not be adequate to protect nearby residential areas from new office/retail development.				XX		Not applicable; see III.A.2.1 above.  <b>-- DELETE ACTION STEP --</b>



Goal No. III - Commercial Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>III.B.1</b>  1	Amend the C-2 zoning district to allow for freestanding neighborhood-scale commercial centers with definitions and limitations on size, scope, permitted uses, and buffer requirements.				XX		City officials have rejected recent proposals for neighborhood commercial centers as incompatible with Brentwood's residential character. However smaller neighborhood convenience scale commercial may be considered in the future using the existing SR overlay zoning district. <b>-- DELETE ACTION STEP --</b>
2	Target placement of such new commercial activity in locations that are undeveloped, where no existing residential development would abut, directly fronting on an arterial street and where a failure to construct a neighborhood center would result in a similar center built nearby in another jurisdiction.				XX		See comment above. <b>-- DELETE ACTION STEP --</b>
3	Target the following areas for placement of a neighborhood-scale shopping center: Concord Road, Murray Lane, and Green Hill Boulevard.				XX		See comment above. <b>-- DELETE ACTION STEP --</b>
4	Annex targeted properties into the City limits and rezone to permit a neighborhood shopping center.				XX		See comment above. <b>-- DELETE ACTION STEP --</b>



### Goal No. III – Commercial Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>III.B.2</b>  1	Revise the C-1 office district zoning uses to encourage restaurants and specialty retail on vacant tracts and/or within office buildings.			XX			Action on this action step still pending.
<b>III.C.1</b>  1	Revise the C-2 zoning district to allow for freestanding convenience-scale retail with limitations on size, scope, uses.				XX		The SR zone overlay district already provides flexibility to achieve the objective where deemed appropriate. <b>-- DELETE ACTION STEP --</b>
2	Target placement of such development to undeveloped property where no existing residential development would abut, directly fronting on an arterial street, where the failure to allow a store would result in a similar store or shopping center built in another jurisdiction.				XX		See comment above. <b>-- DELETE ACTION STEP --</b>
3	Target such development in the following areas: Wilson Pike, Split Log Road, and any location previously targeted for a neighborhood center.				XX		City officials have determined specific location targeting of such development as inappropriate due to significant resident concerns on the spread of incompatible commercial development. <b>-- DELETE ACTION STEP --</b>
4	Annex targeted properties and zone accordingly.				XX		May be considered on a case by case basis. <b>-- DELETE ACTION</b>



							<b>STEP</b>
<b>Goal No. III – Commercial Provisions</b>							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b><u>III.D.1</u></b>  1	Encourage restaurants and specialty retail within the office areas of Maryland Farms and other office parks (related to objective III.B.2).	XX	XX				Ongoing.  <b>- - COMBINE WITH III.B.2 - -</b>
<b><u>III.D.2</u></b>  1	Designate the area between Old Hickory Blvd, Franklin Rd, Church St, and I-65 as an area for future redevelopment.	XX					C-4 Town Center Commercial District was created and adopted for this specific geographic area to encourage redevelopment. <b>- - DELETE ACTION STEP - -</b>
2	Formulate a redevelopment plan for that area.	XX					C-4 Town Center redevelopment guidelines adopted and companion pattern book produced to guide developers and public officials. <b>- - DELETE ACTION STEP - -</b>
3	Form public/private partnerships to support land assemblage and infrastructure improvements in that area.		XX			Town Center Way built by City to connect district across railroad gulch. On Pewitt Drive, the City is acquiring public ROW to facilitate upgrade of this substandard access road. Similar efforts to upgrade infrastructure for water/sewer.	The City is completing a formal study on the construction of a parking garage in this district to encourage redevelopment and investment within the area.  <b>- - CHANGE “FORM” TO “EXPLORE” - -</b>
4	If redevelopment is not feasible in that area, encourage private enhancement of existing properties through public / private partnerships.		XX			City staff and Planning Commission has worked with existing properties to facilitate proper upgrades of those establishments.	<b>- - CHANGE TO “ENCOURAGE PRIVATE ENHANCEMENT OF EXISTING PROPERTIES” - -</b>



### Goal No. III – Commercial Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>III.D.3</b>  1	Install sidewalks between future transit stations and nearby commercial and employment centers.			XX			Though transit stations are probably a distant issue, city codes and subdivision regulations already require sidewalk installations in areas that may host such facilities in the future.
2	In locations where walking is not practical to/from a transit station, establish public and/or private shuttle services between any future transit stations and existing commercial / office center locations.			XX			Will be considered when relevant.



Goal No. IV – Mobility Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<u>IV.A.1</u> 1	Construct a new interchange for I-65 between Old Hickory Boulevard and Concord Road.			XX			Should the Cal Turner property ever develop, the interchange will be seriously considered in related transportation planning. Cost considerations have precluded this option in the recent past. City costs were projected at \$61 million.
2	Design any new interchange to be compatible with the residential character of the area, minimizing impact on neighborhoods and cut-through traffic in adjoining neighborhoods.			XX			See above comments
<u>IV.A.2</u> 1	Modify the existing I-65 interchange at Old Hickory Boulevard to permit direct access from I-65 southbound to public streets in the area south of Old Hickory Blvd.				XX		Not consistent with plans for Town Center. <b>-- DELETE ACTION STEP --</b>
<u>IV.B.1</u> 1	Provide a new east-west arterial roadway connection between Franklin Road and Wilson Pike. (Related to Objective IV.A.1.)			XX			Related to IV A. 1; see comment above. May not be feasible.



Goal No. IV – Mobility Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>IV.B.2</b> 1	Extend Mallory Lane.				XX		The extension of Mallory Lane to Concord Road was put out for a referendum vote on related bonding, and failed. However, a limited extension of Mallory Lane has been completed into property already zoned for commercial development.  <b>-- DELETE ACTION STEP --</b>
2	Construct new north-south collector roadways as shown in the Major Thoroughfare Plan. The most important are Jones Parkway, Green Hill Boulevard, Sunset Road extension, Arrowhead Drive extension, Kennon Drive, Raintree Parkway extension, Carriage Hills Drive, Edmondson Pike extension, Waller Road extension, and a new roadway south from Concord Road between Sunset Road and Waller Road.		XX			Sunset Road extension is virtually complete, excepting the portion through the Levine Tract; completion will be development driven. Carriage Hills Drive is connected northward through Montclair to Moores Lane. Several other projects are under construction or planned for construction in 2007. The Jones Parkway, Edmondson Pike, Waller Road, and Concord Road projects should all be complete before year end 2007-08.	Other identified roadway improvements will be development driven in the future.  <b>-- MODIFY TO READ "CONSTRUCT NEW NORTH-SOUTH COLLECTOR AND IMPROVE EXISTING NORTH-SOUTH ROADWAYS AS SHOWN..." --</b>
<b>IV.B.3</b> 1	Construct a new east-west arterial road to serve as an alternative to Old Smyrna Road.				XX		Issue is a low priority for the City at this point in time.  <b>-- DELETE ACTION STEP --</b>



	Extend Sunset Road from Concord Road to Edmondson Pike at Liberty Church Road.		XX				Sunset Road extension is virtually complete, excepting the portion through the Levine Tract; completion will be development driven.
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Goal No. IV – Mobility Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>IV.C.1</b>  1	Ensure that future road connections are provided to adjacent, undeveloped land as new subdivisions are proposed.		XX				This public safety objective has been adopted as an on-going policy of the Planning Commission during consideration of development proposals.
<b>IV.C.2</b>  1	Connect temporary dead-end roadways within existing subdivisions to new adjacent residential subdivisions as development occurs on adjacent tracts.		XX				See comment above.
<b>IV.C.3</b>  1	Improve the following arterial roadways: <ul style="list-style-type: none"> <li>• Franklin Road</li> <li>• Wilson Pike</li> <li>• Murray Lane</li> <li>• Concord Road</li> <li>• Crockett Road</li> <li>• Moores Land</li> <li>• Sunset Road</li> <li>• Split Log Road</li> </ul>		XX			<p>Crockett Road – intersection with Concord Rd will be improvement in current project; no other improvements planned; maintenance only.</p> <p>Moore Lane – improvement projects completed.</p> <p>Sunset Road – extended and upgraded in conjunction with recent development of the area; only lacks surface mix in the future.</p>	<p>Franklin Road – major upgrade planned from Concord Rd. to Moore’s Lane.</p> <p>Wilson Pike – long term plan.</p> <p>Murray Lane – joint venture project with Williamson County; waiting on funding.</p> <p>Concord Road – improvements underway from Edmondson Pike to Nolensville Rd. Design already complete, ROW acquisition in 2006, construction bidding in 2007, and construction 2007-2009.</p> <p>Granny White Pike- no longer relevant.</p> <p>Split Log Road – Improvements to be installed 2006-07.</p>



Goal No. IV – Mobility Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>IV.D1</b>  1	Implement the bicycle and pedestrian facilities identified in the Bikeway Plan and Greenways Plan.		XX			The City has systematically extended the trailway system southward during recent years facilitating eventual connection as far south as Ravenwood High School.	Related funding has been provided in the Capital Improvements Program of the budget.
2	Ensure safe systems for pedestrian and bicycle movements in new residential developments.	XX	XX			Subdivision regulations have been amended to require sidewalks on both sides of the streets in all new subdivisions. Trail connections have been established between new and existing subdivisions on an ongoing basis (example, Chenoweth – Preserve at Concord)	<b>- - COMBINE WITH IV.D1.3 - -</b>
3	Provide pedestrian and bicycle pathways to connect existing residential neighborhoods with other neighborhoods.		XX			Preserve at Concord connected to Chenoweth through Thorndale.	
4	Incorporate wide outside lanes into plans for constructing, improving and widening arterial and collector roadways.		XX			Wider shoulders / bikeways at Hampton Reserve and all along Concord Road and Split Log Road.	
5	In locations where separate bicycle lanes or paths are not feasible, provide sidewalks on arterial & collector roadways that are built or improved.	XX	XX			Subdivision regulations amended to require sidewalks on all streets. Specifically required on arterial/collectors.	Planning Commission may call for sidewalks or bikepaths in any location deemed necessary when reviewing new development.



Goal No. IV – Mobility Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>IV.D.2</b>  1	Ensure pedestrian/bike trail access points into the future Little Harpeth River Corridor Park as part of any new development abutting that area.	XX	XX			Corridor park has established connections at Alamo Road, Wikle Road, Parker Place, and Hallbrook. Montclair development has a bikeway that will become part of the master corridor system.	
2	Incorporate pedestrian and bike path connections to adjacent neighborhoods, in the location and design of new parks, recreation areas, and schools.		XX			Tower Park bike path will eventually connect southward to Ravenwood High School. The majority of the pathway has been completed.	Owl Creek Park is planned to connect with Bridgeton Park via trail bridge over creek.
<b>IV.D.3</b>  1	Where feasible, separate pedestrian and bicycle pathways from main roadways by a minimum distance of five feet.		XX			This is an ongoing policy with new roadway construction. Example, Concord Road upgrade will incorporate a separated pathway from Edmondson Pk to Nolensville Rd	<b>- - ADD THE SENTENCE, "ADD SIDEWALKS ALONG ALL ARTERIALS - -</b>



### Goal No. IV – Mobility Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b><u>IV.E.1</u></b> 1	Plan for the construction of transit stations.			XX			Long range project.
2	As development is proposed near planned rail stations, ensure that sufficient space is set aside for future rail stations.			XX			No rail station locations have been determined at this date.
3	As development is proposed near planned rail stations, ensure that adequate parking and vehicle access is provided to support the future rail station.			XX			See comments above.
4	Provide safe and convenient pedestrian and bicycle access to all future rail stations.			XX			See comments above.



Goal No. IV – Mobility Provisions							
Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>IV.E.2</b> 1	When commuter rail is extended, redevelopment of the Pewitt Drive area should be encouraged.		XX				This objective is being pursued independent of the extension of light rail; new C-4 Town Center redevelopment district.
2	Encourage transit-compatible development for the 125-acre Spires tract.				XX		Spires tract will retain traditional residential zoning designation due to defeat of Mallory Lane extension proposal.  <b>-- DELETE ACTION STEP --</b>
<b>IV.E.3</b> 1	Establish shuttle services between future transit stations and large-scale commercial and office uses.			XX			Will be pursued at such as transit stations are advanced.
<b>IV.F.1</b> 1	Locate neighborhood and convenience scale retail and support services in proximity to residential areas.				XX		Objective has not been pursued to date, and convenience retail in/near residential areas has not been considered favorably.  <b>-- DELETE ACTION STEP --</b>
<b>IV.F.2</b> 1	Encourage development of restaurants and smaller scale retail within office developments.			XX			Objective has not been pursued to date but remains an objective.



<b>Goal No. IV – Mobility Provisions</b>							
<b>Objective</b>	<b>Action Step</b>	<b>Complete</b>	<b>Ongoing or In Progress</b>	<b>Not Started But Still Planned</b>	<b>No Longer Relevant</b>	<b>Examples of Implementation</b>	<b>Comments</b>
<b><u>IV.F.3</u></b>  1	Encourage Traffic Demand Management strategies including:  - Ridesharing - Telecommuting - Staggered Work Hours - Incentives for bicycle commuting		XX			Staggered work hours are being pursued with the business community in Maryland Farms. A form of telecommuting is being accomplished through various home occupation permits. Also, mixed use provisions in the C-4 zone district will encourage combined commercial and residential uses.	
<b><u>IV.G.1</u></b>  1	Use technology to improve traffic flow, including:  - ITS strategies - Incident management - Web and cable for traffic Reports		XX			The Traffic Operational Control Room being implemented. Cameras are being used at traffic signal locations. The system will manage the traffic flow and monitor for signal synchronization.	



**Goal No. V – Residential & Service Institutional Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>V.A.1</b> 1	Maintain the current R-2 and OSRD zoning district standards in future residential areas with a maximum density of one dwelling unit per acre.	XX	XX				A range of related code provisions maintains the standard, and reflects ongoing city policy.
<b>V.A.2</b> 1	Allow for reduced lot size in future retirement housing development (related to Objective II.B.1).				XX		Reducing lot sizes not deemed to be desirable. <b>-- DELETE ACTION STEP --</b>
<b>V.A.3</b> 1	Assure the compatibility of future neighborhood and convenience-scale commercial uses with nearby areas. (Related to Objective I.E.1)	XX					Polymakers have decided to use the C2 district with SR zone overlay for any acceptable proposals. The SR overlay ensures development compatibility with the surrounding neighborhoods. <b>-- DELETE ACTION STEP --</b>
<b>V.B.1</b> 1	Identify locations appropriate for the clustering of educational and/or worship facilities.		XX			During recent years, rezoning approvals for worship facilities in the vicinity of Concord Road and Franklin Road have located one such cluster of SI development.	Continuing attention is needed to the traffic impacts associated with potential expansions of worship facilities in the vicinity of Concord Road and Franklin Road.
2	Evaluate the feasibility of establishing a public land banking program for the purpose of clustering service and institutional uses.		XX			The City donated 5 acres of land to help form the Martin Center – Heritage Way Corridor for SI uses.	

**Goal No. V – Residential & Service Institutional Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b><u>V.B.2</u></b>  1	Continue to work with the School Board to identify and acquire future school sites in advance of population growth and development.		XX			City required donation of funds for the purchase of a school site to address significant population impacts from the Taramore development.	The City continues to work with the county school system in a cooperative effort to analyze related demographics while also identifying appropriate sites for new schools in Brentwood.
2	Coordinate the acquisition of future school sites with the placement and location of future parks so as to encourage the cost effective use of facilities.		XX			An example of such implementation can be found with Crockett Elementary and Woodland Middle Schools located adjacent to Crockett Park.	



**Goal No. VI – Community Identity Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<u>VI.A.1</u> 1	Designate the primary and secondary gateways into the City.	XX				Primary and secondary gateways have been established.	<b>-- CHANGE ACTION STEP TO READ "PROTECT AND ENHANCE SECONDARY GATEWAYS..." --</b>
2	Establish and implement a common design element for primary and secondary gateways. Design guidelines should be customized.		XX			Established design criteria for gateway signs: Primary gateway signs at Wilson pike city limits, exploring other sites for signs Secondary city limit signs are completed; in process of being installed.	
<u>VI.A.2</u> 1	Coordinate improvements in the Franklin Rd. /Old Hickory Blvd. gateway with redevelopment of older commercial areas (related to Objective III.D.2).	XX	XX			Development of Town Center is in process; Town Center Way has been completed.	
<u>VI.A.3</u> 1	Establish and implement a common design element including a logo at all existing and future interchanges.		XX			In process of establishing design and location of directional signs entering the City. Interstate highway interchanges are a particular focus.	
2	Use State and Federal highway beautification programs to enhance landscaping at interchanges.	XX				The City has landscaped five (5) I-65 interchanges.	Completed. <b>-- DELETE ACTION STEP --</b>



**Goal No. VI – Community Identity Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>VI.B.1</b>  1	Identify locations and tracts for future cultural, civic, public and educational facilities that may be needed that will complement existing public and semipublic investments in the center of Brentwood. Arrange for safe pedestrian and bicycle movements to and from existing facilities.		XX			The City has been actively involved in the planning and development of the Heritage Way corridor in center of the Brentwood. Tower Park has been completed, donation was made for the Martin Center, and a municipal tract has been reserved for possible public buildings.	
2	Evaluate the feasibility of establishing a public land banking program to assemble a large tract for future cultural, civic, public and educational uses.		XX			The mentioned Heritage Way corridor effort fulfills this objective. Besides uses mentioned above, the Williamson County Indoor Recreational Center has been completed here.	
<b>VI.C.1</b>  1	Encourage the placement of new public safety facilities on property adjacent to new schools or parks.			XX			Will be pursued where feasible.
2	Prepare a 20-year horizon Protective Services Plan for fire and police protection.	XX					Project completed.  <b>-- DELETE ACTION STEP --</b>



**Goal No. VII – Growth Management Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<u>VII.A.1</u> 1	In locations abutting the boundary of another jurisdiction, encourage the use of similar and compatible land use patterns and density standards in both jurisdictions.		XX			Has provided ongoing commentary to the City of Franklin, Metro Nashville, Town of Nolensville and Williamson County on developments adjacent to Brentwood, establishing concerns prior to approval of plans.	City maintains inter-jurisdictional review arrangements with Town of Nolensville on defined boundary area. Has secured success with Williamson County in the review of development plans affecting the future growth area of the Brentwood.
2	Encourage the use of physical screening, landscaping, and buffers in locations abutting the boundary of another jurisdiction where potential land uses are incompatible.		XX			Brentwood has required landscape buffering within recent projects completed on Caruthers Pkwy adjacent to City of Franklin.	On-going policy that is incorporated within commentary on proposed abutting development in other jurisdictions.
3	Coordinate long-range transportation planning with surrounding jurisdictions.		XX			City of Brentwood is actively involved in MPO and RTA; 2020 Plan provisions take into account regional objectives.	
<u>VII.A.2</u> 1	Review existing zoning ordinance for adequacy in protecting culturally significant sites. Amend ordinance if needed to better protect and buffer important sites.	XX				Section 78-15 of the Zoning Ordinance established the farmstead regulations that state that all developments within 500 feet of the boundary of historic property must be development by the guideline set forth in “Saving the Farmstead”.	Completed. <b>- - DELETE ACTION STEP - -</b>



**Goal No. VII – Growth Management Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>VII.B.1</b> 1	Establish a Transfer of Development Rights program to preserve hillside, floodprone and historical areas.				XX		The program was considered in detail but not adopted due to problems with the establishment of acceptable “receiving” areas for transferred density. <b>-- DELETE ACTION STEP --</b>
2	Encourage private trust acquisition and leasing of important sites.		XX				Land owners who want to preserve their land in this manner are referred to the Tennessee Land Trust. Staff is well-acquainted with related options for counseling.
3	Encourage preservation by rezoning such areas (hillside, floodprone, and historical) to OSRD.		XX			Recent examples of such development include Hidden Creek on Pinkerton Road, as well as historical preservation of Sayers Mansion at Taramore.	Staff supports and encourages this policy when counseling applicants on related development proposals.
<b>VII.C.1</b> 1	Establish a formal mechanism for public review and status report on the implementation of the Goals and Objectives at least every 5 years.		XX			FY 2006 budget included this objective as a work plan item. Two citywide questionnaires will afford needed input to update the 2020 Plan. Results of first questionnaire received.	Nationally recognized planning consultant Clarion Assoc has produced this matrix format for the ongoing update of the plan and its progress. Clarion will produce the formal update appendix to plan in 2006
2	Prepare a report every five years outlining accomplishments to date and identifying the areas of focus during the next five years based on the direction of the City Commission.		XX			In process of gathering citizen input and related data for production of report.	See comment above. The City will continue to arrange for production of a similar report every five years during FY 2010-11 and FY 2015-16. It is anticipated that 2020 will begin process for a new comp plan.
3	Establish a formal mechanism for amending the comp plan via adoption of a resolution.		XX			FY 2006 work plan effort will provide a workable format for such periodic updates.	See comments above.



**Goal No. VII – Growth Management Provisions**

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>VII.D.1</b> 1	Identify areas outside the City Limits where growth is anticipated over the next 20 years and where services can be extended in an orderly manner.	XX				Urban Growth Boundary established, per State of Tennessee requirements outlined in Public Chapter 1101.	Completed. <b>-- DELETE ACTION STEP --</b>
2	Obtain agreement from Williamson County on an urban growth area.	XX				See comment above.	Completed. <b>-- DELETE ACTION STEP --</b>
3	Annex land in an orderly manner and provide urban services to new residents and property owners.	XX	XX			City has annexed substantial tracts particularly on the eastern edge of Brentwood during the past five years; service delivery plans have been adopted for each successive annexation.	
<b>VII.E.1</b> 1	Project future water demands and obtain a long-term commitment for purchasing a dependable and adequate supply of water to meet long-term needs.	XX	XX			City has been fortunate in securing a long term commitment for provision of water to customers at a rate that will even satisfy summer irrigation demands.	5-year projections have been formulated and produced for consideration by policymakers.
2	Construct new water mains and tanks as needed to meet demands for potable water and fire protection.	XX	XX			Water tank construction has been ongoing during the past decade, addressing demands in key growth areas.	
3	Continue maintenance of components of the existing water system.	XX	XX			On-going annual and capital improvements budgeting addresses this vital need.	



### Goal No. VII – Growth Management Provisions

Objective	Action Step	Complete	Ongoing or In Progress	Not Started But Still Planned	No Longer Relevant	Examples of Implementation	Comments
<b>VII.E.2</b> 1	Anticipate future wastewater treatment needs and purchase treatment capacity from Metro Nashville to serve a growing population.		XX			Negotiations are in progress to revise and upgrade associated treatment contracts with Metro Nashville.	
2	Construct new sewer lines and pump stations as needed to meet demand.		XX			On-going annual and capital improvements budgeting addresses this vital need.	
3	Continue maintenance of components of the existing sewer collection system.		XX			See comment above.	
<b>VII.F.1</b> 1	Maintain or improve the City's bond rating.	XX	XX			In January 2000, the City's bond rating was raised by Moody's Investors Service to AAA, the highest rating. This rating was last reaffirmed in December, 2005.	
2	Maintain sufficient reserves equivalent to at least 40% of the annual operating budget or approximately 5 months of expenditure obligations.	XX	XX			For FY 2005, the unreserved fund balance was 66% of FY 2006 budgeted operating general fund expenditures.	
3	Place higher priority on increasing the local option sales tax by ½ cent over property tax increases to make up any future revenue shortfalls.	XX	XX			FY 2006 property tax rate of \$.59 per \$100 of assessed value is same effective tax rate for 15th year in a row. Increasing local option sales tax is noted on list of opportunity revenues.	



## Appendix B: Copies of the Surveys



# Brentwood 2020 Plan Update

## Community Survey - 2006

1) In what subdivision (area) do you reside?

2) How long have you lived in Brentwood?

3) Please rate your satisfaction with the following services and characteristics in Brentwood, as compared to other locations in the Middle Tennessee Area. Please circle your responses.

	VERY SATISFIED	2	SOMEWHAT SATISFIED	3	NOT AT ALL SATISFIED	4	5	DON'T KNOW/ NO OPINION	8
1. Brentwood's existing roads	1	2	3	4	5	8			
2. Number / location of sidewalks	1	2	3	4	5	8			
3. Streetscape appearance and landscaping	1	2	3	4	5	8			
4. Appearance of public buildings	1	2	3	4	5	8			
5. Drainage and storm water runoff	1	2	3	4	5	8			
6. Preservation of Historic & Archeological sites	1	2	3	4	5	8			
7. Preservation of permanent open space and sensitive environmental areas (hillsides, floodplains)	1	2	3	4	5	8			
8. Environmental quality (air, water, etc.)	1	2	3	4	5	8			
9. The design (attractiveness/style/layout) of new development	1	2	3	4	5	8			
10. Number of parks, playing fields, and playgrounds	1	2	3	4	5	8			
11. Quality of parks, playing fields, and playgrounds	1	2	3	4	5	8			
12. Indoor recreation facilities (private and public)	1	2	3	4	5	8			
13. Fire / Emergency medical services	1	2	3	4	5	8			
14. Police	1	2	3	4	5	8			
15. Brentwood Library	1	2	3	4	5	8			
16. Zoning and Codes	1	2	3	4	5	8			
17. Employment opportunities	1	2	3	4	5	8			
18. Variety / availability of housing	1	2	3	4	5	8			
19. Convenience of shopping choices / restaurants	1	2	3	4	5	8			
20. Quality of public information available via the City of Brentwood website, cable TV, newsletters, etc.	1	2	3	4	5	8			
21. Financial management of the City	1	2	3	4	5	8			
22. Management of growth compared to other cities	1	2	3	4	5	8			
23. Quality of Williamson County Schools	1	2	3	4	5	8			

a) Of the items listed above, which do you believe is the most important issue facing Brentwood today? (Insert one number from the list above.) \_\_\_\_\_

b) And which issue is the second most important? (Insert one number from the list above.) \_\_\_\_\_

c) And which issue is the third most important? (Insert one number from the list above.) \_\_\_\_\_

4) Overall, how would you rate the quality of life currently in Brentwood as compared to other locations in the Middle Tennessee Area (quality of life meaning economic, social, and environmental health, well-being, and vitality of the community)? Please circle your response.

	EXCELLENT	1	2	ABOUT AVERAGE	3	4	5	POOR	6	DON'T KNOW/ NO OPINION	8
Quality of life											



# Brentwood 2020 Plan Update

## Community Survey - 2006

5) What priority should be placed by the City on encouraging the preservation of the remaining farms and other large open space tracts in the community? Please circle your response.

	HIGH PRIORITY				LOW PRIORITY	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Preservation of farms / open space						

6) Do you support the existing commercial development pattern in the City whereby larger scale retail and office uses are concentrated solely in the northern area (i.e. Maryland Farms, Brentwood Place, Church Street East, etc.) and southern area (Cool Springs, Moores Lane, Carothers Parkway, etc.) of the City? Please circle your response.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Support existing pattern						

7) Do you support City efforts and actions to encourage the redevelopment of the Town Center area (the area north of Church Street, west of I-65, south of Old Hickory Blvd., and east of Eastpark Drive )into a pedestrian-oriented, small downtown with a mixture of retail, office, and residential uses? Please circle your response.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Redevelopment of Town Center Area`						

8) In general, would you support the concept of having a small neighborhood oriented retail store located on property **next to or near your** neighborhood if properly screened and buffered from nearby residences? Please circle your response.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Neighborhood retail near where you live						

9) What would be the **MAXIMUM** ideal driving time to have a neighborhood convenience store located from your home? Please circle your response.

	ADJACENT	TWO MINUTES	FIVE MINUTES	10 MINUTES	15 OR MORE MINUTES	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Neighborhood retail near where you live						





# Brentwood 2020 Plan Update

## Community Survey - 2006

**10)** *Current zoning regulations in Brentwood allow for home occupations (people working out of their home) with specific limitations. Current limitations on a home occupation include prohibiting employees who do not live in the dwelling, and prohibiting customers or clients from coming to the dwelling for products or services. Would you support adjustment of the regulations under limited, controlled circumstances? Please circle your response.*

	YES, ADJUST TO MAKE LESS RESTRICTIVE	LEAVE AS IS			YES, ADJUST TO MAKE MORE RESTRICTIVE	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Would you support adjustments to Home Occupation restrictions?						

**11)** *There currently is no place in the Brentwood City Limits for a public/private gathering of over 200 people (e.g., meetings, wedding receptions, banquets). Do you believe there is a need for this kind of facility in Brentwood? Please circle your response.*

	STRONG NEED	MODERATE NEED		NOT A NEED	DON'T KNOW/ NO OPINION	
	1	2	3	4	5	8
Gathering place / Meeting Center						

**12)** *Should the City require that all new subdivisions built adjacent to an existing subdivision have road connections between the subdivisions to provide alternative travel routes other than the major arterial roads? Please circle your response.*

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Roads connecting new subdivisions to existing neighborhoods						

**13)** *Would you support a road connection from your subdivision to an adjacent new subdivision if it meant the possibility of some additional through traffic by your home? Please circle your response.*

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
New road connection to your neighborhood						



# Brentwood 2020 Plan Update

## Community Survey - 2006

14) If the owner of a house near your residence proposed to demolish the existing house and replace it with a house that is newer and significantly larger than what was demolished, would you welcome or oppose this action? Please circle your response.

	WOULD WELCOME PROPOSAL		WOULD NOT MATTER		WOULD OPPOSE PROPOSAL	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Demolition of existing house near your residence to be replaced with newer, larger house						

15) Brentwood's geographic location between Franklin and Nashville and other growing communities plus the alignment of I-65 makes the community subject to additional traffic at peak times over and beyond community generated traffic. Please indicate your general support for the following approaches for addressing traffic congestion. Please circle your responses.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
1. Widen existing major streets with more driving lanes . . . . .	1	2	3	4	5	8
2. Encourage new roads that divert through traffic off Brentwood streets . . . . .	1	2	3	4	5	8
3. Improving streets primarily for safety (add shoulders, fewer curves, etc.) . . . . .	1	2	3	4	5	8
4. When practical, protect/ preserve existing trees, stone walls, etc. with street improvements . . . . .	1	2	3	4	5	8
5. Improve traffic signal coordination between signals to help reduce delays . . . . .	1	2	3	4	5	8
6. Where feasible, provide shifts in lane directions at peak times to handle more vehicles . . . . .	1	2	3	4	5	8
7. Expand public transit / buses / trolleys . . . . .	1	2	3	4	5	8
8. Promote car pooling / ride sharing . . . . .	1	2	3	4	5	8
9. Encourage employers & schools to stagger work hours / opening times . . . . .	1	2	3	4	5	8
10. Encourage school children to ride buses . . . . .	1	2	3	4	5	8
11. Expand pedestrian / bikeway links for commuting to work or activities . . . . .	1	2	3	4	5	8

a) Of the items listed, which do you consider the highest priority? (Insert one number from the list.) \_\_\_\_\_

b) And which is the second most important? (Insert one number from the list above.) \_\_\_\_\_



# Brentwood 2020 Plan Update

## Community Survey - 2006

16) When you have visitors coming to Brentwood, what are the important features of the City that you would like them to see?

1<sup>st</sup> Choice: \_\_\_\_\_

2<sup>nd</sup> Choice: \_\_\_\_\_

3<sup>rd</sup> Choice: \_\_\_\_\_

17) The following are items that are covered in the Brentwood 2020 Plan. Please rate how important they are to you. Please circle your responses.

	VERY IMPORTANT					NOT AT ALL IMPORTANT	DON'T KNOW/ NO OPINION
1. Environment, scenic vistas, hillside protection . . . . .	1	2	3	4	5	8	8
2. Retirement provisions. . . . .	1	2	3	4	5	8	8
3. Commercial opportunities and activity . . . . .	1	2	3	4	5	8	8
4. Mobility and transportation . . . . .	1	2	3	4	5	8	8
5. Residential neighborhoods and services, schools. . . . .	1	2	3	4	5	8	8
6. Community identity . . . . .	1	2	3	4	5	8	8
7. Growth management . . . . .	1	2	3	4	5	8	8

a) Of the items listed above, which do you believe is the most important issue facing Brentwood today? (Insert one number from the list above.) \_\_\_\_\_

b) And which issue is the second most important? (Insert one number from the list above.) \_\_\_\_\_

c) And which issue is the third most important? (Insert one number from the list above.) \_\_\_\_\_

18) One acre density is the residential development standard in Brentwood whereby the number of homes in a development cannot exceed one housing unit per acre. This density standard is handled by having individual lots that are either a minimum of one acre in size or by having smaller lots (1/3 acre to 1 acre) with sufficient open space preserved in the subdivision to make the development equivalent to one housing unit per acre. The following statements are about ways that development could happen in Brentwood. Please indicate how strongly you would support these forms or styles of development in the future. Please circle your responses.

	WOULD SUPPORT STRONGLY	WOULD NOT SUPPORT	DON'T KNOW/ NO OPINION			
1. Maintain the current residential development standard of one acre density . . . . .	1	2	3	4	5	8
2. Clustering housing on smaller lots within a residential development to preserve more open space, while maintaining a density of 1 housing unit per acre. . . . .	1	2	3	4	5	8
3. Housing on smaller lots within a residential development but with an overall density of 2 or more housing units per acre (e.g. similar to City of Franklin development patterns). . . . .	1	2	3	4	5	8
4. Mixed-Use Development that integrates single-family, multi-family,	1	2	3	4	5	8







# Brentwood 2020 Plan Update

## Business Survey - 2006

1) In What part of Brentwood is your business located? Please circle your response.

	Maryland Farms / west of Franklin Rd	North Brentwood / east of Franklin Rd	Cool Springs / east of I-65	Cool Springs / west of I-65	Other	DON'T KNOW/ NO OPINION
Location of business	1	2	3	4	5	8

2) How long has your business been in operation in Brentwood?

	Under 1 year	1-5 years	6-10 years	11-15 years	15+	DON'T KNOW/ NO OPINION
Years in business	1	2	3	4	5	8

3) How many staff do you employ in Brentwood? \_\_\_\_\_

	Under 10	11-25	26-50	51-100	101-500	500+	DON'T KNOW / NO OPINION
Number of employees	1	2	3	4	5	6	8

4) Do you own the premises in which you do business?

\_\_\_\_ Own                      \_\_\_\_ Rent / lease

5) Please indicate what you think are the greatest strengths and weaknesses of Brentwood as a place to conduct business, as compared to other potential locations in the Middle Tennessee Area? Circle your responses.

	CLEAR STRENGTH		RIGHT AMOUNT		CLEAR WEAKNESS	DON'T KNOW/ NO OPINION
1. Physical attractiveness . . . . .	1	2	3	4	5	8
2. Road network . . . . .	1	2	3	4	5	8
3. Utilities infrastructure . . . . .	1	2	3	4	5	8
4. Space available for retail / office activity. . . . .	1	2	3	4	5	8
5. City finances . . . . .	1	2	3	4	5	8
6. Economic base of City . . . . .	1	2	3	4	5	8
7. Level and quality of city services . . . . .	1	2	3	4	5	8
8. Availability of workforce . . . . .	1	2	3	4	5	8
9. Customer / client base nearby . . . . .	1	2	3	4	5	8
10. Convenient support services. . . . .	1	2	3	4	5	8
11. Location in Middle Tennessee Area . . . . .	1	2	3	4	5	8
12. Pedestrian / recreation opportunities . . . . .	1	2	3	4	5	8
13. Convenient housing opportunities . . . . .	1	2	3	4	5	8



6) Please rate your satisfaction with the following services and characteristics in Brentwood, as compared to other locations in the Middle Tennessee Area. Please circle your responses.

	VERY SATISFIED	2	SOMEWHAT SATISFIED	3	4	NOT AT ALL SATISFIED	5	DON'T KNOW/ NO OPINION	8
1. How well Brentwood's existing roads handle traffic. . . . .	1	2	3	4	5	8			
2. Number / location of sidewalks . . . . .	1	2	3	4	5	8			
3. Streetscape appearance and landscaping . . . . .	1	2	3	4	5	8			
4. Appearance of public buildings. . . . .	1	2	3	4	5	8			
5. Drainage and storm water runoff. . . . .	1	2	3	4	5	8			
6. Preservation of permanent open space, historic sites, and sensitive environmental areas (hillsides, floodplains) . . . . .	1	2	3	4	5	8			
7. Environmental quality (air, water, etc.). . . . .	1	2	3	4	5	8			
8. The design (attractiveness/style/layout) of new development. . . . .	1	2	3	4	5	8			
9. Number and quality of parks, playing fields, and playgrounds. . . . .	1	2	3	4	5	8			
10. Indoor recreation facilities (private and public). . . . .	1	2	3	4	5	8			
11. Fire / Emergency medical services. . . . .	1	2	3	4	5	8			
12. Police . . . . .	1	2	3	4	5	8			
13. Brentwood Library . . . . .	1	2	3	4	5	8			
14. Employment opportunities . . . . .	1	2	3	4	5	8			
15. Convenience of shopping choices / restaurants. . . . .	1	2	3	4	5	8			
16. Quality of public information available via the City of Brentwood website, cable TV, newsletters, etc. . . . .	1	2	3	4	5	8			

d) Of the items listed above, which do you believe is the most important issue facing Brentwood today? (Insert one number from the list above.) \_\_\_\_\_

e) And which issue is the second most important? (Insert one number from the list above.) \_\_\_\_\_

f) And which issue is the third most important? (Insert one number from the list above.) \_\_\_\_\_

7) Overall, how would you rate the quality of life currently in Brentwood as compared to other locations in the Middle Tennessee Area (quality of life meaning economic, social, and environmental health, well-being, and vitality of the community)? Please circle your response.

	EXCELLENT	2	ABOUT AVERAGE	3	4	POOR	5	DON'T KNOW/ NO OPINION	8
Quality of life. . . . .	1	2	3	4	5	8			

8) How important is Brentwood's community character to your decision to locate your business in Brentwood? Please circle your response.

	VERY IMPORTANT	2	3	4	NOT AT ALL IMPORTANT	5	DON'T KNOW/ NO OPINION	8
Importance of community character to business location . . . . .	1	2	3	4	5	8		

9) When you have visitors coming to Brentwood, what are the important features of the City that you would like them to see?

1<sup>st</sup> Choice: \_\_\_\_\_

2<sup>nd</sup> Choice: \_\_\_\_\_



3<sup>rd</sup> Choice:

10) The following are items that are covered in the Brentwood 2020 Plan. Please rate how important they are to you. Please circle your responses.

	VERY IMPORTANT			NOT AT ALL IMPORTANT		DON'T KNOW/ NO OPINION
1. Environment, scenic vistas, hillside protection. . . . .	1	2	3	4	5	8
2. Retirement provisions. . . . .	1	2	3	4	5	8
3. Commercial opportunities and activity . . . . .	1	2	3	4	5	8
4. Mobility and transportation . . . . .	1	2	3	4	5	8
5. Residential neighborhoods and services, schools. . . . .	1	2	3	4	5	8
6. Community identity . . . . .	1	2	3	4	5	8
7. Growth management . . . . .	1	2	3	4	5	8

a) Of the items listed above, which do you believe is the most important issue facing Brentwood today? (Insert one number from the list above.) \_\_\_\_\_

b) And which issue is the second most important? (Insert one number from the list above.) \_\_\_\_\_

c) And which issue is the third most important? (Insert one number from the list above.) \_\_\_\_\_

11) Please rate how important it is for Brentwood to give high priority to the following items. Please circle your responses.

	VERY IMPORTANT			NOT AT ALL IMPORTANT		DON'T KNOW/ NO OPINION
1. Commercial / business expansion. . . . .	1	2	3	4	5	8
2. Road / signal improvements . . . . .	1	2	3	4	5	8
3. Bikeways / walkways / sidewalk improvements. . . . .	1	2	3	4	5	8
4. Library / cultural facilities . . . . .	1	2	3	4	5	8
5. Parks and recreation facilities . . . . .	1	2	3	4	5	8
6. Mass transit / buses / trolley . . . . .	1	2	3	4	5	8
7. Keeping City property taxes low . . . . .	1	2	3	4	5	8

c) Of the items listed above, which do you consider to be the highest priority? (Insert one number from the list above.) \_\_\_\_\_

d) And which is the second most important? (Insert one number from the list above.) \_\_\_\_\_

12) Do you support City efforts and actions to encourage the redevelopment of the Town Center area (the area north of Church Street, west of I-65, south of Old Hickory Blvd., and east of Eastpark Drive )into a pedestrian-oriented, small downtown with a mixture of retail, office, and residential uses? Please circle your response.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Redevelopment of Town Center Area`						





# SECOND SURVEY

In March, you were mailed a survey and asked to offer opinions about Brentwood. Based on responses to that survey, additional questions have emerged. Thank you for completing this follow-up survey

\*\*\*\*\*

1. *Responses to the March 2006 survey indicated a significant desire for preserving open space, hillside protection, and land conservation. Where do you stand on the following potential initiatives?*

	STRONGLY SUPPORT					DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5		8
A. Code amendments to further reduce housing development on steeper hillsides.	1	2	3	4	5		8
B. Codes that reduce the visibility of development on hillside tracts through tree protection and fewer housing units.	1	2	3	4	5		8
C. Public acquisition of targeted tracts to create permanent open space recognizing that a tax increase will be required to purchase substantial acreage.	1	2	3	4	5		8

2. *The adequacy of existing roadways and growing traffic was a concern identified in the first survey. Responses indicated a desire for safer roads with more driving lanes to handle the peak traffic better but also showed a strong concern for protection of mature trees, stone walls, and other scenic qualities along the City's roadways. When considering the trade-off of widening roadways versus preservation of scenic qualities, what is your preference for future roadway improvements? Circle your preferred option.*

- a. Widen major roadways to as many as five lanes in order to facilitate peak traffic flow recognizing that mature trees, stone walls, and other scenic qualities would be removed.
- b. Provide for minor safety improvements (slight widening with shoulders where physically possible) to major roadways with a priority on preserving mature trees, stone walls, and other aesthetic qualities, and recognizing that such improvements will not improve overall traffic flow or eliminate congestion.
- c. A combination of (a) and (b) – improve roads to two lanes with paved shoulders or three lanes with a separated bikeway/walkway section, while relocating existing stone walls and planting new trees where mature trees cannot be preserved.
- d. Unsure or undecided.



3. *The current TDOT plan for improving Concord Road (from Edmondson Pike to Nolensville Road) will require the purchase of sufficient right-of-way to allow for the future construction of a five (5) lane roadway section but will only construct immediately a three (3) lane section with a middle turn lane and separated bikeway/pedestrian walkway . Would you support the eventual widening of Concord Road to five (5) lanes to handle additional traffic during peak hours? Please circle your response.*

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Widening Concord Road to 5 lanes						

4. *An important road identified for potential improvements in the next 5-10 years is Wilson Pike between Concord Road and Church Street. This road is controlled by the Tennessee Department of Transportation (TDOT) which must approve any future improvement. What type of improvement would you prefer to see on Wilson Pike in the future? Please circle your preferred option.*

- a. Rebuild with City funding a continuous three (3) lane road section similar to Granny White Pike with a separate bikeway/pedestrian walkway, plus relocating the existing stone walls and planting new street trees as part of the project.
- b. Provide with City funding limited improvements such as constructing slightly wider lanes and shoulders where physically possible to address safety issues with the priority placed on preserving trees, stone walls, and other scenic qualities.
- c. Let TDOT decide, prioritize, and fund the type of improvement and lane widths needed based on standard engineering criteria and future traffic projections.
- d. Unsure or undecided.

5. *Responses to the first survey indicate a desire for expanding the City's sidewalk network. Please note that recent revisions to the City's development codes now require sidewalks be installed in new subdivisions at developer's expense. The extension of sidewalks into existing neighborhoods without sidewalks would be costly and potentially disruptive to the existing front yards and landscaping of affected property owners. However, there is a mechanism under state law that allows a local government to establish a special assessment improvement district to recover the capital cost for installing the sidewalk from the benefiting property owner. Please circle your preferred option:*

- a. I would be willing to participate in a special assessment district to pay for sidewalks installed in front of my home with the cost currently estimated at \$ 25 per linear foot of roadway frontage with repayment to the City over five (5) years. For example, a home with 150 linear feet of road frontage would pay \$3750 or \$750 annually over five (5) years.



- b. I would be willing to have my property taxes increased to pay for an expanded sidewalk network City-wide with the highest priority on installation along the major arterial streets and primary collector streets serving the neighborhoods.
  - c. I would not support an expanded sidewalk program if it required me to pay any additional assessment fees or taxes.
  - d. Unsure or undecided.
6. *The City will face continued traffic growth in the future from Nolensville, Antioch and Rutherford County residents traveling through East Brentwood (Concord Road, Sunset Road, Split Log Road, Crockett Road, Moores Lane, etc.) to reach employment and retail centers in the Cool Springs area. A possible alternative road to relieve traffic may be the extension of McEwen Drive which is currently planned for improvement by the City of Franklin from a new interchange at Interstate 65, east to Wilson Pike (south of the City limits). Would you support an extension of McEwen Drive eastward from Wilson Pike to connect to Clovercroft Road which would lead directly to Nolensville?*

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Extension of McEwen Drive east from Wilson Pike						

7. *A common theme that emerged from the first survey was a desire to permanently preserve the Cal Turner farm located at the NE corner of Franklin Road and Concord Road. At present, we have no reason to believe that the Turner farm is available for purchase or subject to private development soon. However, should the land become available for acquisition in the future and recognizing the cost would be significant, which of the following would you support? Please circle your preference.*
- a. The City should purchase the property for a park or permanent green space, recognizing this purchase will require an increase in property taxes.
  - b. The City should encourage a residential development plan for the property with substantial acreage preserved as open space plus landscaped buffers and screening installed along Concord Road and Franklin Road.
  - c. There is no need to preserve green space, and the property should be developed with low density residential units as dictated by market demand.
  - d. Unsure or undecided
8. *Responses to the first survey indicated high levels of support for the creation of a traditional downtown area (Town Center) in the area bordered by Church Street on the south, I-65 on the east, Old Hickory Boulevard on the north, and East Park Drive on the west. A critical component to its success will be common parking to serve the area. Would you support City-funded construction of a public parking garage if, and when, demand warrants from redevelopment of the area*



provided that the new revenue generated from the area would cover the cost of the garage? Please circle your response.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
City construction of a parking garage in Town Center						

9. A common theme from the first survey responses was a desire to maintain and improve basic City services, roads, etc., while at the same time, keep property taxes low. The City has operated for 16 straight years without an increase in the effective property tax rate. During the same period, local sales tax collections paid by resident and non-resident shoppers at retail establishments in Brentwood have picked up a larger percentage of funding for the budget. As State law and the City's fiscal policies do not allow deficit spending, which approach would you prefer in the future if the City is required to make tough funding choices? Please circle your first preference.

- a. Property tax increase
- b. ½ cent local sales tax increase
- c. Eliminate or reduce existing services in City departments
- d. Eliminate contributions to schools & community recreation groups
- e. Eliminate capital improvements to upgrade roads, parks & facilities
- f. Unsure or undecided

10. Responses to the first survey indicate high levels of support for more aggressive strategies to control growth and development. Unfortunately, rapid growth is occurring in all of the surrounding jurisdictions, which will continue to generate significant traffic impacts within the City regardless of Brentwood's development. Also, Tennessee law places a high priority on the protection of individual property rights under the current zoning and limits the City's ability to prohibit development without a sound legal basis for protecting the health, safety & welfare of the community. Would you support a City effort to encourage changes in State law that would allow for a longer review period than 30 days for approval of subdivision requests? Please circle your response.

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Seek changes in State law to allow for longer review periods						

11. Responses to the first survey indicated concerns about the variety and availability of housing options in Brentwood that would better address the needs of an aging population. At the same time, the survey indicated strong opposition to allowing higher density residential development (two dwelling units or more per acre). Federal law limits the ability of a City to restrict housing exclusively for senior citizens (age 55 or older) outside of an institutional retirement community. Would you support changes to the zoning ordinance that would allow smaller lot



*residential development with more than 1 dwelling unit per acre targeted to senior citizens. Recognize that once this occurs, a legal precedent would be established that could jeopardize our 1 dwelling unit per acre density standard and make such housing available for every age group? Please circle your response.*

	STRONGLY SUPPORT				DO NOT SUPPORT	DON'T KNOW/ NO OPINION
	1	2	3	4	5	8
Zoning ordinance changes to allow more than 1 dwelling per acre targeted for senior citizens						

***Thank you for your participation in this survey. Your opinions are extremely important. Please use the enclosed self-addressed, postage paid envelope to return this survey. Any additional comments welcome:***

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## Appendix C: Data from Survey Responses



**2006 RESIDENTIAL SURVEY:** 3,824 Responses.

Profile of residents who responded to the question: *How long have you lived in Brentwood?*

TABLE B.1: DURATION OF BRENTWOOD RESIDENCY	
Under 1 Year	25
1-5 Years	888
6-10 Years	692
11-15 Years	710
15+ Years	1,509
Don't Know	0
Total	3,824

**2006 BUSINESS SURVEY:** 299 Responses.

Profile of business owners that responded to the question: *How long has your businesses operated in Brentwood?*

TABLE B.2: DURATION OF BUSINESS OPERATION	
Under 1 Year	7
1-5 Years	92
6-10 Years	84
11-15 Years	42
15+ Years	72
Don't Know	2
Total	299



## RESIDENTIAL SURVEY RESULTS

### City-wide Response results for each question:

The following table shows the level of satisfaction that survey respondents have with each specific category listed below.

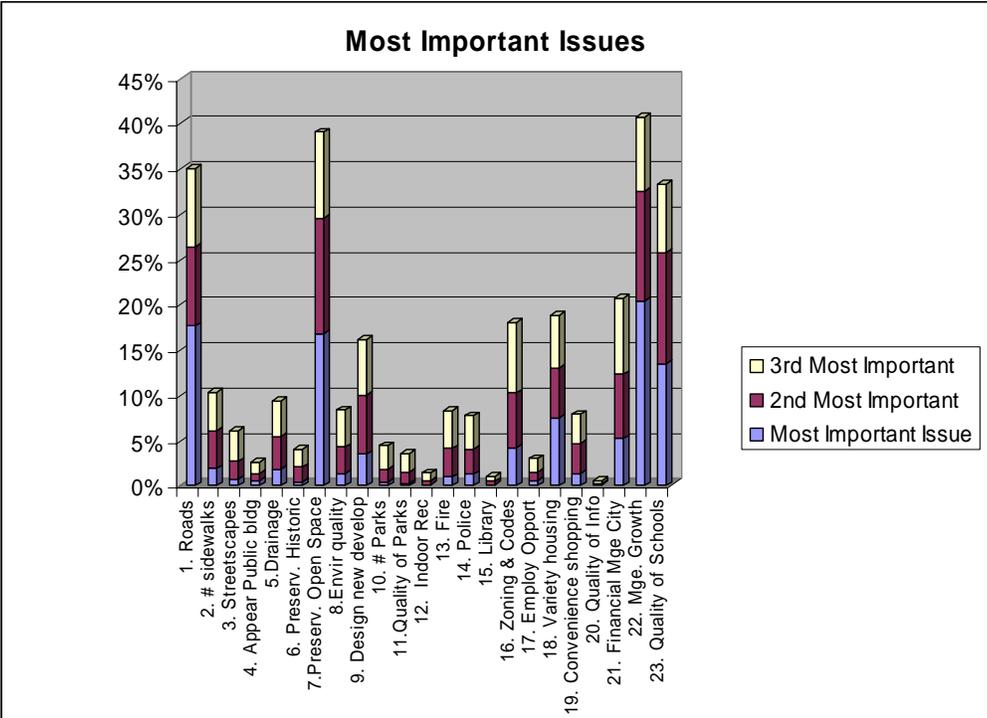
**TABLE B.3: LEVEL OF SATISFACTION WITH BRENTWOOD’S SERVICES AND CHARACTERISTICS**

#	Service/Characteristic	Scale					
		Very Satisfied	Satisfied	Somewhat Satisfied	Less Satisfied	Not at All Satisfied	Don't Know
1	Brentwood's existing roads	17%	34%	32%	10%	7%	1%
2	Number/location of sidewalks	11%	20%	26%	16%	21%	5%
3	Streetscape appearance and landscaping	27%	44%	22%	5%	2%	1%
4	Appearance of public buildings	34%	45%	16%	3%	1%	1%
5	Drainage and storm water runoff	16%	36%	25%	11%	8%	5%
6	Preservation of Historic and Archeological sites	28%	39%	17%	4%	1%	10%
7	Preservation of permanent open space and sensitive environmental areas (hillsides, floodplains)	22%	32%	22%	11%	9%	4%
8	Environmental quality (air, water, etc.)	27%	44%	19%	4%	2%	3%
9	The design (attractiveness/style/layout) of new development	21%	39%	24%	9%	4%	2%
10	Number of parks, playing fields, and playgrounds	44%	36%	13%	4%	2%	1%
11	Quality of parks, playing fields, and playgrounds	50%	36%	9%	2%	1%	2%
12	Indoor recreation facilities (private and public)	37%	35%	15%	4%	1%	9%
13	Fire/Emergency medical services	50%	34%	6%	1%	1%	8%
14	Police	54%	32%	7%	2%	1%	4%
15	Brentwood Library	70%	22%	4%	1%	1%	3%
16	Zoning & Code	22%	31%	21%	8%	6%	13%
17	Employment opportunities	16%	25%	16%	5%	2%	37%
18	Variety /availability of housing	19%	28%	26%	13%	7%	6%
19	Convenience of shopping choices/ restaurants	40%	31%	16%	7%	4%	1%
20	Quality of public information available via the City of Brentwood website, cable TV, newsletters, etc.	33%	38%	16%	3%	1%	9%
21	Financial management of the City	26%	33%	18%	3%	1%	18%
22	Management of growth compared to other cities	23%	34%	22%	8%	5%	7%
23	Quality of Williamson County Schools	46%	30%	10%	3%	1%	10%

Of the categories listed in the previous table, survey respondents thought the most important issues facing Brentwood are as shown in the following table:



TABLE B.4: BRENTWOOD'S ISSUES BY RANK	
<b>Most Important Issues</b>	
Management of growth compared to other cities	20%
Brentwood's existing roads	18%
Preservation of permanent open space and sensitive environmental areas (hillsides, floodplains)	17%
Quality of Williamson County Schools	13%
Variety /availability of housing	7%
(All other topics combined)	25%
<b>2nd Most Important Issues</b>	
Preservation of permanent open space and sensitive environmental areas (hillsides, floodplains)	13%
Management of growth compared to other cities	12%
Quality of Williamson County Schools	12%
Brentwood's existing roads	9%
The design (attractiveness/style/layout) of new development	7%
Financial management of the City	7%
(All other topics combined)	40%
<b>3rd Most Important Issues</b>	
Brentwood's existing roads	9%
Preservation of permanent open space and sensitive environmental areas (hillsides, floodplains)	9%
Zoning & Code	8%
Financial management of the City	8%
Management of growth compared to other cities	8%
Quality of Williamson County Schools	8%
(All other topics combined)	50%

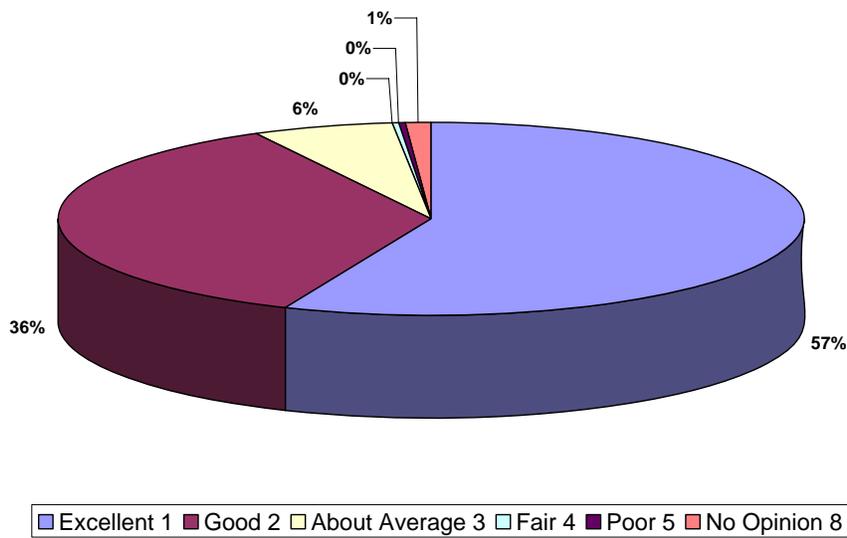




**Quality of Life**

(Q4) Overall, 93% of survey respondents rate the quality of life currently in Brentwood as excellent or good, compared to other locations in the Middle Tennessee Area. The pie chart below indicates the total number of responses and each percentage.

**Quality of Life in Brentwood**



**Farms/Open Space**

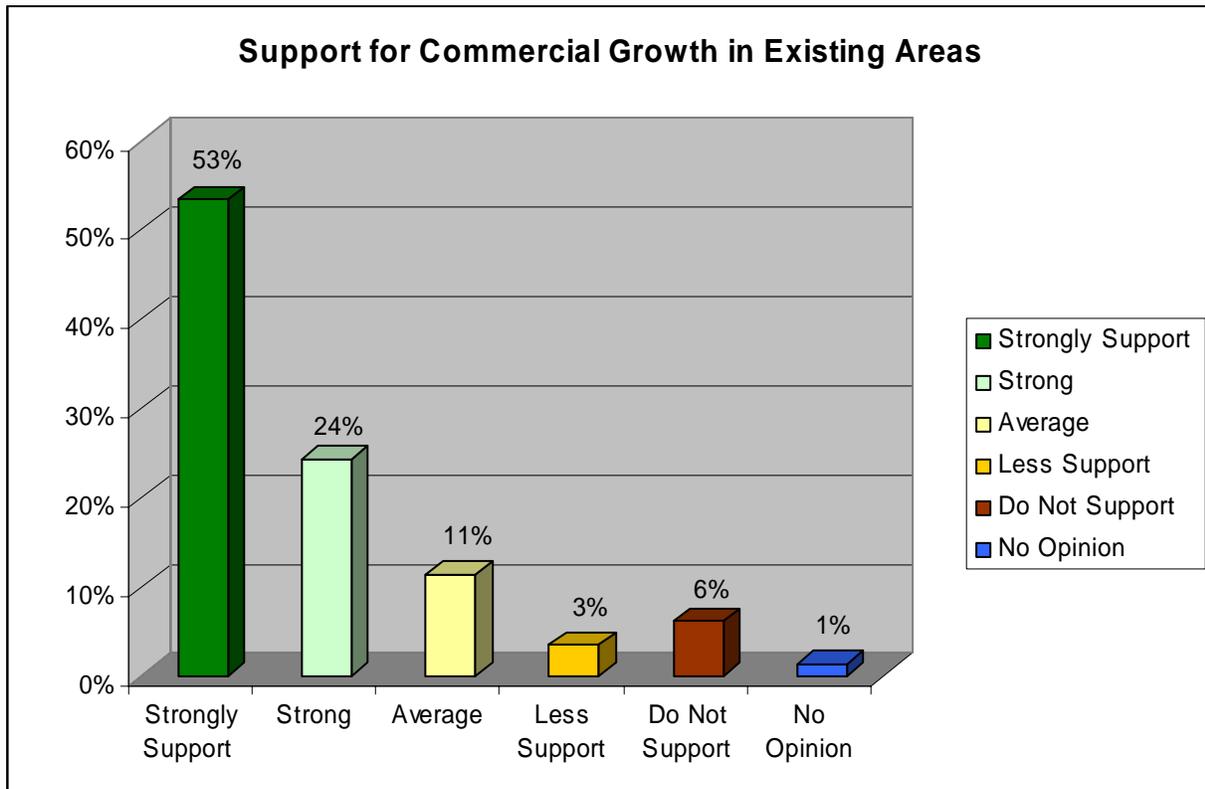
(Q5) 61% of survey respondents think that the preservation of farms/open space should be a very high priority. When combined with those that think this should be at mid to high priority, the percentage climbs to 81%. Only 4% said that this should be a low priority, with 1% responding they did not know or had no opinion.

TABLE B.5: PRESERVATION OF FARMS/OPEN SPACE	
Farms/Open Space	Respondents:
High Priority	61%
Priority	20%
Average	10%
Less Priority	3%
Low Priority	4%
No Opinion	1%



### Commercial Growth

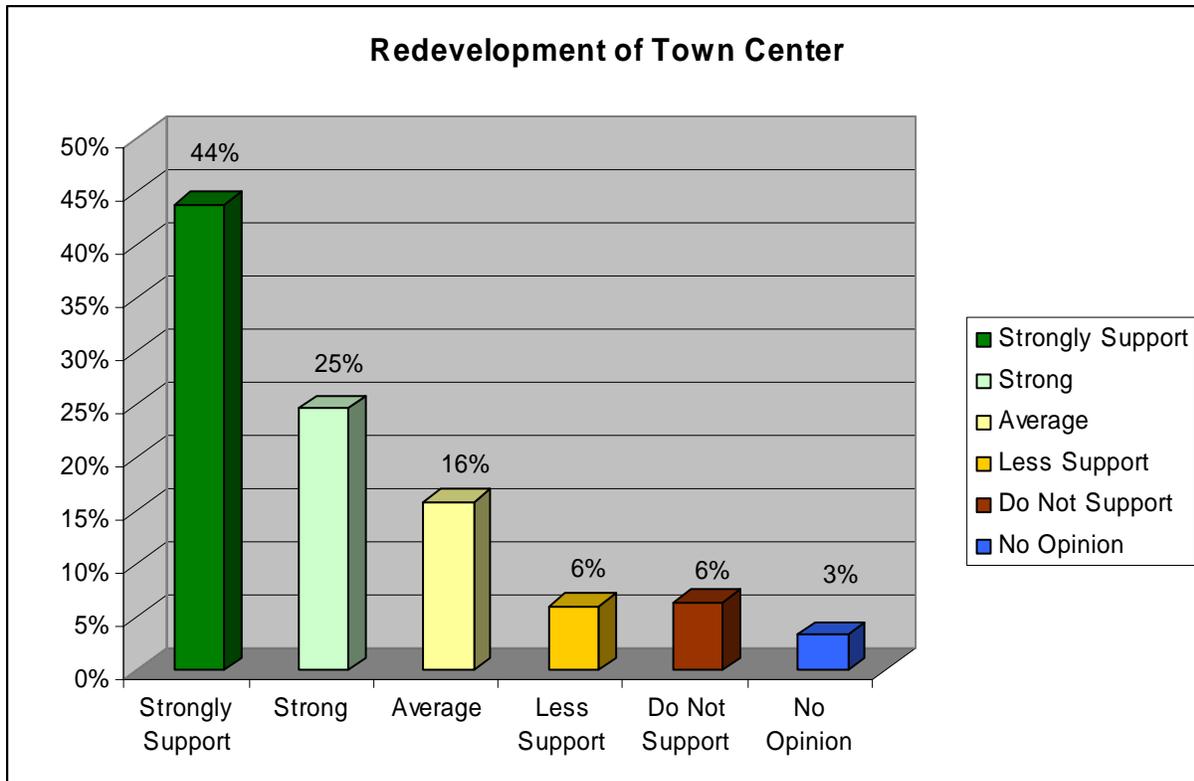
(Q6) The City currently establishes a commercial development pattern that places such uses on its northern and southern perimeters with strong protections for residential neighborhoods. A combined 77% of survey respondents support the existing commercial development growth pattern within the city. 53% of residents “Strongly support” commercial growth in the existing areas and 24% of residents have “Strong support” for it. Only 11% showed an average level of support; while 3% of respondents show less support; and 6% do not support this at all.





### Redevelopment of Town Center

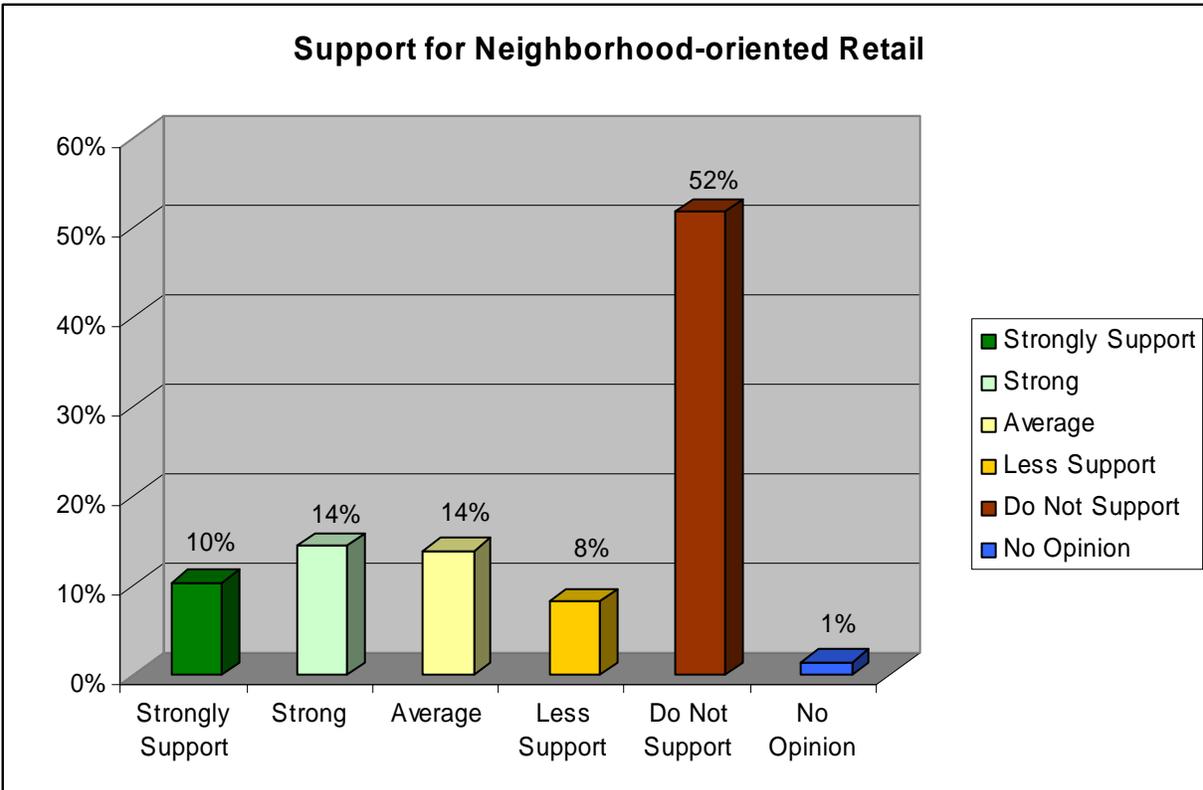
(Q7) 69% of survey respondents have strong support for the redevelopment of the Town Center area into a pedestrian-oriented, small downtown with a mix of uses.





**Neighborhood-Oriented Retail**

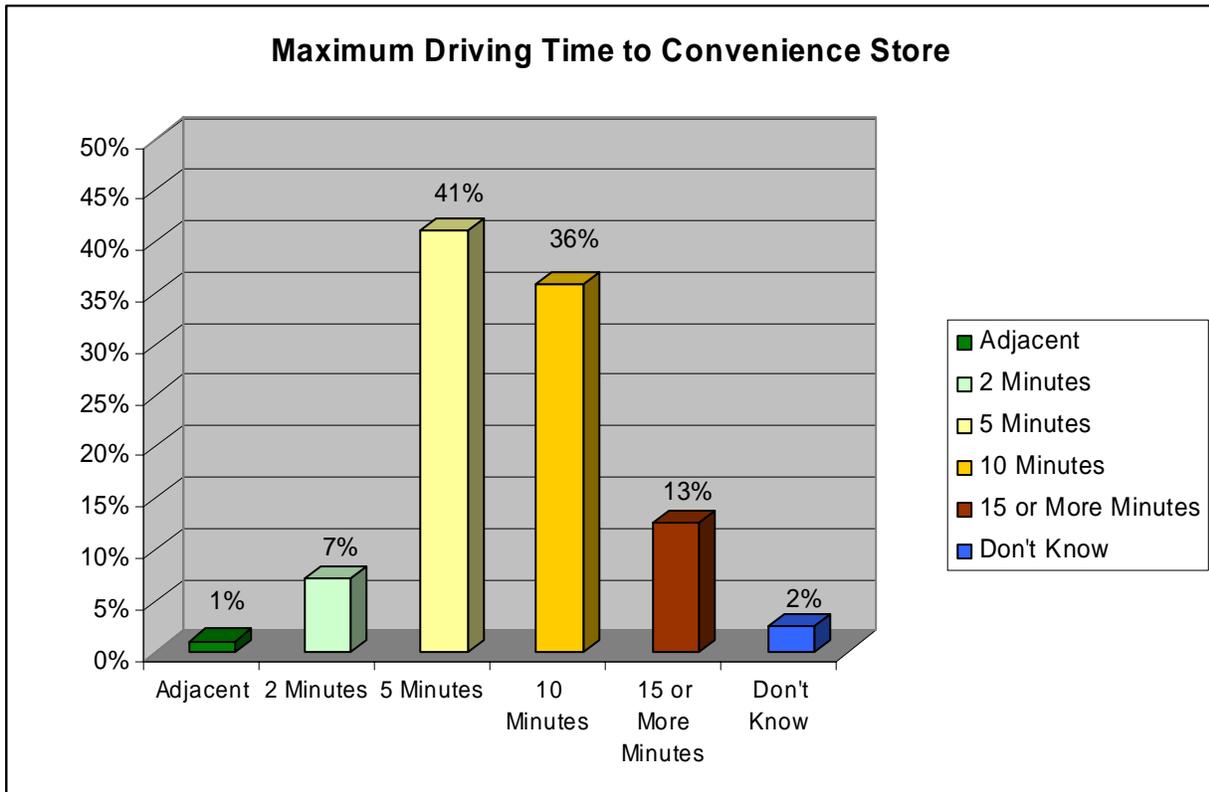
(Q8) 52% of survey respondents do not support the concept of having a small neighborhood oriented retail store located on property next to or near their neighborhood, even if properly screened and buffered from nearby residences. 24% of respondents showed strong or very strong support for this idea.





### Driving Time

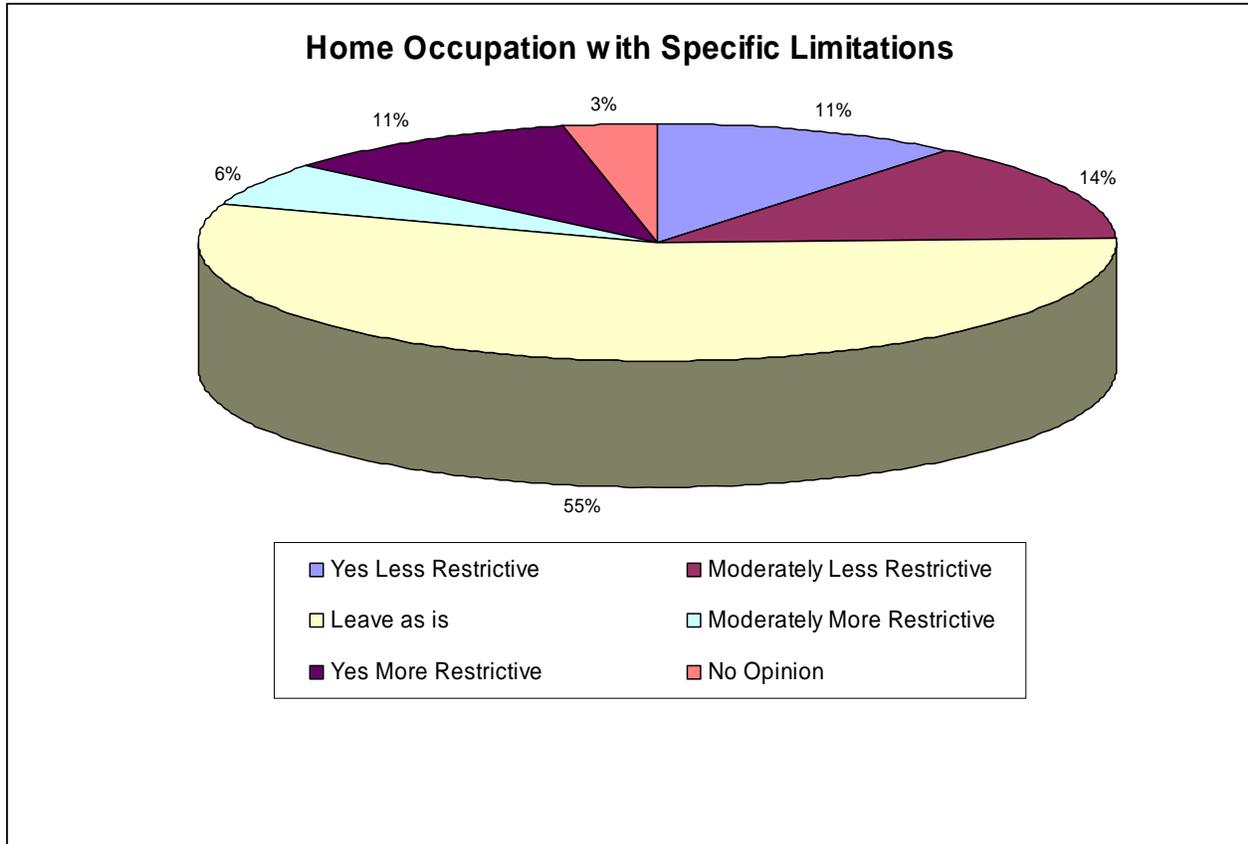
(Q9) This question seeks preferences regarding how long residents are willing to drive to get to a store for basic retail items, and how important it is to have retail options close by. 41% of survey respondents say that five minutes would be the ideal maximum driving time from their home to a neighborhood convenience store, while 36% say that 10 minutes would be the ideal maximum driving time.





### Home Occupations

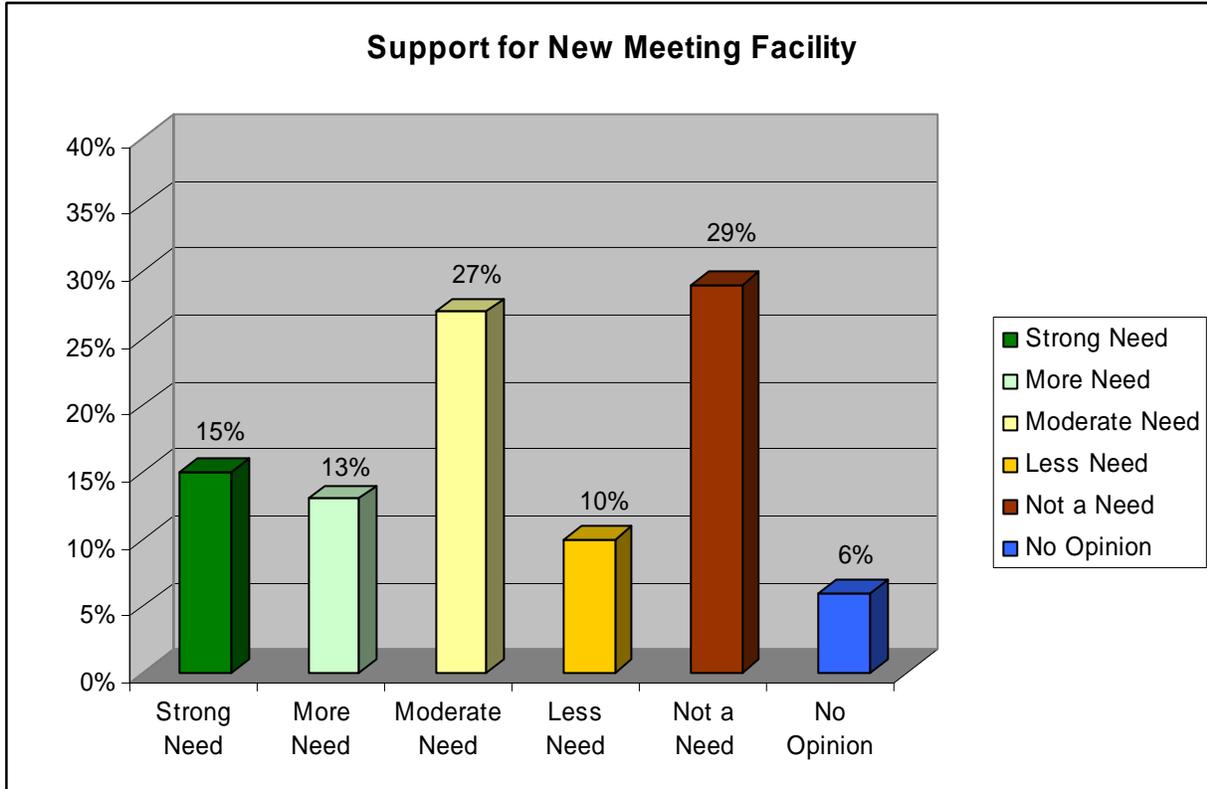
(Q10) The majority of respondents (55%) think that current zoning regulations for home occupations in Brentwood should remain as they are today. Refer to the chart below for more details.





**New Meeting Facility**

(Q11) 29% of respondents do not feel there is a need for a new meeting facility (that would allow 200 or more people to gather) in Brentwood. However, 27% say that there is a moderate need, and a combined 28% feel that there is a significant need for this type of facility.



**Subdivision Connections – General**

(Q12) The following table shows the percentages of respondents’ thoughts on whether or not the city should require that all new subdivisions built adjacent to an existing subdivisions have road connections between the two:

TABLE B.6: SUBDIVISION CONNECTIONS - GENERAL	
Strongly Support	24%
Strong Support	19%
Average Support	15%
Less Support	7%
Do Not Support	30%
No Opinion	4%



**Subdivision Connections – Individual**

(Q13) The following table shows the percentages of respondents’ thoughts on whether or not they would support a road connection from their subdivision to an adjacent new subdivision if it meant the possibility of some additional traffic by their home:

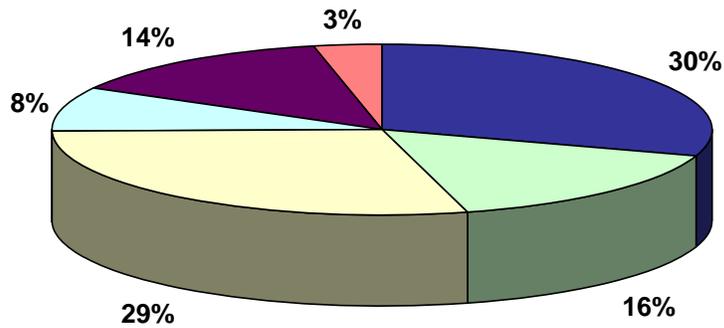
TABLE B.7: SUBDIVISION CONNECTIONS - INDIVIDUAL	
Strongly Support 1	11%
Strong 2	15%
Average 3	15%
Less Support 4	8%
Do Not Support 5	49%
No Opinion 8	2%

**Demolition/Replacement**

(Q14) 30% of respondents said they would welcome a proposal by an owner of a nearby house to demolish the existing house and replace it with a newer and significantly larger house. For 29% of respondents, this proposal would not matter to them. 14% of respondents would not welcome this proposal. See graph below for more details.



## Knock Down Opinion



Welcome Proposal	Moderately Welcome Proposal
Would Not Matter	Moderately Oppose Proposal
Oppose Proposal	Don't Know



### Traffic Congestion

(Q15) The following table shows the level of support that respondents have for different ways to address traffic congestion:

**TABLE B.8: APPROACHES TO ADDRESSING TRAFFIC CONGESTION**

#	Issue	Scale					
		Strongly Support 1	2	3	4	Do Not Support 5	Don't Know
1	Widen existing major streets with more driving lanes	33%	27%	18%	7%	14%	1%
2	Encourage new roads that divert through traffic off Brentwood streets	41%	28%	14%	5%	9%	3%
3	Improving streets primarily for safety (add shoulders, fewer curves, etc.)	45%	30%	16%	4%	3%	2%
4	When practical, protect/preserve existing trees, stone walls, etc. with street improvements	67%	21%	8%	2%	2%	1%
5	Improve traffic signal coordination between signals to help reduce delays	77%	17%	4%	1%	1%	1%
6	Where feasible, provide shifts in lane directions at peak times to handle more vehicles	33%	24%	17%	8%	15%	3%
7	Expand public transit / buses/ trolleys	21%	18%	25%	13%	19%	5%
8	Promote car pooling / ride sharing	27%	22%	26%	9%	10%	5%
9	Encourage employers & schools to stagger work hours/ opening times	29%	25%	24%	7%	10%	5%
10	Encourage school children to ride buses	39%	24%	19%	5%	7%	5%
11	Expand pedestrian / bikeway links for commuting to work or activities	41%	22%	20%	6%	7%	4%

Of these 11 approaches listed above, the following were rated as the highest priority and second highest priority:

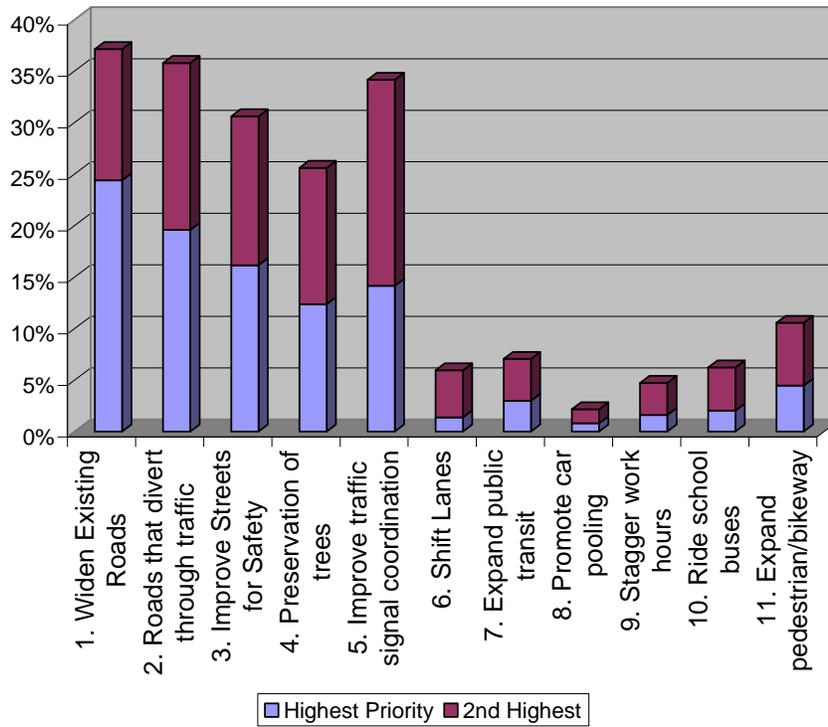
**TABLE B.9: RANKING OF APPROACHES TO ADDRESSING TRAFFIC CONGESTION**

Highest priority	
1. Widen Existing Roads	24%
2. Roads that divert through traffic	20%
3. Improve Streets for Safety	16%
5. Improve traffic signal coordination	14%
4. Preservation of trees	12%
11. Expand pedestrian/bikeway links	4%
7. Expand public transit	3%
9. Stagger work hours	2%
10. Ride school buses	2%
6. Shift Lanes	1%
8. Promote car pooling	1%



TABLE B.9: RANKING OF APPROACHES TO ADDRESSING TRAFFIC CONGESTION	
2 <sup>nd</sup> Highest priority	
5. Improve traffic signal coordination	20%
2. Roads that divert through traffic	16%
3. Improve Streets for Safety	14%
1. Widen Existing Roads	13%
4. Preservation of trees	13%
11. Expand pedestrian/bikeway links	6%
6. Shift Lanes	5%
7. Expand public transit	4%
10. Ride school buses	4%
9. Stagger work hours	3%
8. Promote car pooling	1%

### Priority for Addressing Traffic Congestion

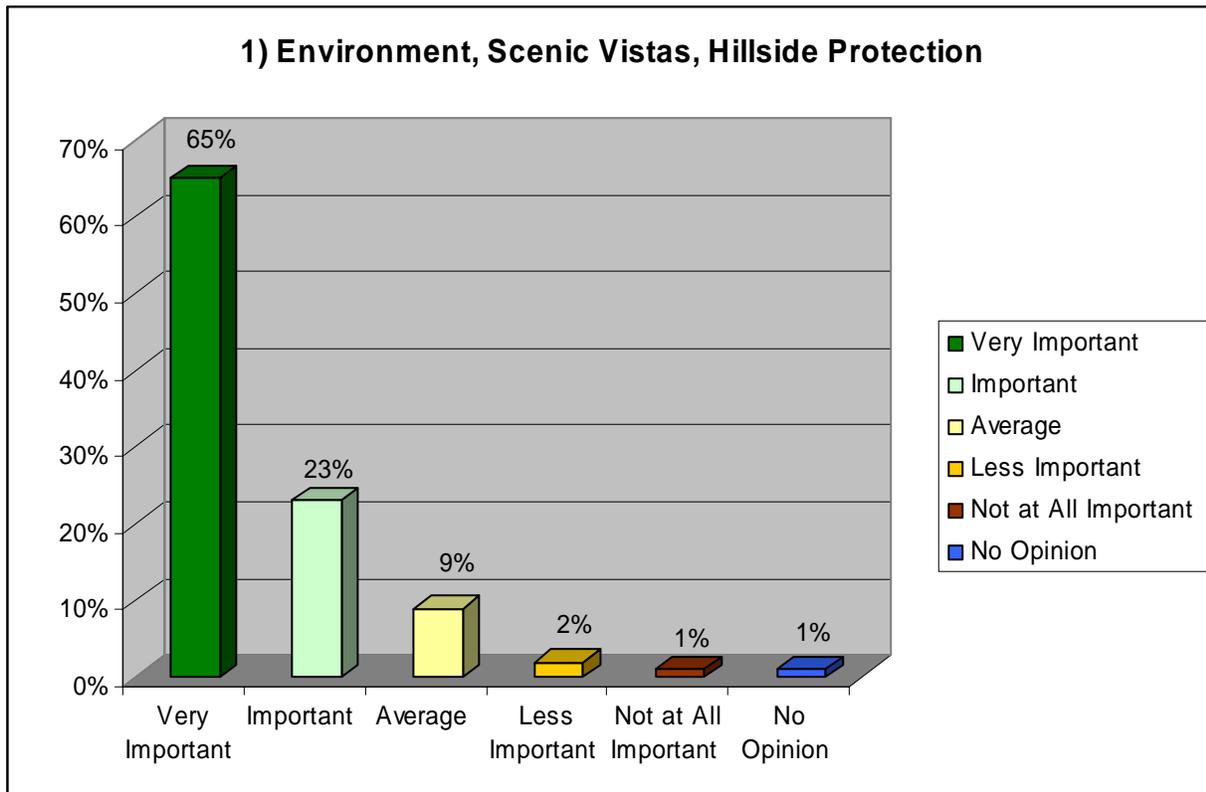


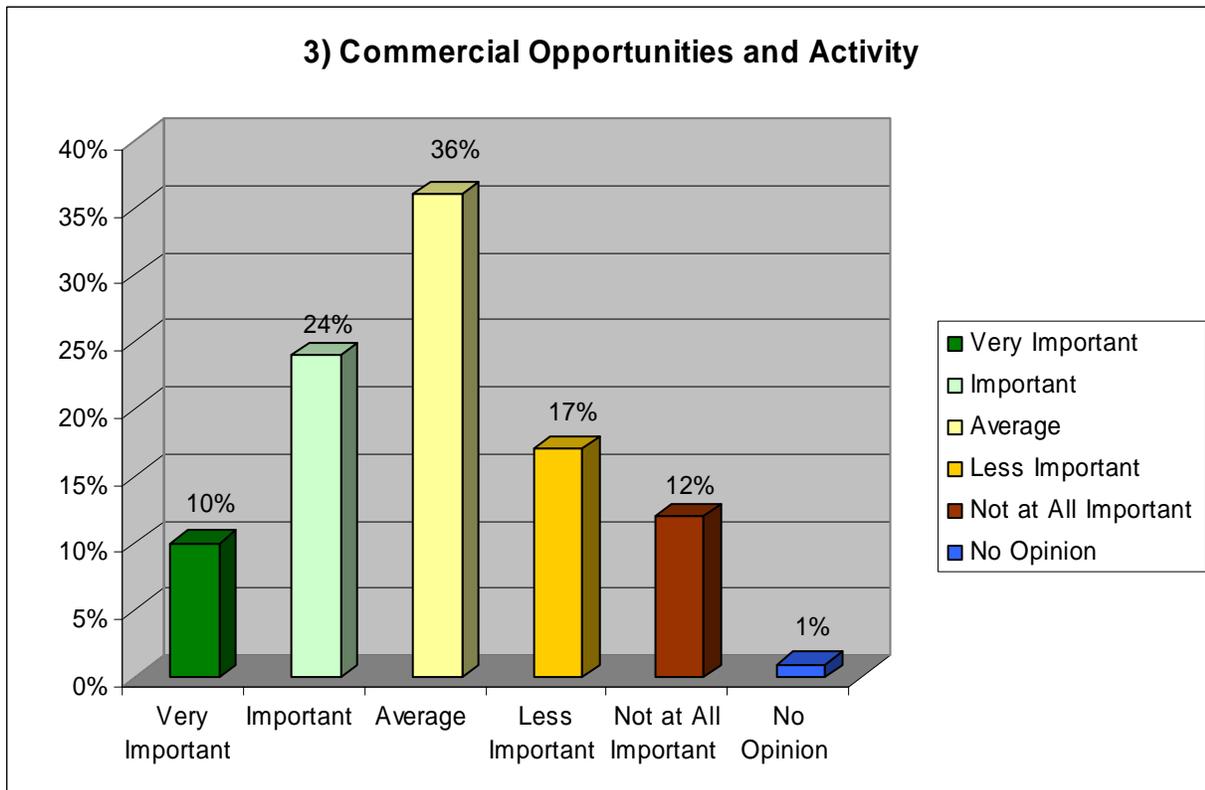
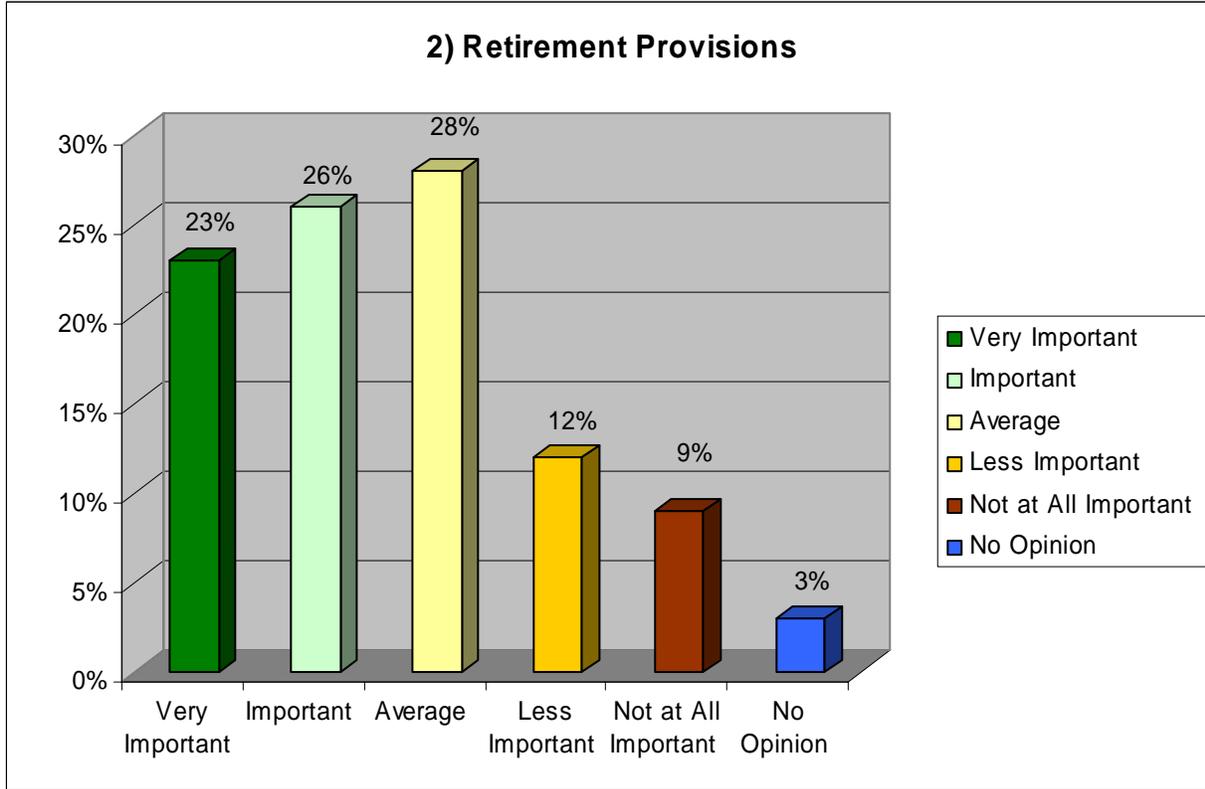


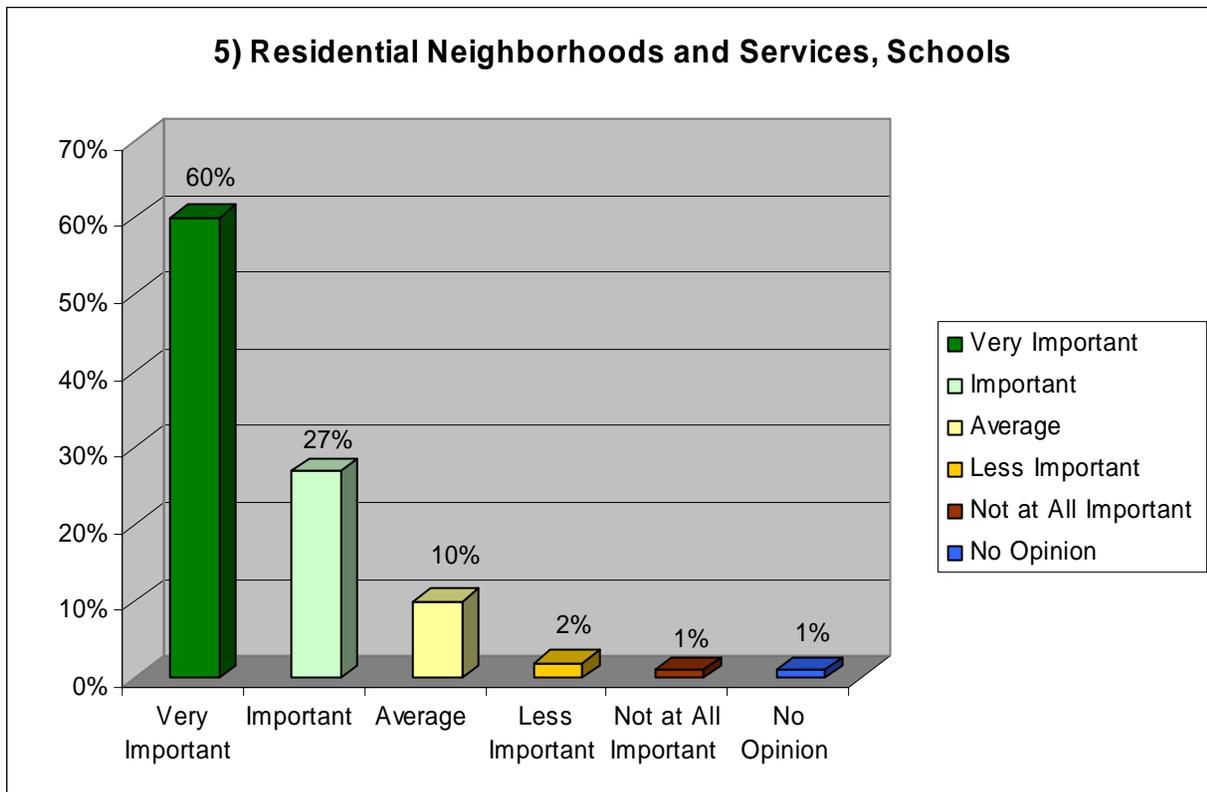
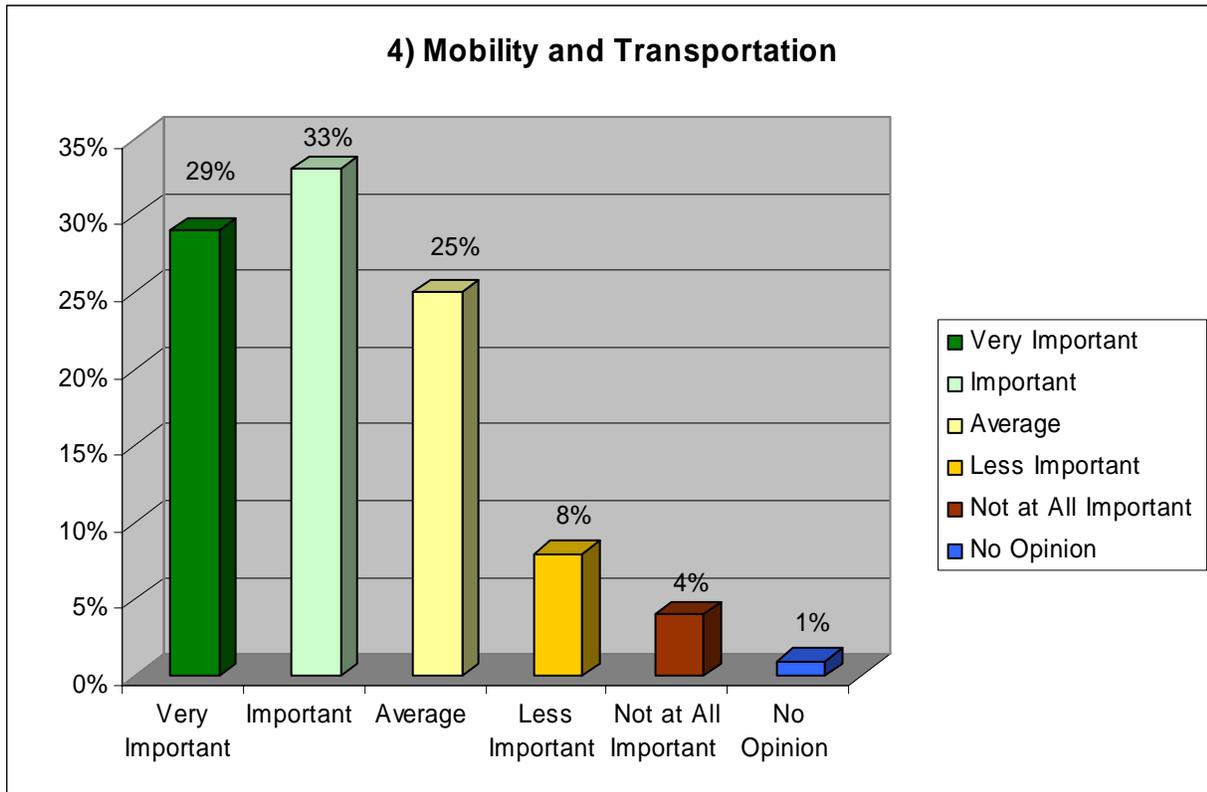
**Brentwood 2020 Plan Priorities**

(Q17) Respondents were asked to rate the level of importance for seven items covered in the Brentwood 2020 Plan. The seven items were:

- 1) Environment, scenic vistas, hillside protection;
- 2) Retirement provisions;
- 3) Commercial opportunities and activity;
- 4) Mobility and transportation;
- 5) Residential neighborhoods and services, schools;
- 6) Community identity; and
- 7) Growth Management.

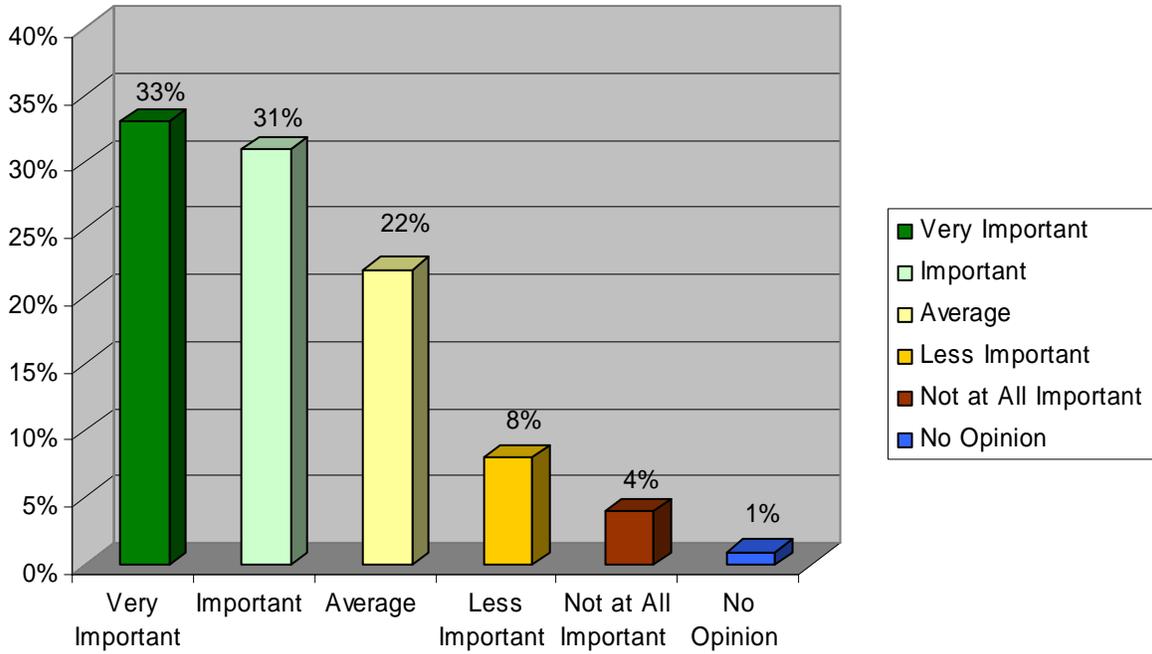




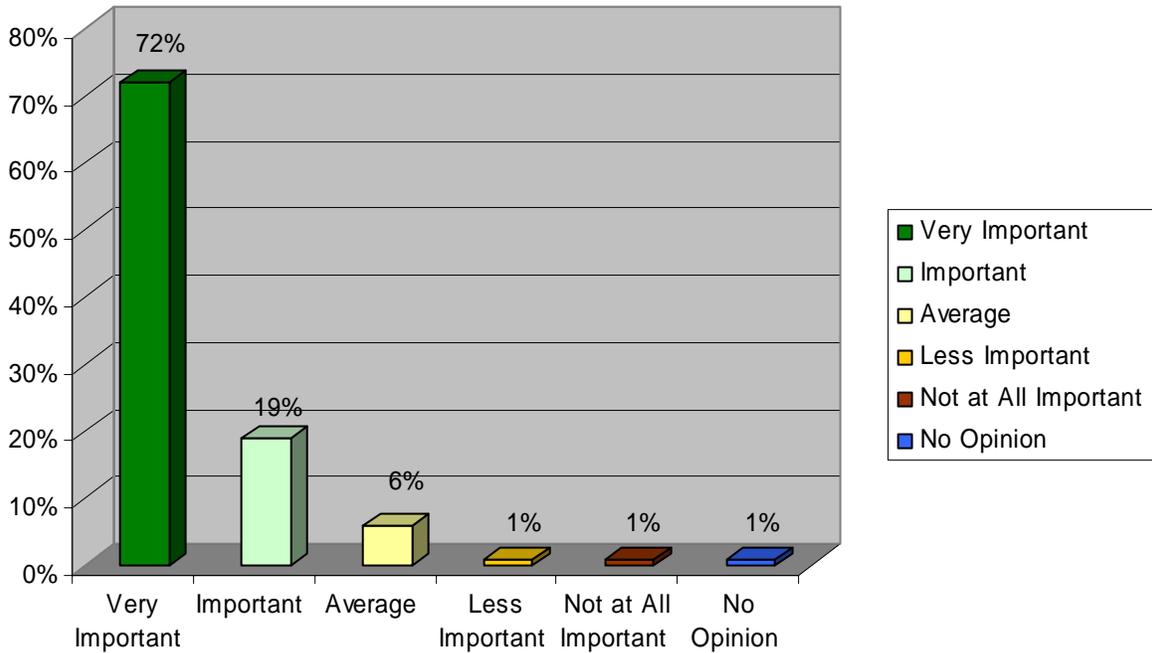




### 6) Community Identity



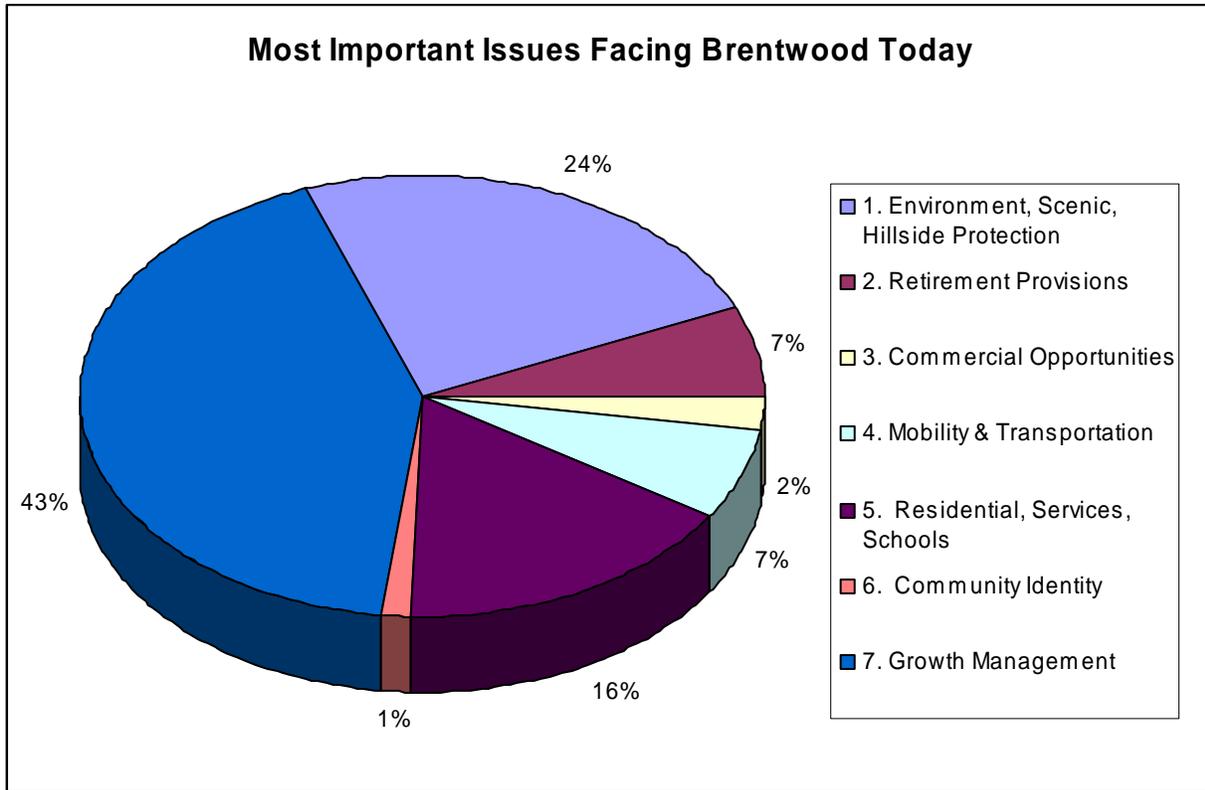
### 7) Growth Management





Of the items listed above, 43% of respondents believe that the most important issue facing Brentwood today is *Growth Management*. Following that is *Environment, Scenic, and Hillside Protection*. See table below for more details.

<b>TABLE B.10: RANKING OF BRENTWOOD 2020 PLAN PRIORITIES</b>	
<b>Most Important</b>	
7. Growth management	43%
1. Environment, scenic, hillside protection	24%
5. Residential, services, schools	16%
2. Retirement provisions	7%
4. Mobility & Transportation	7%
3. Commercial opportunities	2%
6. Community identity	1%
<b>2<sup>nd</sup> most important</b>	
1. Environment, scenic, hillside protection	27%
5. Residential, services, schools	23%
7. Growth management	20%
4. Mobility & Transportation	11%
2. Retirement provisions	10%
6. Community identity	5%
3. Commercial opportunities	4%
<b>3<sup>rd</sup> Most Important</b>	
5. Residential, services, schools	23%
1. Environment, scenic, hillside protection	22%
7. Growth management	17%
4. Mobility & Transportation	12%
6. Community identity	9%
2. Retirement provisions	9%
3. Commercial opportunities	8%



### Density Standards

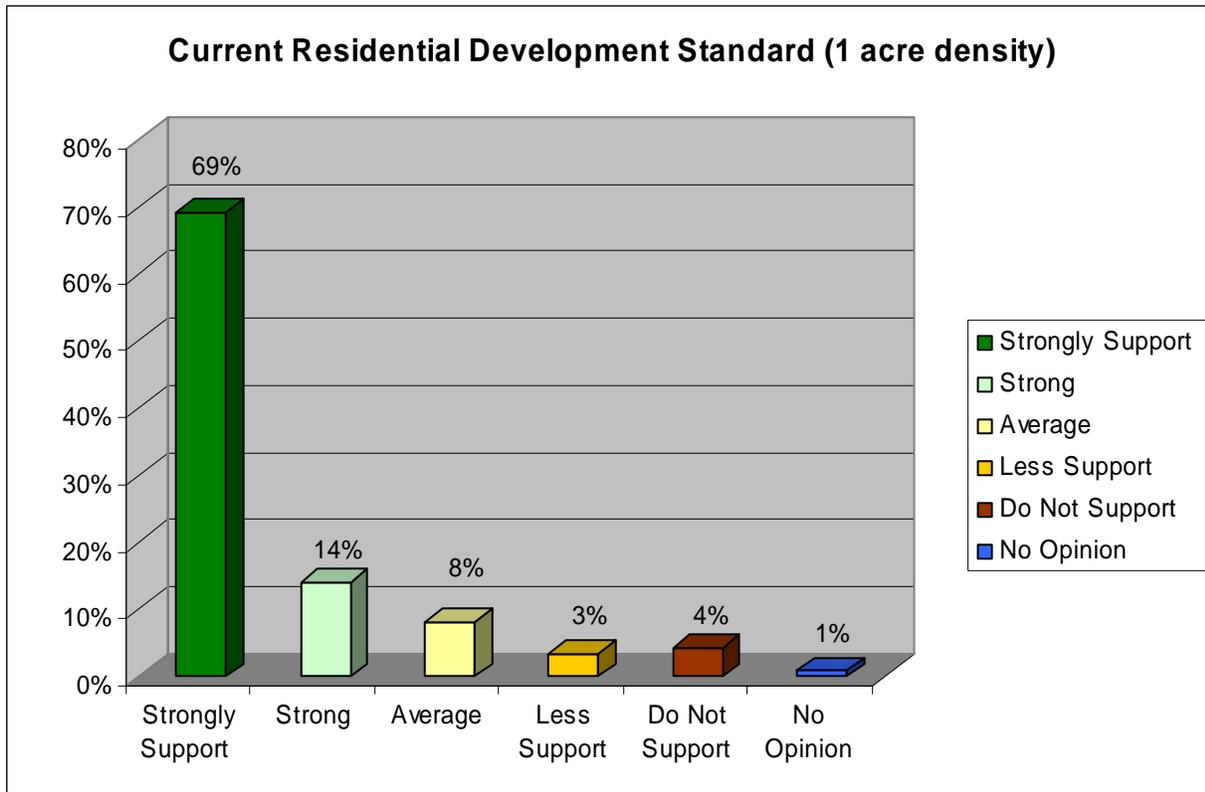
(Q18) Respondents were asked whether or not they support the four following types of development:

- 1) Maintain the current residential development standard of one acre density;
- 2) Clustering housing on smaller lots within a residential development to preserve more open space, while maintaining a density of 1 housing unit per acre;
- 3) Housing on smaller lots within a residential development but with an overall density of 2 or more housing units per acre
- 4) Mixed-Use Development that integrates single-family, multi-family, retail, offices and institutional uses into a master planned community

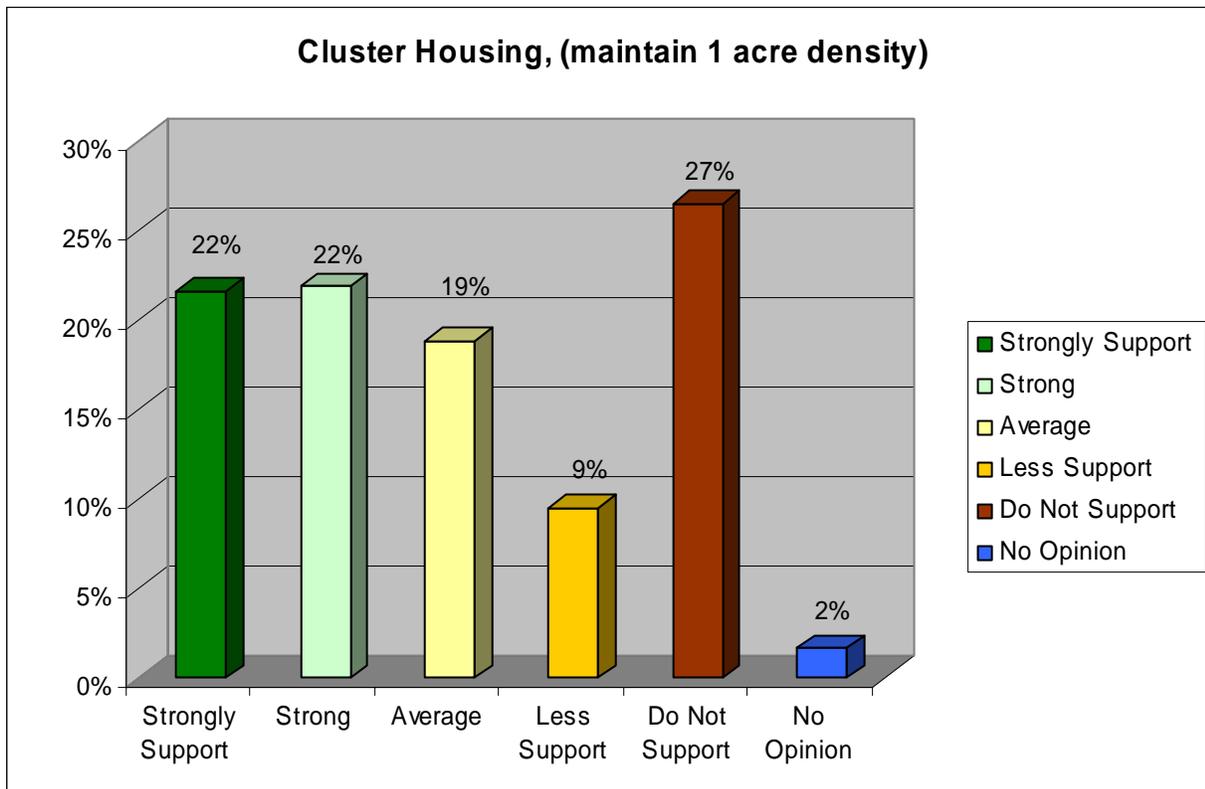
The following graph shows the varying levels of support for these four types of future development scenarios in Brentwood.



Scenario 1:

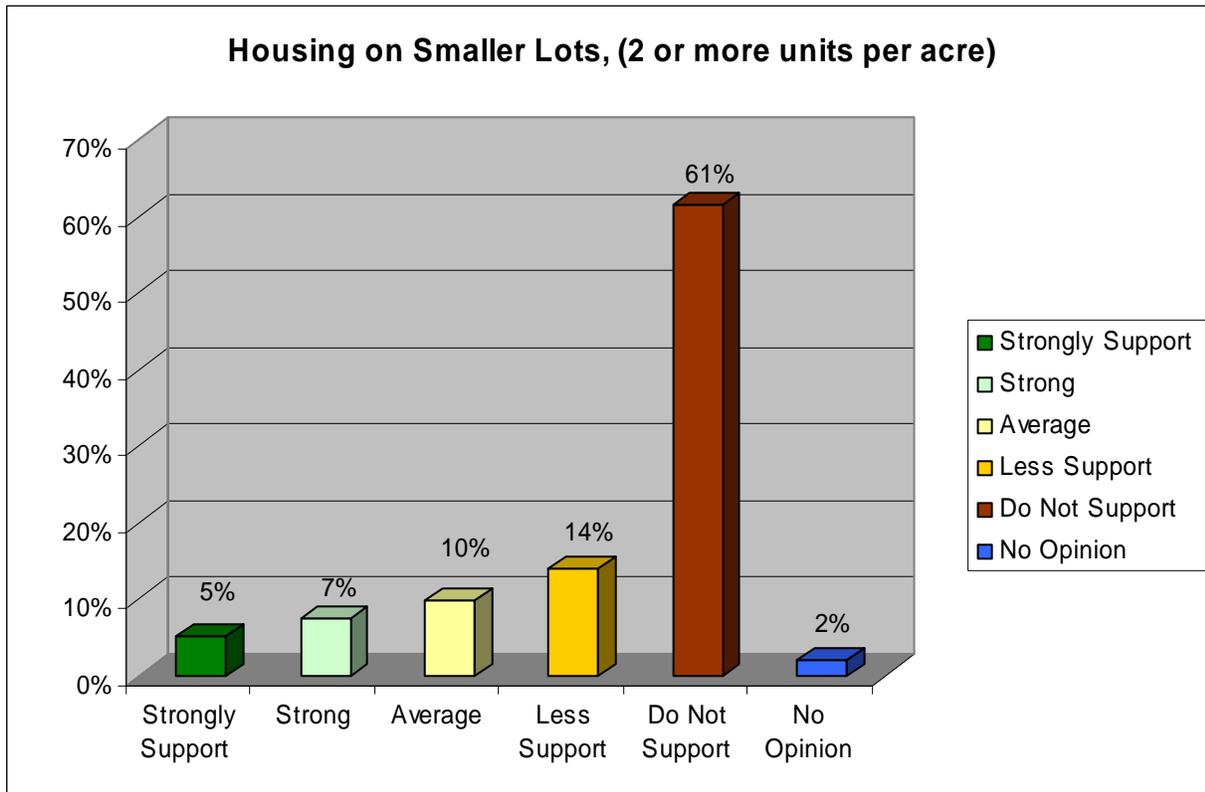


Scenario 2:

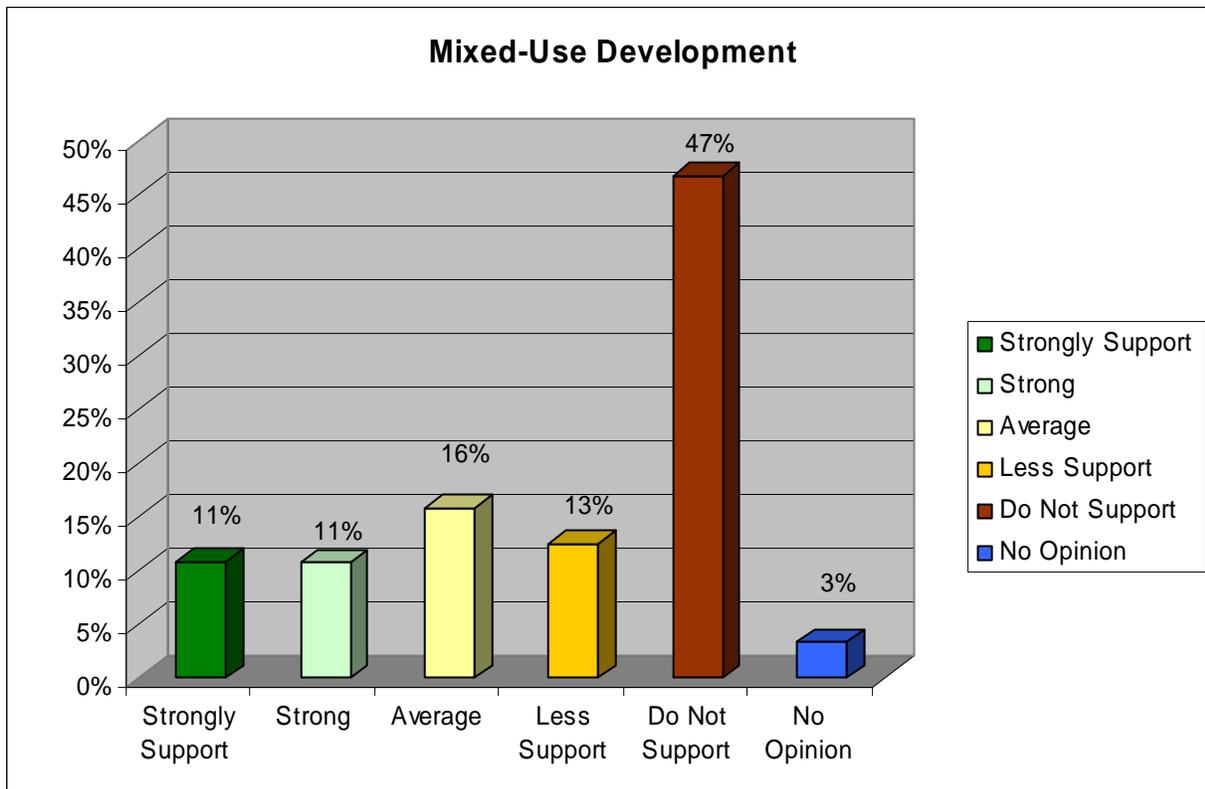




Scenario 3:



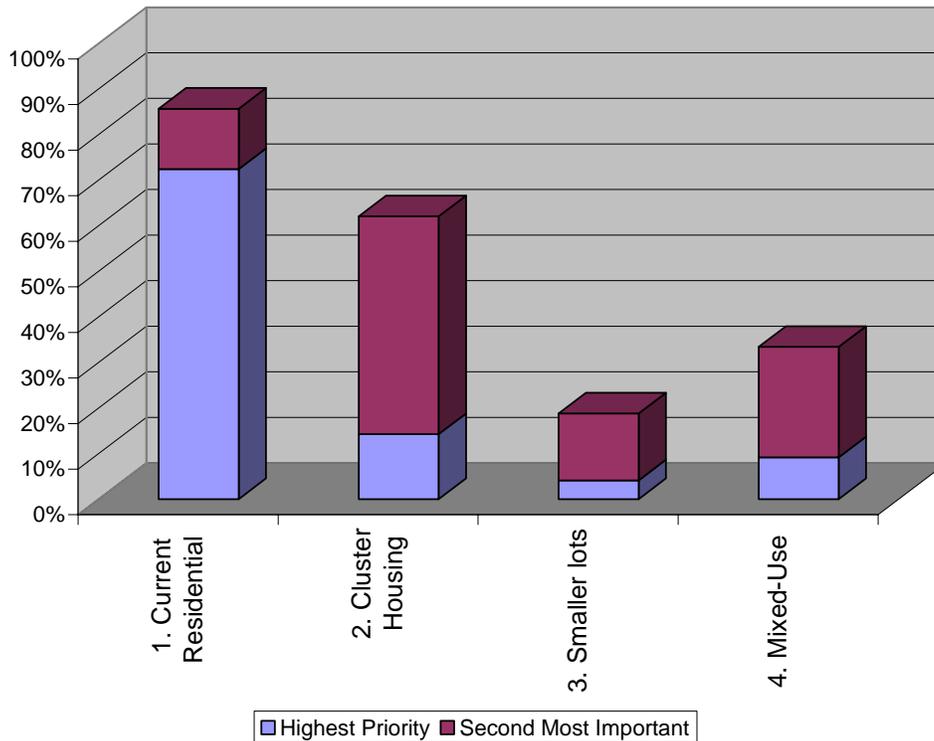
Scenario 4:





Of these four scenarios, respondents think that the highest priorities were as follows:

### Residential Density



### Other Priorities

(Q19) Respondents were asked to rate the level of importance on 11 other items in Brentwood. The following table shows each item and the responses.

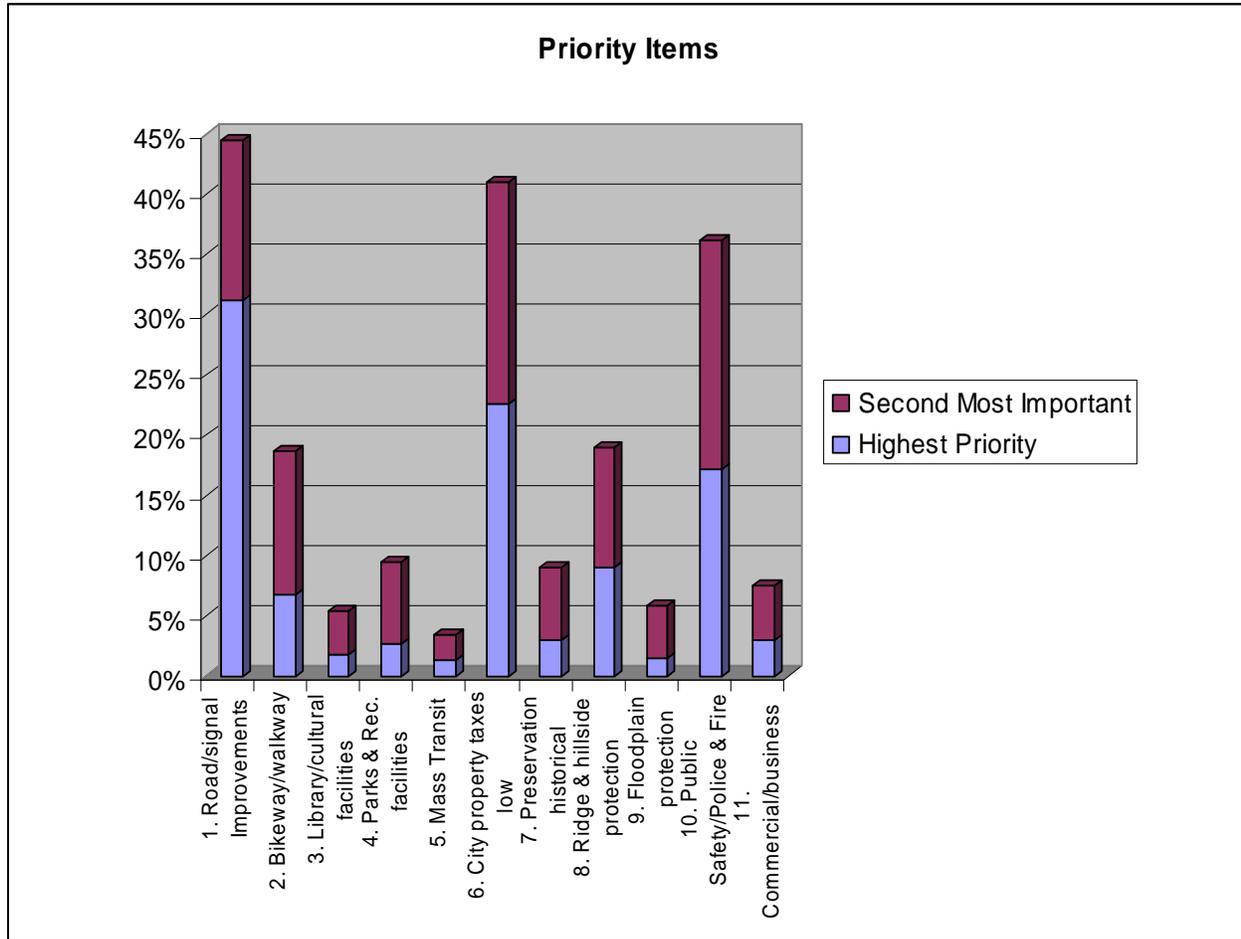
**TABLE B.11: OTHER BRENTWOOD PRIORITIES**

#	Item	Scale					
		Very Important 1	2	3	4	Not At All Important 5	Don't Know/No Opinion
1	Road Improvements	56%	29%	13%	1%	1%	1%
2	Bikeways/ walkways/ trails for exercise and pleasure	36%	28%	25%	7%	3%	1%
3	Library/ cultural facilities	34%	36%	24%	4%	1%	1%
4	Parks and recreation facilities	38%	38%	19%	3%	1%	1%
5	Mass transit/ buses/ trolley	10%	15%	29%	21%	23%	2%
6	Keeping city property taxes low	58%	22%	15%	3%	2%	1%
7	Preserving historic & archeological sites	37%	33%	22%	5%	2%	1%
8	Ridge and hillside protection	49%	31%	15%	3%	1%	1%
9	Floodplain protection	45%	31%	18%	3%	1%	2%
10	Public Safety (police & fire protection)	71%	22%	6%	1%	1%	1%
11	Commercial/Business Expansion	13%	21%	34%	16%	16%	1%



Of the items listed above, 31% of respondents feel that road/signal Improvements are the most important item.

TABLE B.12: RANKING OF OTHER BRENTWOOD PRIORITIES	
Most Important	
1. Road/signal Improvements	31%
6. City property taxes low	23%
10. Public Safety/Police & Fire	17%
8. Ridge & hillside protection	9%
2. Bikeway/walkway	7%
11. Commercial/business expansion	3%
7. Preservation historical	3%
4. Parks & Rec. facilities	3%
3. Library/cultural facilities	2%
9. Floodplain protection	2%
5. Mass Transit	1%
2 <sup>nd</sup> Most Important	
10. Public Safety/Police & Fire	19%
6. City property taxes low	18%
1. Road/signal Improvements	13%
2. Bikeway/walkway	12%
8. Ridge & hillside protection	10%
4. Parks & Rec. facilities	7%
7. Preservation historical	6%
11. Commercial/business expansion	5%
9. Floodplain protection	4%
3. Library/cultural facilities	3%
5. Mass Transit	2%





### Area By Area Comparison

What follows is a breakdown of the Residential Survey results by the six subareas of Brentwood, and a seventh category for persons that didn't identify their home location. Each area is broken down by percentages for the levels of satisfaction reported for each of the services and characteristics included in the survey instrument. The ranking system is shown below.

Ranking:

1 = Very Satisfied    3 = Somewhat Satisfied    5 = Not at All Satisfied    8 = Doesn't Know

**TABLE B.13: AREA BY AREA COMPARISON**

Ranking		Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1. Existing Roads	1	27%	16%	23%	13%	5%	13%	33%
	2	39%	39%	42%	28%	18%	35%	35%
	3	26%	34%	26%	38%	38%	33%	18%
	4	5%	7%	6%	12%	21%	12%	10%
	5	2%	3%	4%	8%	17%	7%	5%
	8	0%	0%	0%	1%	0%	0%	0%
2. Number of Sidewalks	1	15%	13%	14%	9%	4%	12%	20%
	2	23%	20%	22%	18%	15%	22%	28%
	3	26%	26%	30%	27%	23%	28%	15%
	4	16%	19%	12%	15%	19%	16%	10%
	5	15%	18%	17%	25%	32%	20%	20%
	8	4%	5%	6%	6%	7%	3%	8%
3. Streetscape Appearance	1	31%	27%	30%	25%	17%	29%	30%
	2	41%	44%	45%	45%	45%	46%	35%
	3	22%	22%	21%	22%	25%	18%	30%
	4	5%	5%	4%	6%	7%	6%	0%
	5	1%	1%	1%	2%	4%	2%	5%
	8	1%	1%	1%	1%	1%	0%	0%
4. Appearance of Public Buildings	1	36%	35%	40%	32%	25%	34%	30%
	2	43%	43%	44%	46%	49%	47%	50%
	3	16%	17%	12%	16%	19%	13%	18%
	4	4%	3%	3%	3%	4%	4%	3%
	5	1%	0%	1%	1%	1%	1%	0%
	8	1%	2%	1%	1%	2%	1%	0%
5. Drainage and Stormwater Runoff	1	16%	16%	16%	17%	11%	17%	10%
	2	35%	32%	38%	39%	30%	43%	45%
	3	24%	24%	26%	24%	29%	24%	25%
	4	11%	11%	8%	10%	14%	8%	8%
	5	9%	11%	7%	5%	10%	4%	8%
	8	4%	6%	5%	5%	5%	4%	5%
6. Preservation of Historic Sites	1	28%	26%	33%	28%	23%	34%	35%
	2	36%	36%	40%	43%	40%	41%	30%
	3	20%	19%	15%	15%	18%	13%	13%
	4	4%	4%	3%	5%	4%	3%	3%
	5	1%	2%	1%	2%	2%	1%	0%
	8	11%	13%	8%	9%	14%	8%	20%
7. Preservation of Open Space	1	22%	18%	28%	20%	16%	28%	20%
	2	31%	29%	35%	33%	30%	33%	30%
	3	25%	21%	16%	23%	28%	19%	18%
	4	10%	16%	9%	10%	10%	11%	15%
	5	9%	12%	8%	10%	10%	5%	13%



**TABLE B.13: AREA BY AREA COMPARISON**

Ranking		Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
	8	3%	5%	3%	3%	7%	4%	5%
8. Environmental Quality	1	30%	22%	34%	27%	20%	30%	33%
	2	43%	45%	42%	47%	44%	45%	43%
	3	20%	23%	17%	19%	22%	17%	13%
	4	4%	5%	4%	3%	6%	4%	5%
	5	1%	2%	1%	1%	3%	2%	5%
	8	2%	4%	3%	2%	5%	2%	3%
9. Design of New Developments	1	22%	21%	24%	23%	16%	22%	10%
	2	39%	38%	41%	36%	38%	43%	41%
	3	25%	23%	23%	25%	27%	23%	31%
	4	9%	11%	7%	9%	11%	7%	8%
	5	4%	3%	3%	6%	6%	4%	8%
	8	2%	4%	3%	2%	1%	2%	3%
10. Number of Parks	1	43%	43%	52%	44.8%	28%	52%	58%
	2	38%	35%	32%	36.3%	41%	32%	25%
	3	13%	14%	11%	12.3%	19%	10%	10%
	4	3%	3%	2%	3.5%	7%	3%	3%
	5	2%	1%	1%	1.8%	3%	2%	3%
	8	1%	4%	1%	1.4%	2%	0%	3%
11. Quality of Parks	1	47%	48%	56%	53.1%	39%	58%	56%
	2	37%	37%	33%	35.8%	43%	32%	26%
	3	10%	8%	7%	8.0%	11%	8%	13%
	4	3%	2%	2%	1.5%	4%	2%	3%
	5	0%	1%	0%	0.4%	1%	1%	0%
	8	3%	4%	1%	1.3%	3%	0%	3%
12. Indoor Recreation Facilities	1	35%	37%	42%	40%	26%	38%	44%
	2	35%	33%	33%	35%	39%	33%	21%
	3	16%	12%	11%	14%	19%	16%	13%
	4	4%	4%	4%	3%	5%	3%	5%
	5	1%	1%	1%	1%	1%	2%	0%
	8	9%	12%	8%	6%	9%	7%	18%
13. Fire/EMS	1	55%	50%	57%	50%	35%	48%	53%
	2	33%	34%	30%	35%	43%	32%	38%
	3	5%	6%	5%	6%	9%	6%	5%
	4	1%	1%	1%	0%	2%	1%	0%
	5	0%	0%	0%	0%	0%	0%	0%
	8	6%	8%	6%	8%	11%	13%	5%
14. Police	1	59%	57%	61%	52%	39%	53%	55%
	2	31%	32%	26%	33%	41%	30%	35%
	3	6%	6%	6%	9%	9%	7%	5%
	4	2%	2%	2%	2%	4%	3%	0%
	5	1%	1%	1%	1%	1%	2%	0%
	8	2%	3%	3%	2%	6%	5%	5%
15. Library	1	68%	71%	75%	72%	63%	70%	63%
	2	22%	22%	18%	21%	27%	23%	30%
	3	4%	4%	4%	4%	4%	3%	0%
	4	1%	0%	1%	1%	0%	1%	0%
	5	1%	0%	0%	0%	1%	1%	0%
	8	4%	3%	2%	1%	5%	3%	8%



**TABLE B.13: AREA BY AREA COMPARISON**

Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	
16. Zoning and Codes	1	25%	19%	27%	21%	14%	25%	13%
	2	31%	31%	29%	30%	30%	34%	33%
	3	20%	21%	20%	22%	22%	17%	10%
	4	7%	8%	7%	9%	13%	6%	10%
	5	5%	6%	5%	5%	9%	5%	15%
	8	12%	15%	13%	13%	12%	13%	20%
17. Employment Opportunities	1	19%	14%	16%	15%	11%	19%	18%
	2	26%	24%	25%	24%	25%	28%	18%
	3	15%	17%	15%	17%	16%	15%	18%
	4	3%	5%	6%	5%	6%	5%	8%
	5	1%	1%	1%	3%	2%	2%	0%
	8	36%	39%	36%	37%	40%	31%	38%
18. Variety Housing	1	19%	16%	19%	19%	16%	23%	23%
	2	25%	23%	31%	29%	31%	32%	21%
	3	26%	28%	25%	27%	29%	22%	15%
	4	14%	15%	11%	12%	10%	12%	21%
	5	8%	10%	8%	7%	6%	7%	5%
	8	7%	9%	6%	5%	7%	4%	15%
19. Shopping/ Restaurants	1	37%	52%	56%	37%	23%	44%	45%
	2	35%	29%	31%	32%	31%	30%	21%
	3	18%	12%	8%	18%	24%	15%	26%
	4	6%	5%	3%	8%	14%	7%	5%
	5	3%	2%	1%	5%	9%	4%	3%
	8	1%	0%	0%	0%	0%	0%	0%
20. Quality of Info	1	34%	35%	39%	31%	24%	33%	40%
	2	40%	35%	35%	40%	39%	41%	33%
	3	15%	16%	16%	15%	19%	14%	10%
	4	3%	4%	2%	4%	5%	2%	5%
	5	1%	1%	1%	1%	1%	1%	3%
	8	7%	9%	6%	9%	13%	9%	10%
21. Financial Management of City	1	28%	28%	35%	28%	16%	26%	18%
	2	35%	31%	32%	32%	33%	35%	31%
	3	18%	20%	14%	17%	21%	15%	28%
	4	3%	4%	3%	4%	5%	3%	3%
	5	1%	1%	1%	1%	2%	2%	0%
	8	15%	16%	15%	18%	25%	19%	21%
22. Management of Growth	1	28%	22%	28%	23%	14%	23%	18%
	2	34%	35%	37%	33%	31%	36%	36%
	3	22%	23%	17%	24%	25%	21%	15%
	4	6%	8%	7%	9%	13%	8%	10%
	5	4%	4%	3%	6%	10%	5%	3%
	8	7%	9%	7%	6%	8%	7%	18%
23. Quality of Schools	1	47%	46%	52%	47%	41%	44%	55%
	2	32%	29%	27%	30%	31%	33%	20%
	3	8%	10%	6%	9%	12%	13%	5%
	4	2%	1%	3%	4%	3%	3%	5%
	5	1%	1%	1%	1%	1%	2%	0%
	8	11%	13%	11%	9%	13%	6%	15%



TABLE B.14: Quality of Life							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	60%	55%	62%	54%	47%	62%	35%
2	33%	35%	31%	39%	42%	31%	60%
3	5%	8%	5%	5%	9%	4%	5%
4	0%	1%	1%	1%	1%	0%	0%
5	0%	0%	0%	0%	0%	1%	0%
8	1%	1%	1%	1%	2%	2%	0%

TABLE B.15: Preservation of Farms and Open Space							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	63%	64%	61%	64%	56%	59%	68%
2	17%	18%	21%	19%	23%	24%	25%
3	10%	11%	10%	9%	13%	10%	3%
4	2%	4%	4%	3%	3%	2%	3%
5	6%	3%	4%	4%	3%	4%	3%
8	1%	1%	1%	0%	1%	1%	0%

TABLE B.16: Existing Commercial Development Pattern							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	55%	55%	49%	57%	47%	56%	58%
2	24%	24%	31%	23%	24%	22%	28%
3	12%	13%	11%	9%	14%	10%	5%
4	2%	3%	3%	4%	4%	4%	3%
5	6%	4%	5%	6%	10%	6%	8%
8	2%	2%	1%	1%	1%	1%	0%

TABLE B.17: Redevelopment of Town Center							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	48%	42%	34%	46%	43%	45%	48%
2	23%	24%	30%	24%	27%	22%	18%
3	14%	17%	18%	16%	16%	16%	13%
4	5%	8%	5%	6%	6%	6%	8%
5	7%	6%	8%	7%	5%	6%	8%
8	3%	4%	4%	2%	4%	4%	8%

TABLE B.18: Neighborhood Retail							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	9%	8%	7%	10%	16%	13%	3%
2	15%	17%	13%	12%	16%	16%	15%
3	13%	13%	15%	14%	14%	14%	15%
4	6%	9%	11%	8%	9%	8%	8%
5	56%	51%	52%	55%	44%	49%	58%
8	2%	2%	1%	1%	1%	1%	3%



TABLE B.19: Maximum Driving Time							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	1%	1%	0%	0%	1%	2%	0%
2	6%	5%	9%	7%	7%	9%	5%
3	39%	47%	45%	39%	42%	37%	35%
4	38%	35%	32%	37%	35%	37%	38%
5	11%	10%	12%	15%	13%	14%	18%
8	4%	2%	2%	2%	1%	2%	5%

TABLE B.20: Home Occupations							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	11%	10%	11%	10%	12%	11%	5%
2	12%	14%	15%	13%	13%	13%	23%
3	58%	53%	53%	56%	55%	58%	44%
4	5%	6%	6%	7%	6%	4%	15%
5	11%	13%	12%	9%	10%	10%	13%
8	2%	4%	4%	4%	5%	3%	0%

TABLE B.21: New Gathering Place/Meeting Center Facility							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	14%	16%	14%	12%	18%	18%	13%
2	13%	14%	16%	12%	12%	15%	15%
3	26%	27%	25%	26%	32%	27%	10%
4	12%	9%	10%	12%	9%	9%	15%
5	30%	28%	31%	33%	22%	25%	36%
8	5%	6%	5%	6%	7%	6%	10%

TABLE B.22: Road Connection for Alternative Routes							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	20%	24%	27%	26%	29%	24%	15%
2	17%	19%	23%	19%	18%	19%	15%
3	13%	14%	19%	18%	13%	15%	26%
4	8%	6%	6%	7%	8%	7%	10%
5	37%	33%	20%	26%	29%	31%	31%
8	6%	4%	4%	3%	3%	4%	3%

TABLE B.23: Road Connection from Existing Neighborhood							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	10%	11%	13%	11%	14%	10%	8%
2	12%	15%	17%	17%	17%	14%	13%
3	11%	12%	19%	18%	12%	16%	13%
4	6%	10%	10%	8%	8%	9%	8%
5	58%	50%	40%	44%	47%	49%	50%
8	2%	2%	2%	2%	2%	1%	8%



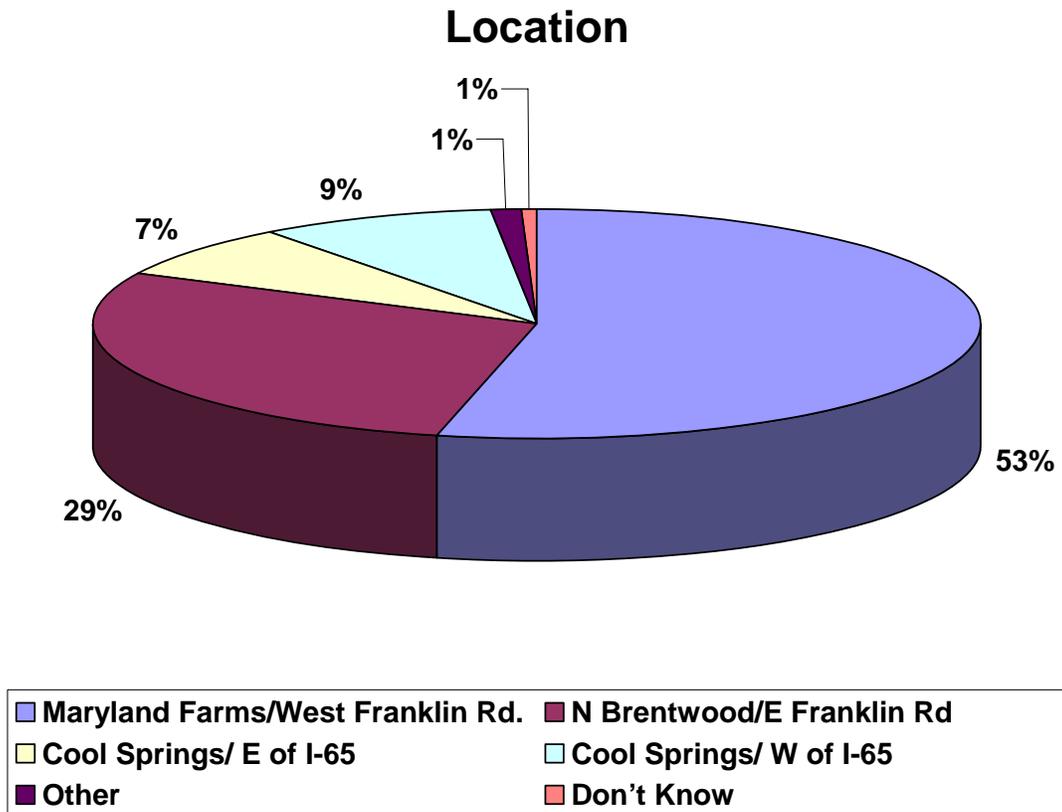
TABLE B.24: Demolition of House							
Ranking	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
1	35%	27%	33%	31%	27%	24%	37%
2	13%	16%	15%	18%	20%	18%	11%
3	28%	30%	31%	30%	27%	31%	34%
4	8%	7%	8%	8%	11%	9%	3%
5	13%	15%	11%	11%	10%	14%	13%
8	3%	4%	2%	3%	5%	4%	3%



## BUSINESS SURVEY RESULTS

### Location

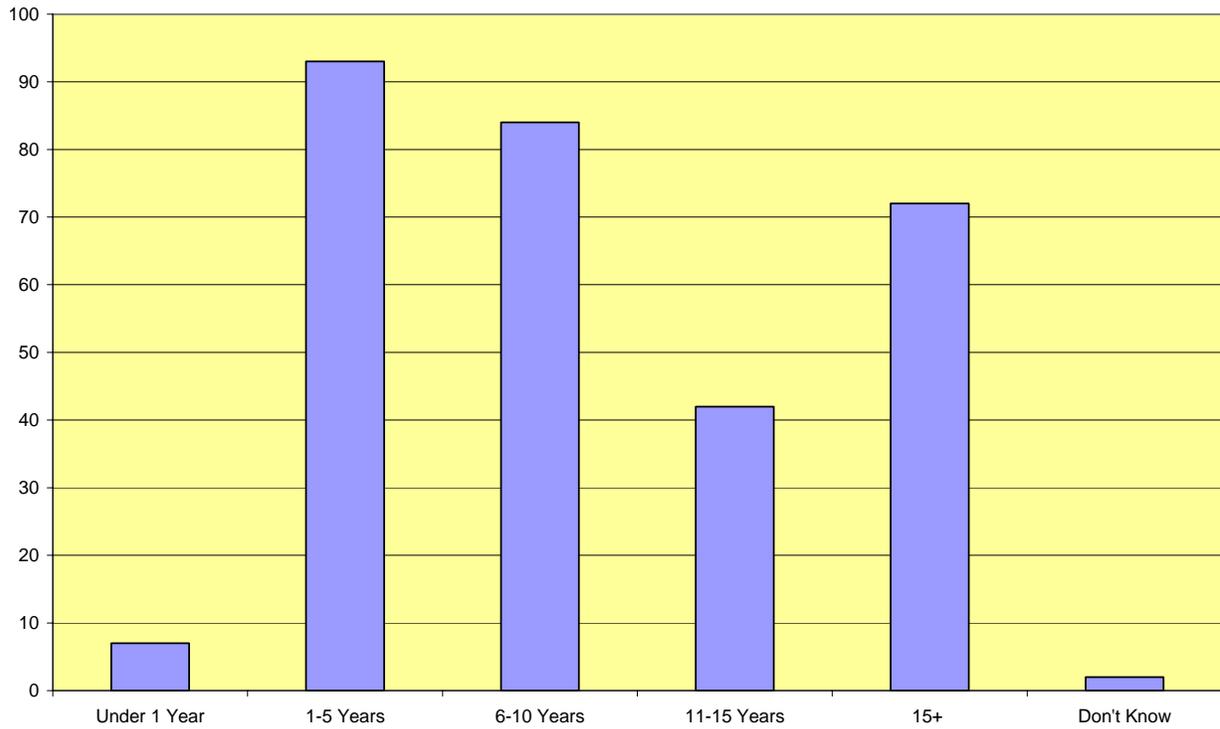
Of the 299 respondents, the majority (53%) of businesses are located in Maryland Farms, west of Franklin Road. Following that, 29% of business respondents are located in North Brentwood, east of Franklin Road; 9% in Cool Springs, west of I-65; 7% in Cool Springs, east of I-65; and 1% in elsewhere.





Of the respondents, 31% have been in business for at least 1-5 years. Twenty-eight percent (28%) have been in business at least 6-10 years, 14% for 11-15 years, and 24% for 15 or more years. Only 2% have been in business less than 1 year.

**Years in Business**

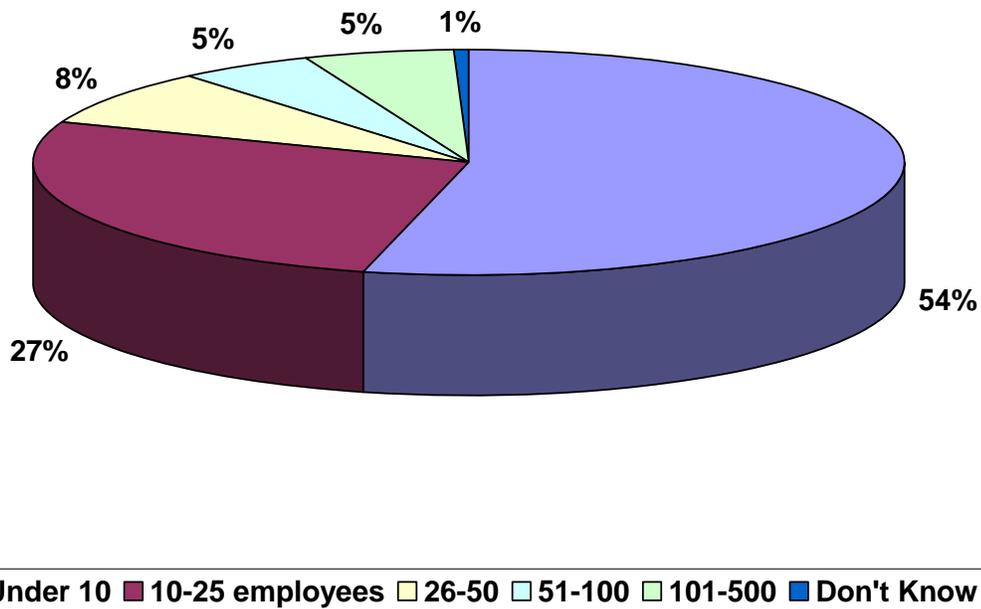




### Number of Employees

The majority of respondents (54%) have fewer than ten employees. The following chart shows other percentages. (There were no respondents with businesses that have over 500 employees.)

### Business Survey # of Employees



### Ownership

Sixty percent (60%) of respondents rent the premises in which they do business; 40% own.

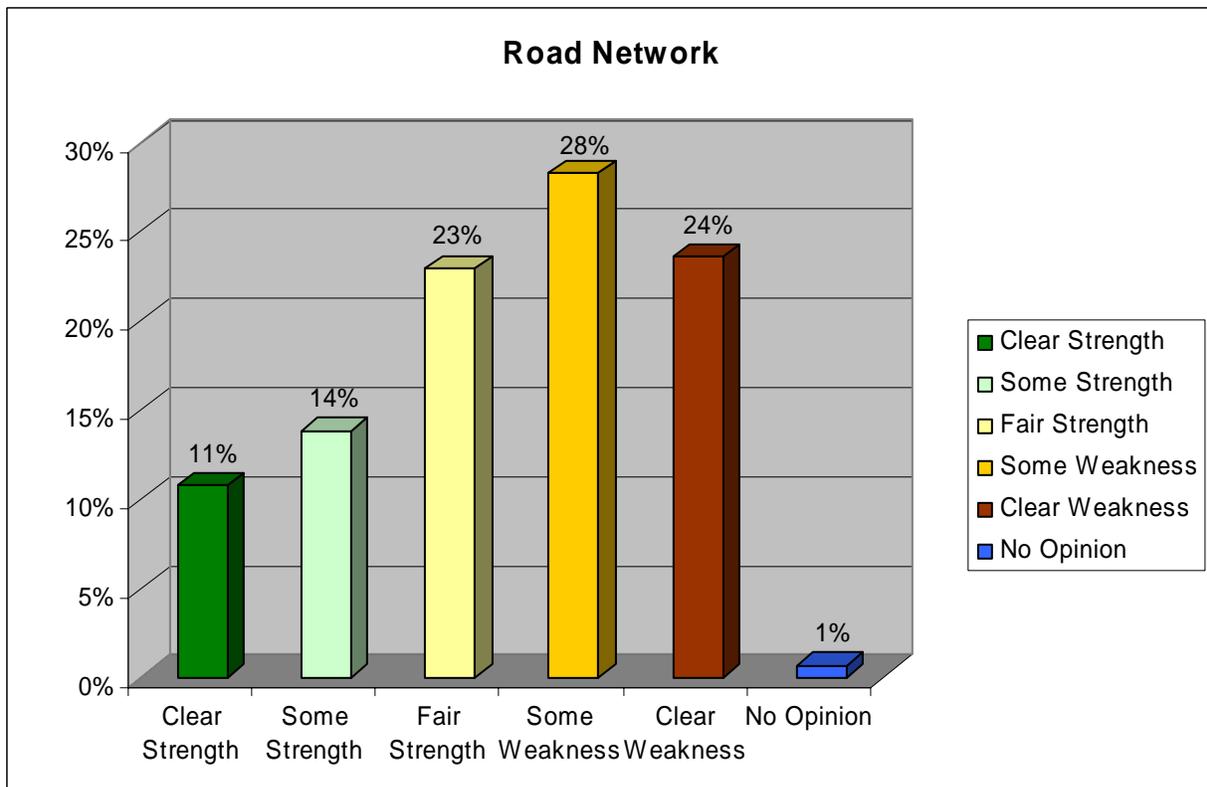
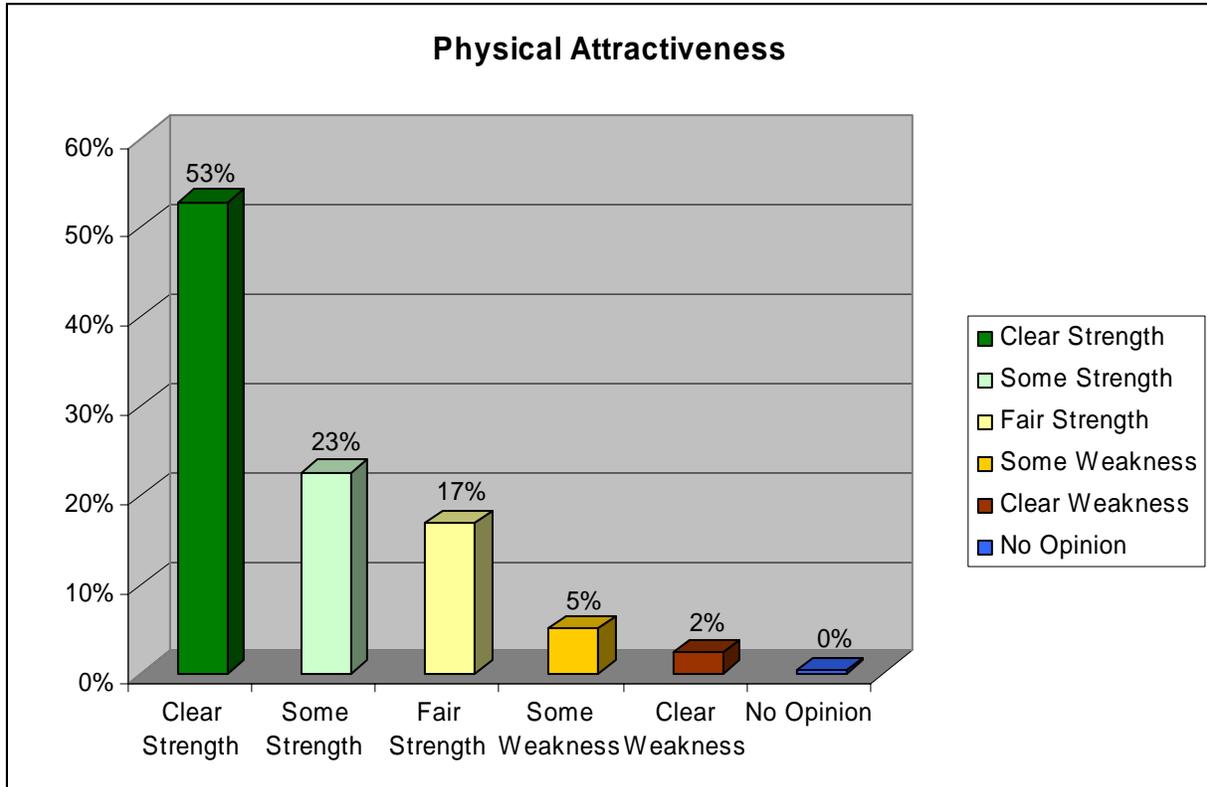


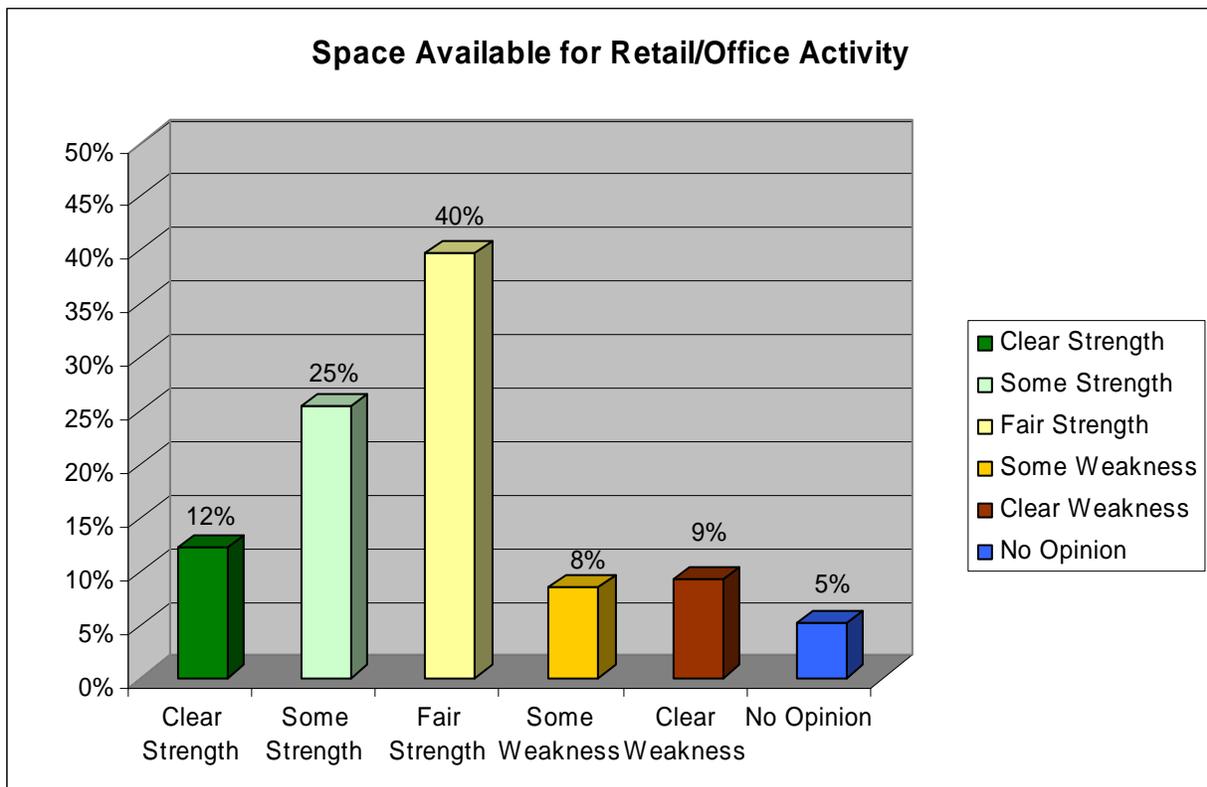
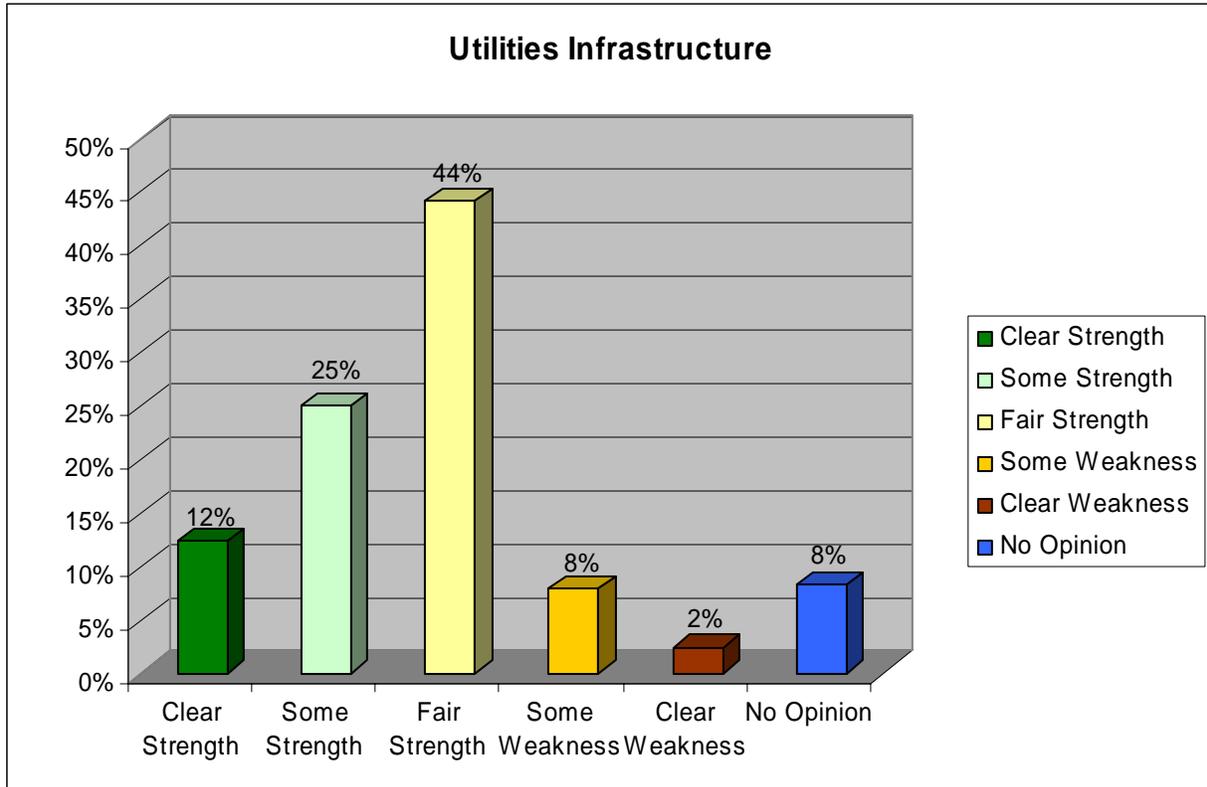
### Strengths and Weaknesses

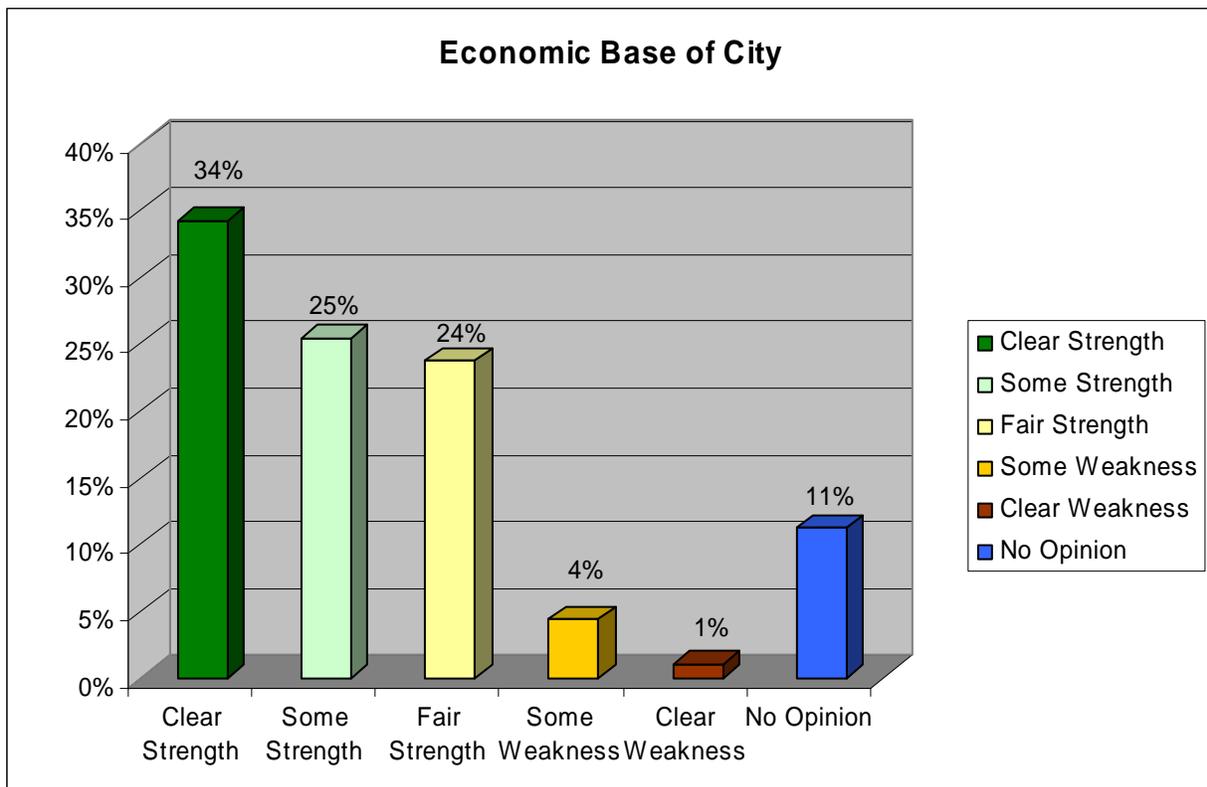
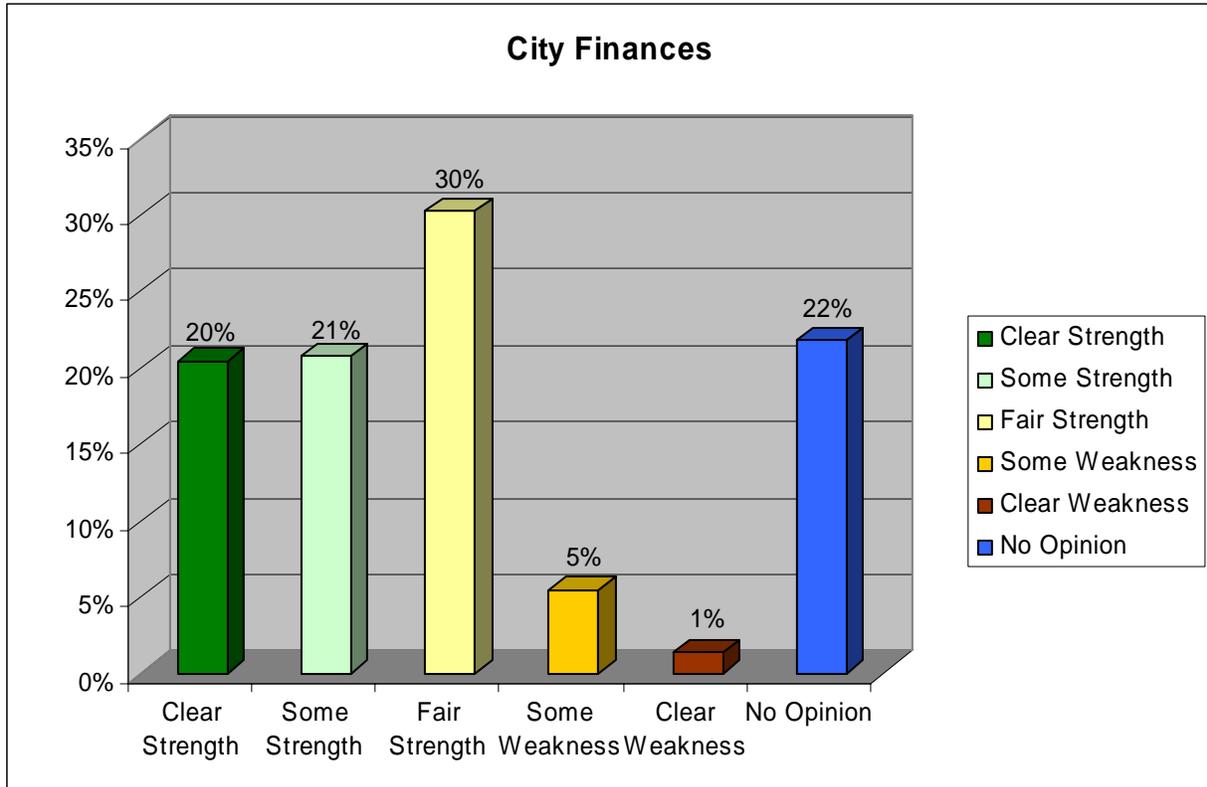
(Q5) As reported by respondents, the strengths and weaknesses of conducting business in Brentwood as compared to other locations in Middle Tennessee are listed in the table below.

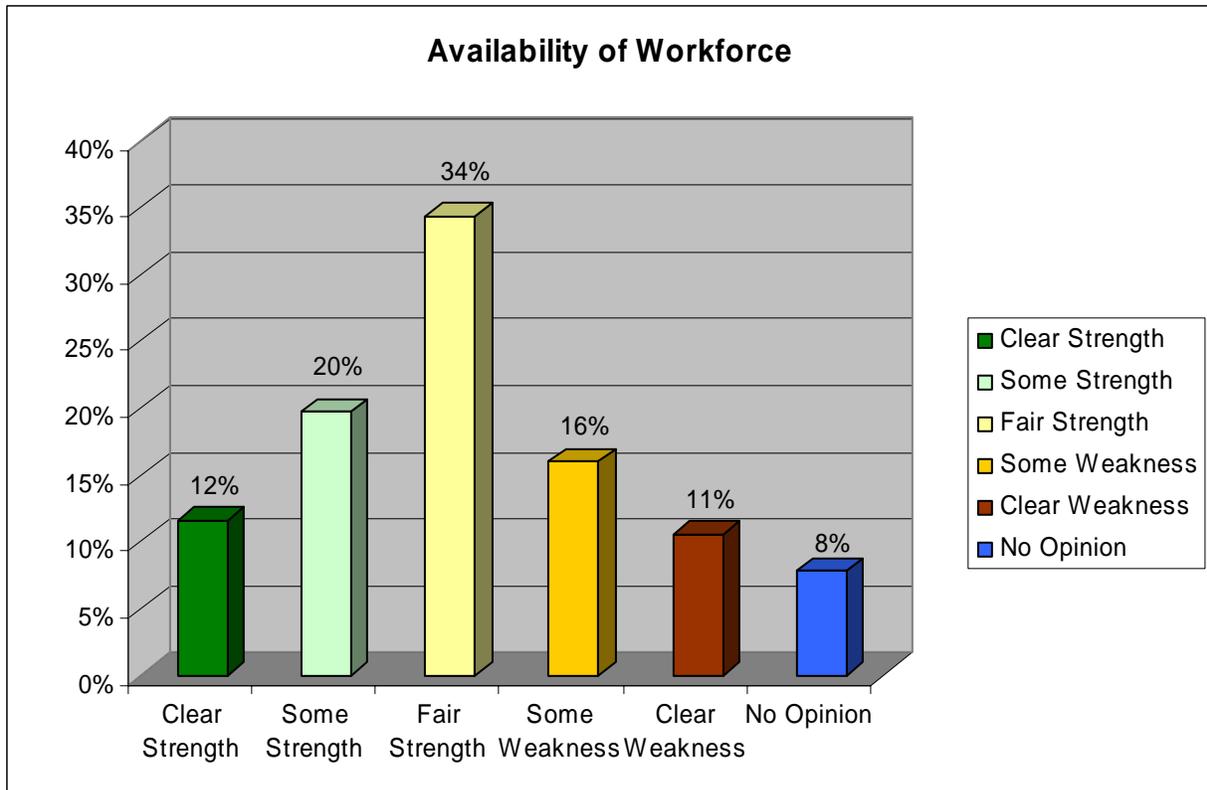
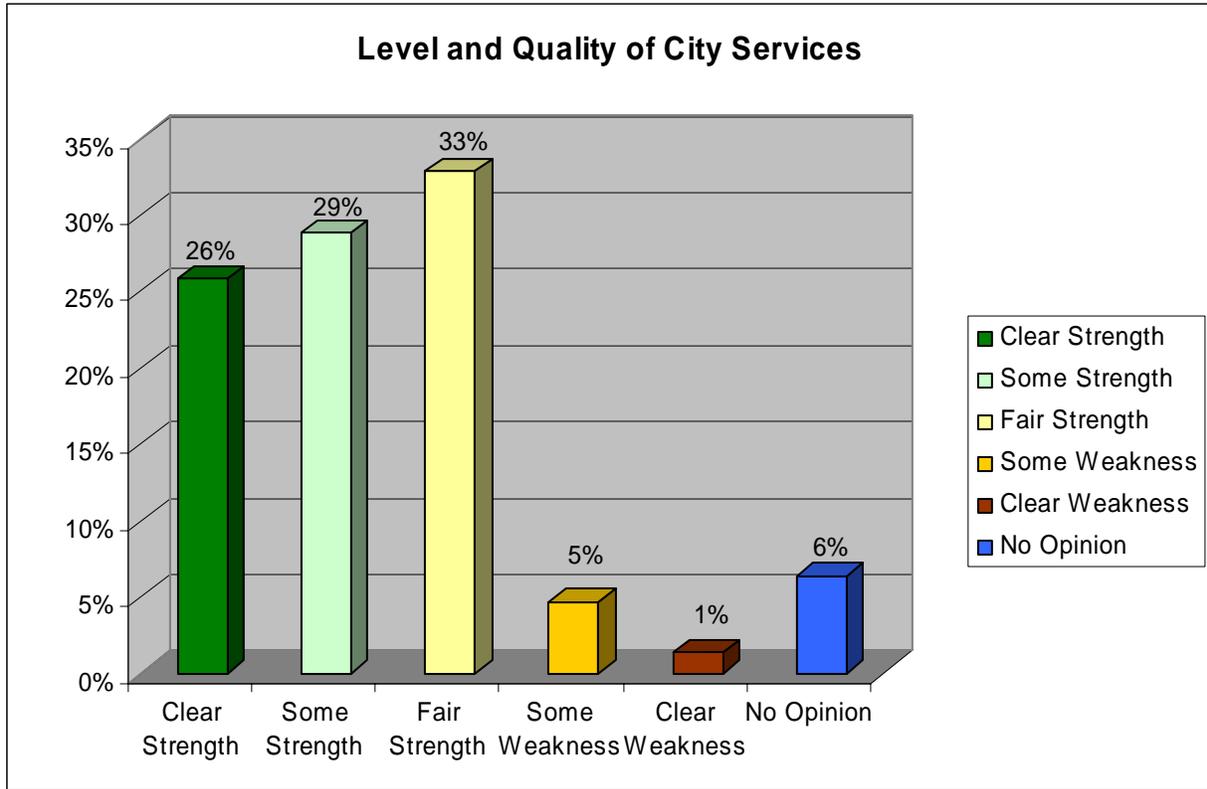
TABLE B.25: STRENGTHS AND WEAKNESSES OF BRENTWOOD							
#	Item	Clear Strength 1	2	Right Amount 3	4	Clear Weakness 5	Don't Know/ No Opinion
1	Physical attractiveness	53%	23%	17%	5%	2%	0%
2	Road network	11%	14%	23%	28%	24%	1%
3	Utilities infrastructure	12%	25%	44%	8%	2%	8%
4	Space available for retail/ office activity	12%	25%	40%	8%	9%	5%
5	City finances	20%	21%	30%	5%	1%	22%
6	Economic base of City	34%	25%	24%	4%	1%	11%
7	Level and quality of city services	26%	29%	33%	5%	1%	6%
8	Availability of workforce	12%	20%	34%	16%	11%	8%
9	Customer/ client base nearby	33%	24%	23%	6%	4%	9%
10	Convenient support services	17%	29%	40%	6%	2%	5%
11	Location in Middle Tennessee Area	48%	26%	21%	2%	0%	2%
12	Pedestrian/ recreation opportunities	17%	19%	29%	17%	10%	8%
13	Convenient housing opportunities	14%	14%	31%	21%	12%	8%

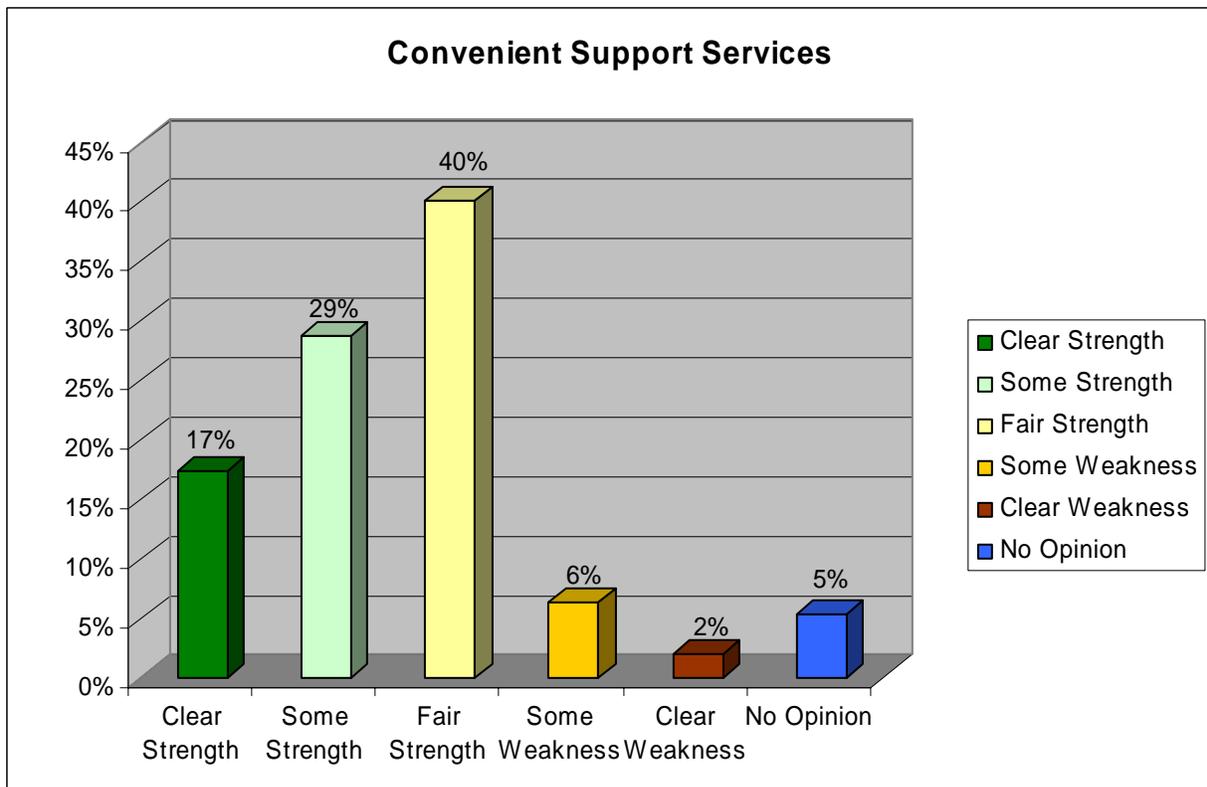
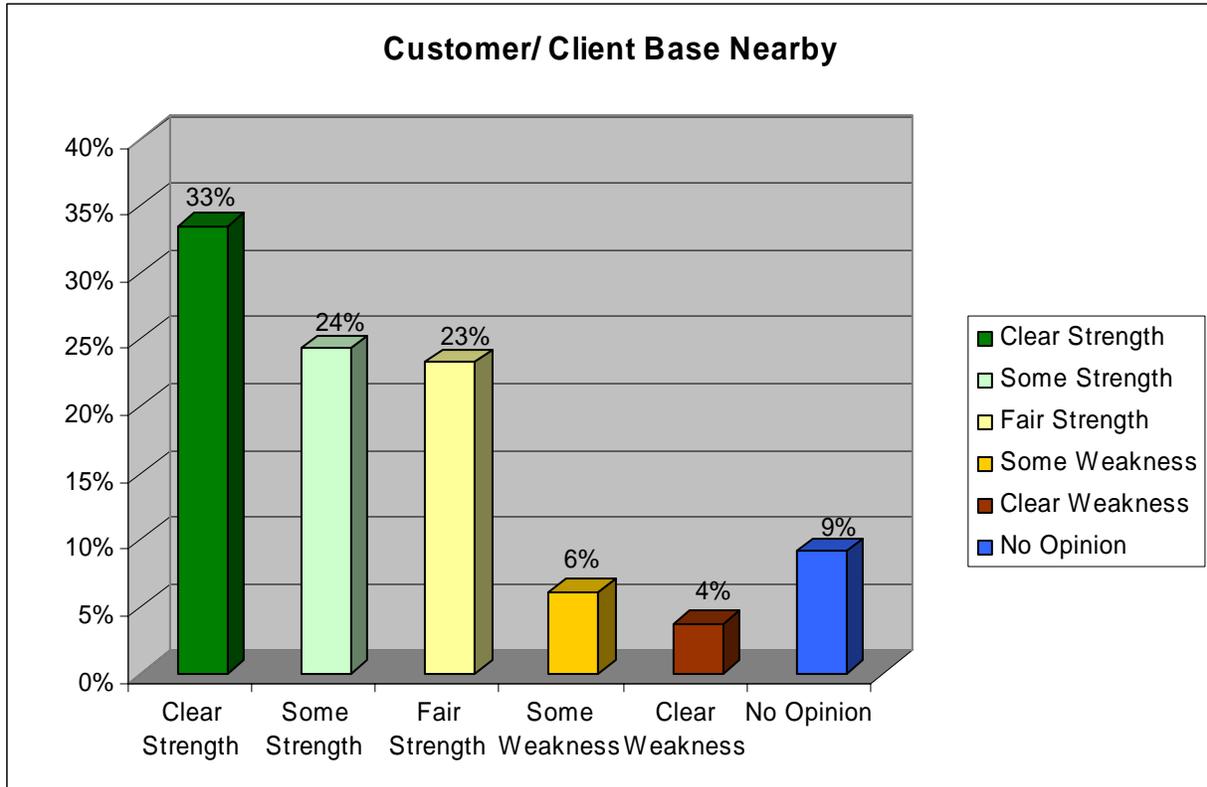
The following graphs illustrate the above percentages.

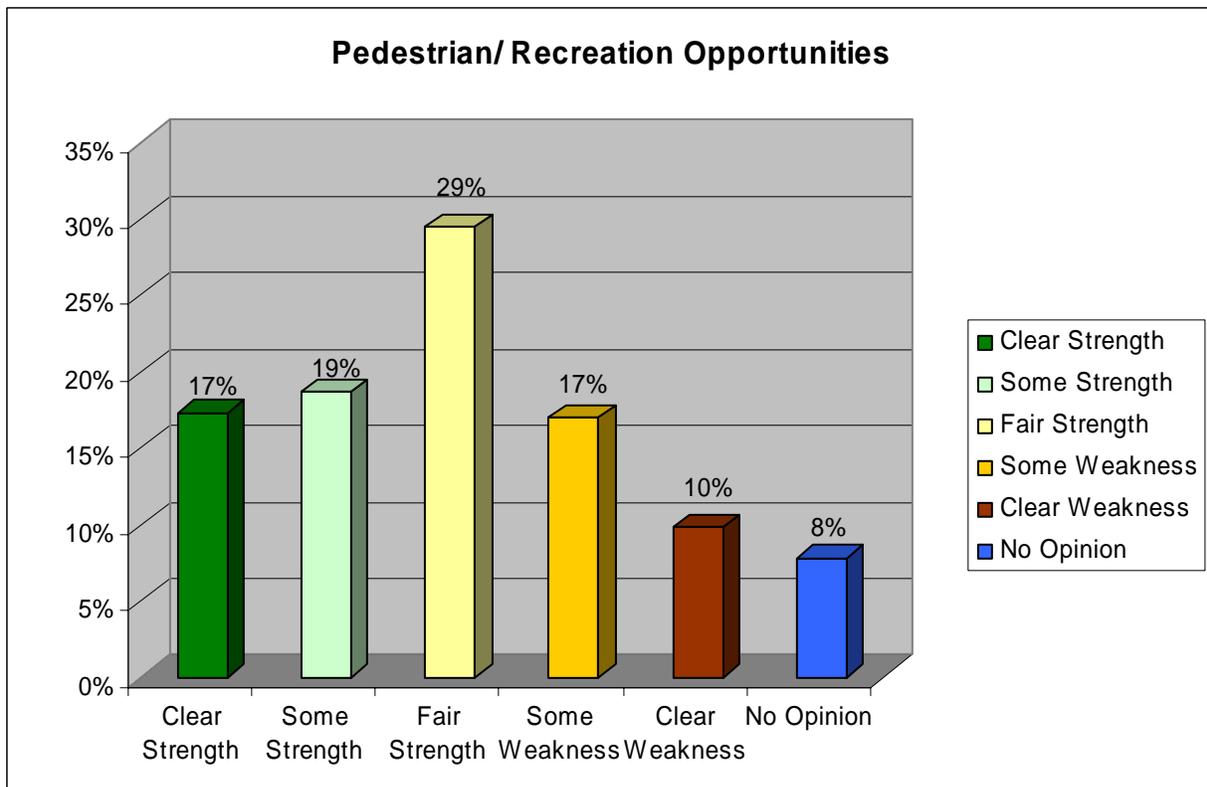
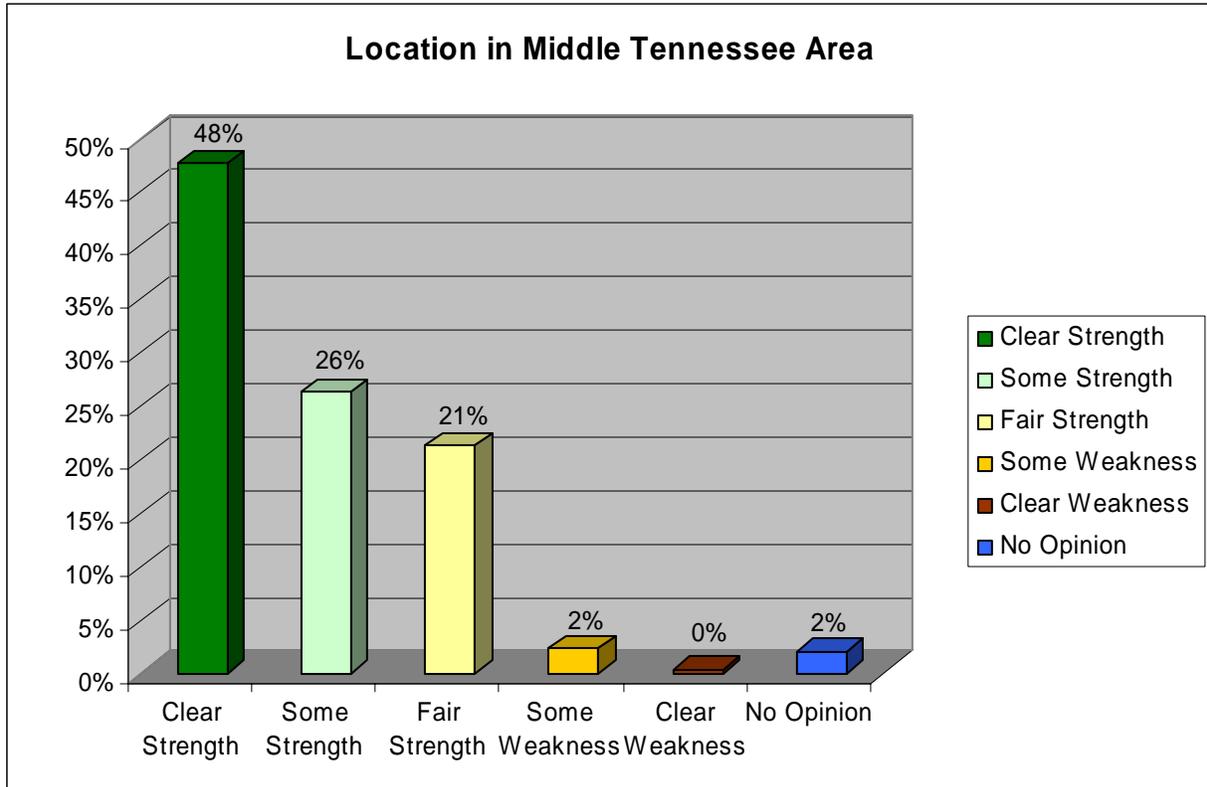


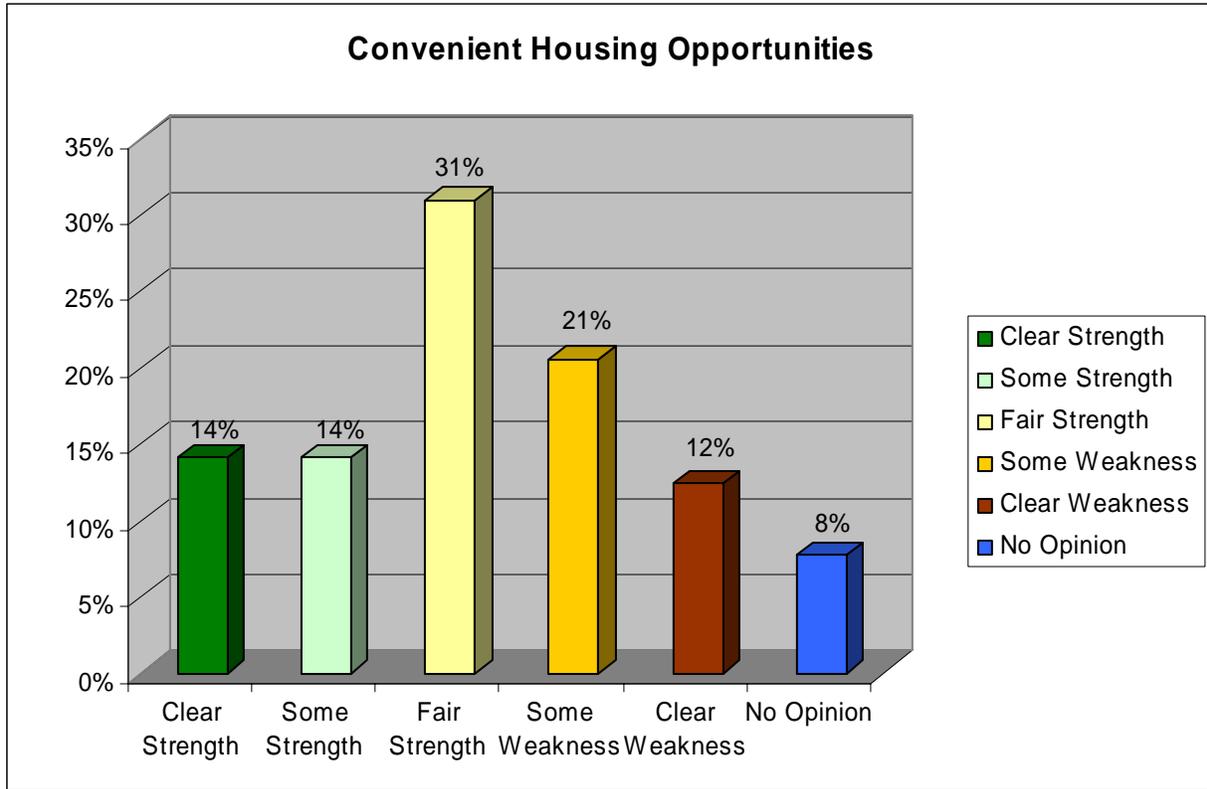














### Satisfaction Rating

(Q6) The following table shows the survey respondents' level of satisfaction with different services and characteristics in Brentwood, as compared to other locations in the Middle Tennessee Area.

**TABLE B.26: LEVEL OF SATISFACTION FOR BUSINESSES**

#	Issue	Scale					
		Very Satisfied 1	2	Somewhat Satisfied 3	4	Not At All Satisfied 5	Don't Know/ No Opinion
1	How well Brentwood's existing roads handle traffic	9%	23%	31%	23%	14%	1%
2	Number/ location of sidewalks	11%	25%	31%	20%	9%	5%
3	Streetscape appearance and landscaping	25%	45%	19%	8%	2%	1%
4	Appearance of public buildings	24%	48%	19%	5%	2%	2%
5	Drainage and storm water runoff	13%	39%	28%	10%	2%	9%
6	Environmental quality (air, water, etc.)	19%	44%	24%	6%	1%	5%
7	The design (attractiveness/ style/ layout) of new development	23%	50%	17%	6%	1%	3%
8	Number and quality of parks, playing fields, and playgrounds	27%	39%	20%	5%	2%	7%
9	Indoor recreation facilities (private and public)	24%	34%	23%	9%	2%	8%
10	Fire/ Emergency medical services	36%	44%	12%	2%	1%	5%
11	Police	42%	39%	12%	2%	2%	4%
12	Brentwood Library	40%	29%	14%	2%	1%	13%
13	Zoning & Codes	16%	28%	22%	12%	7%	14%
14	Variety of Housing	10%	23%	28%	21%	10%	8%
15	Employment opportunities	15%	42%	23%	8%	3%	9%
16	Convenience of shopping choices/ restaurants	24%	36%	22%	10%	7%	1%
17	Financial Management of City	21%	30%	21%	3%	2%	23%
18	Management of Growth	18%	33%	22%	11%	3%	12%

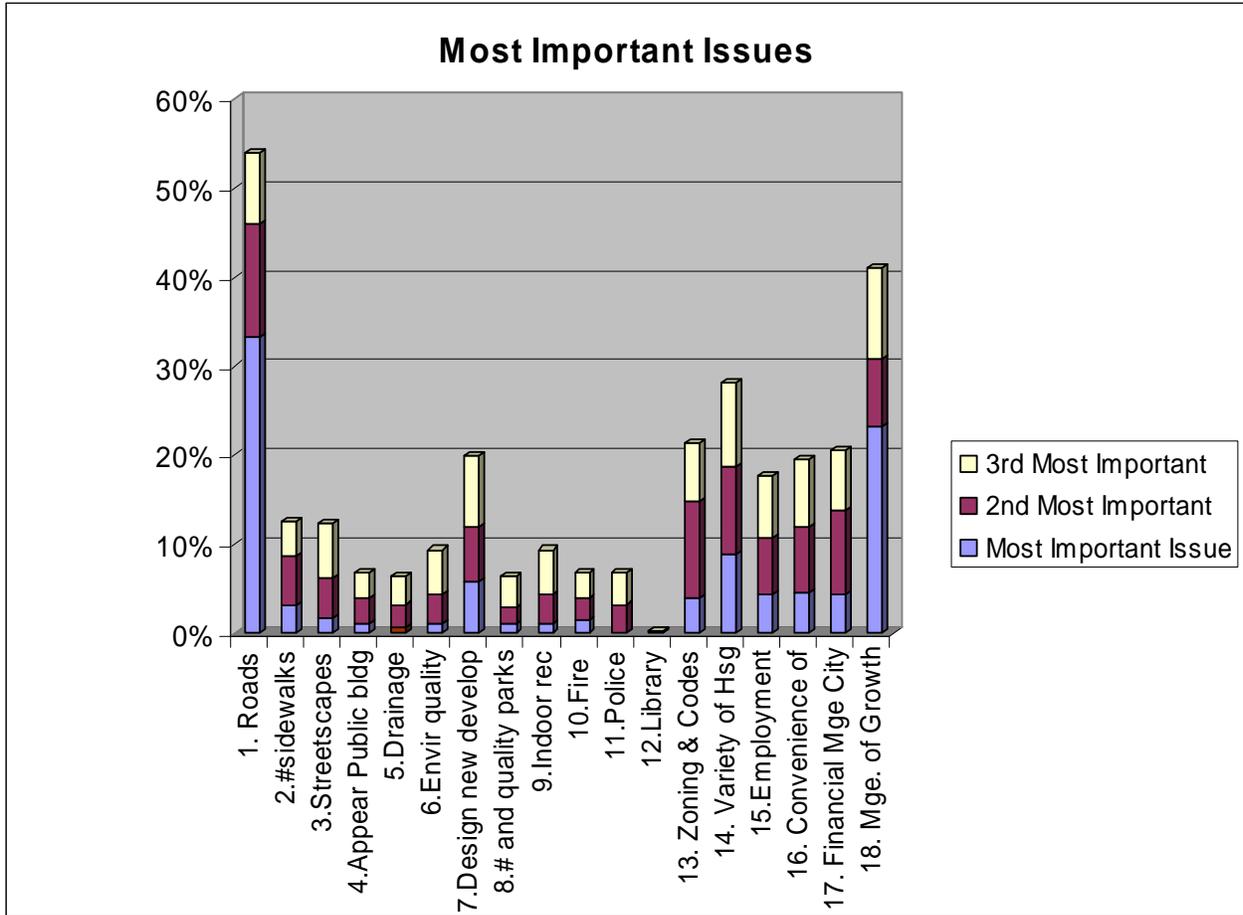
**TABLE B.27: RANKING OF ISSUES FOR BUSINESSES**

Most Important Issues	
1. Roads	33%
18. Management of Growth	23%
14. Variety of Housing	9%
7. Design of new develop	6%
16. Convenience of Shopping	5%
13. Zoning & Codes	4%
15. Employment	4%
17. Financial Management of City	4%
2. Number of Sidewalks	3%
3. Streetscapes	2%
4 .Appearance of Public buildings	1%
5. Drainage	1%
6. Environmental quality	1%



**TABLE B.27: RANKING OF ISSUES FOR BUSINESSES**

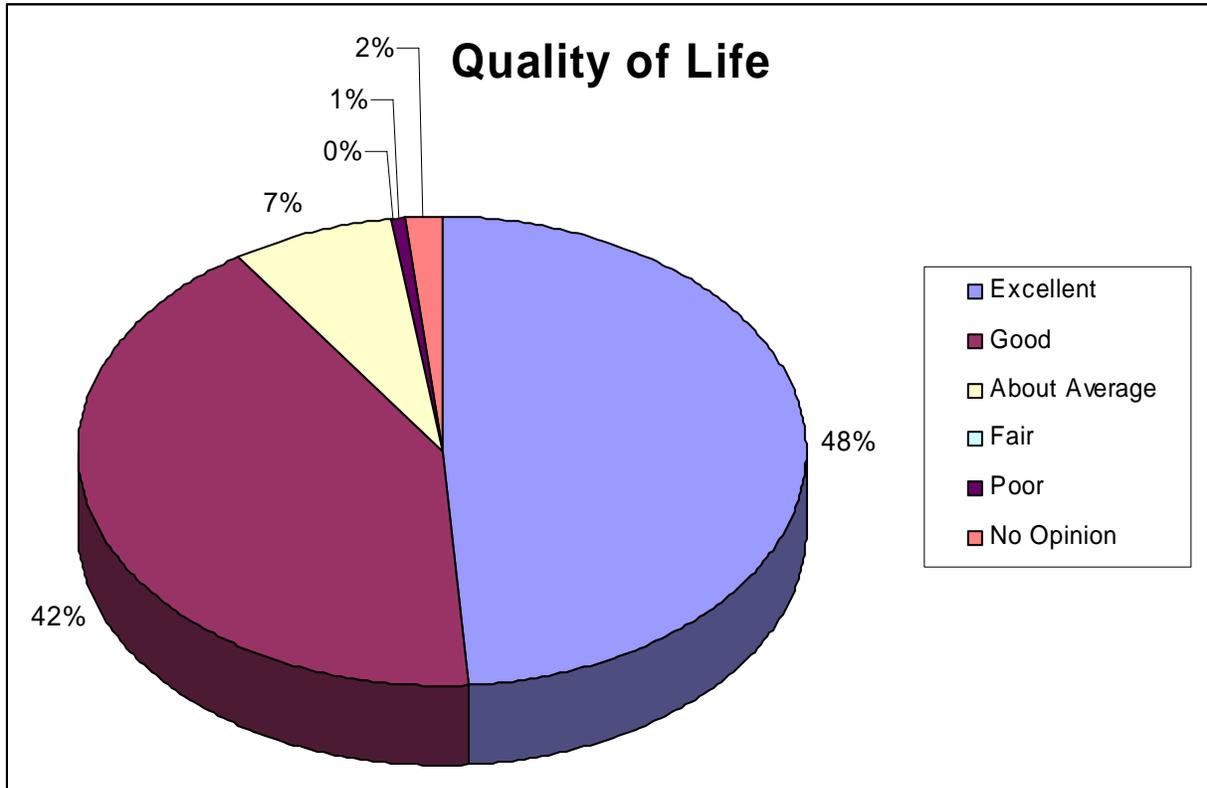
8. Number and quality of parks	1%
9. Indoor recreation	1%
10. Fire	1%
11. Police	0%
12. Library	0%
<b>2<sup>nd</sup> Most Important Issues</b>	
1. Roads	13%
13. Zoning & Codes	11%
14. Variety of Housing	10%
17. Financial Management of City	9%
18. Management of Growth	8%
15. Employment	7%
16. Convenience of Shop	7%
7. Design of new development	6%
2. Number of sidewalks	5%
3. Streetscapes	4%
4. Appearance of Public buildings	3%
5. Drainage	3%
6. Environmental quality	3%
9. Indoor recreation	3%
10. Fire	3%
11. Police	3%
8. Number and quality of parks	2%
12. Library	0%
<b>3<sup>rd</sup> Most Important Issues</b>	
18. Management of Growth	10%
14. Variety of Housing	9%
1. Roads	8%
16. Convenience of Shop	8%
7. Design of new development	8%
15. Employment	7%
17. Financial Management of City	7%
13. Zoning & Codes	7%
3. Streetscapes	6%
6. Environmental quality	5%
9. Indoor recreation	5%
2. Number of sidewalks	4%
8. Number and quality of parks	4%
11. Police	4%
4. Appearance of Public Building	3%
5. Drainage	3%
10. Fire	3%
12. Library	0%





### Quality of Life

(Q7) Overall, 48% of participants rated the quality of life as excellent, and 42% thought that it was good. See graph below for details.

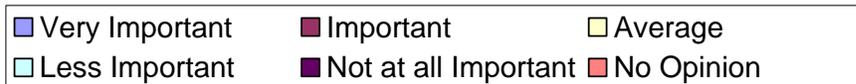
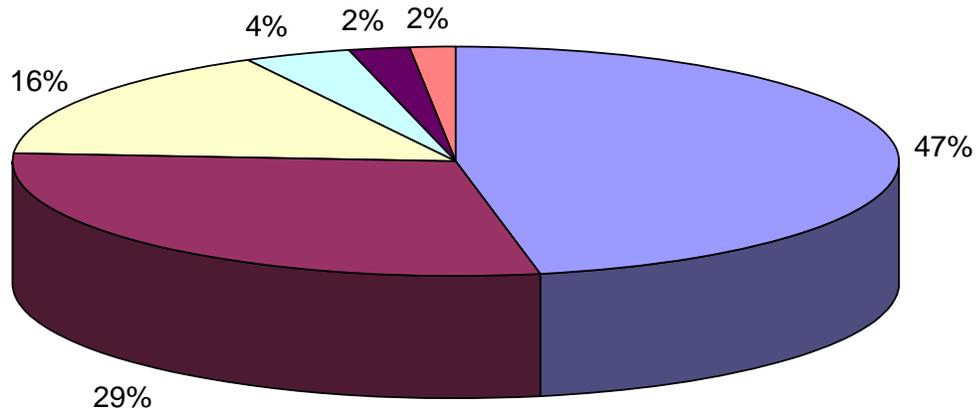




### Community Character

(Q8) The following graph shows respondents' view on how important the City's community character is to their decision about locating their business in Brentwood.

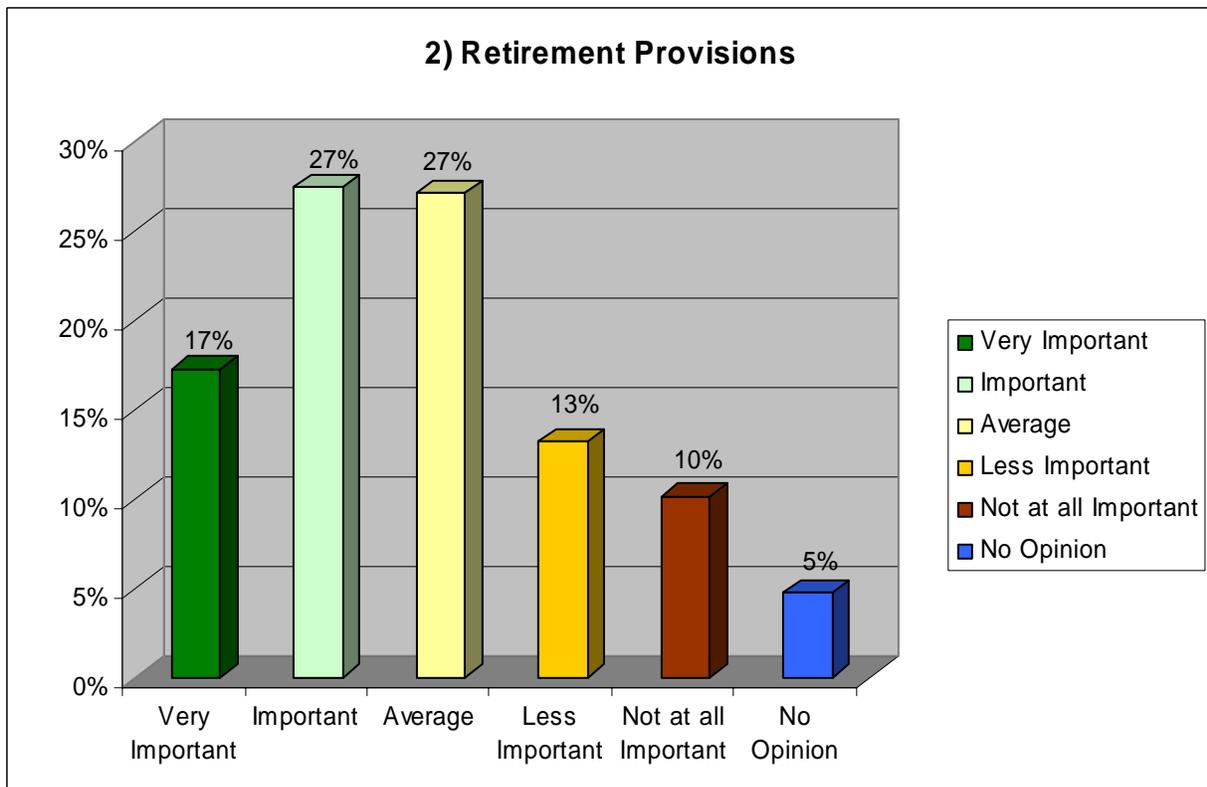
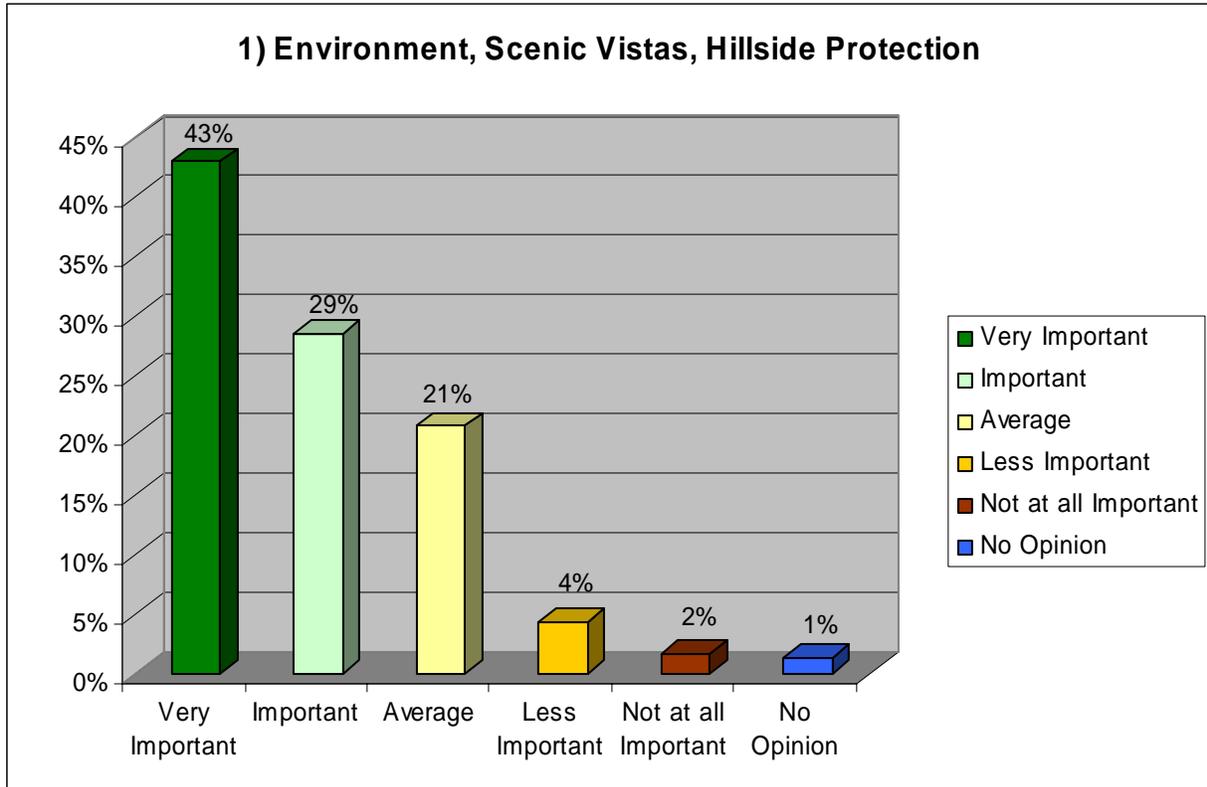
**Community Character**

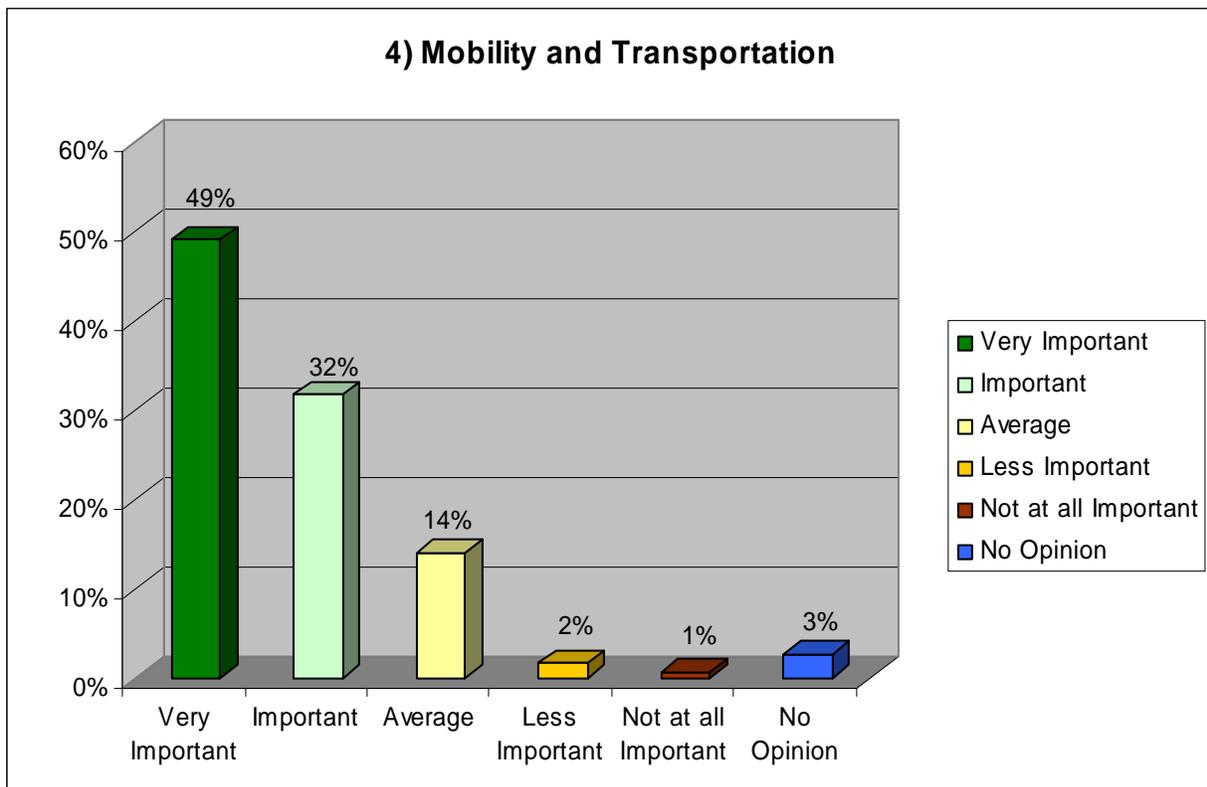
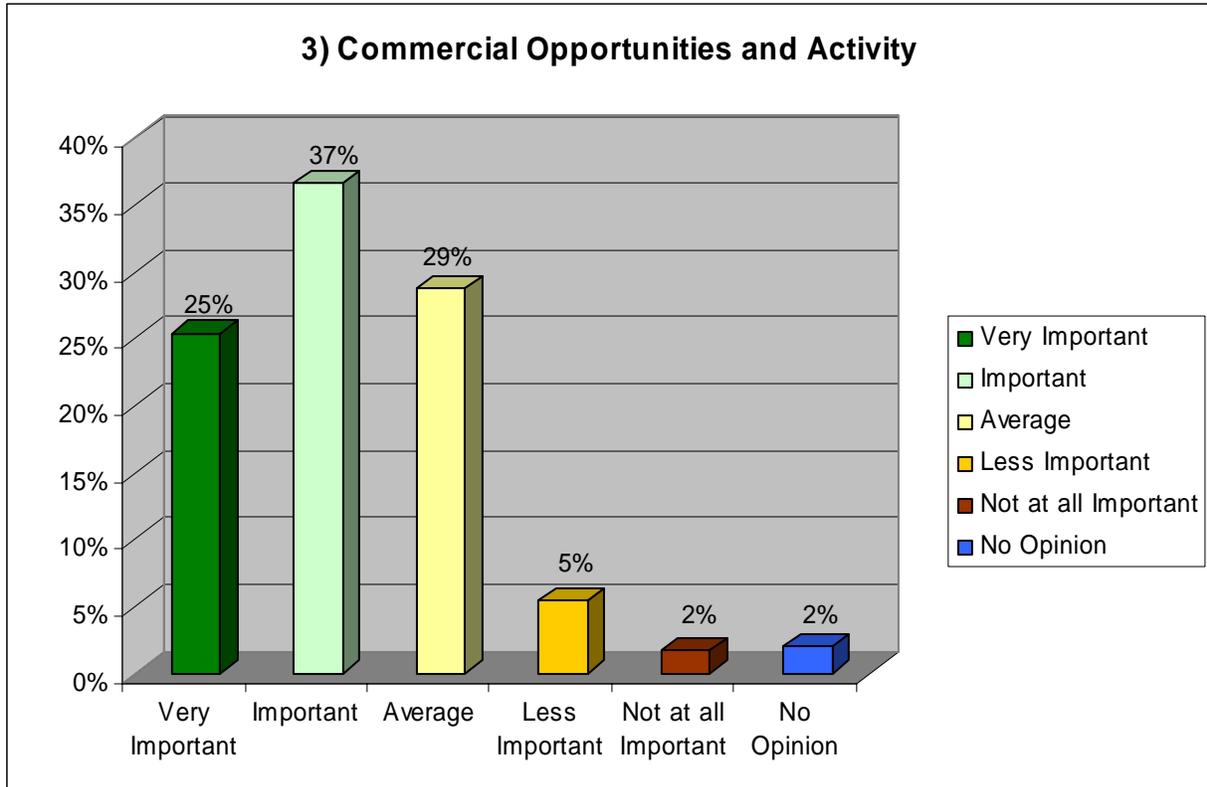


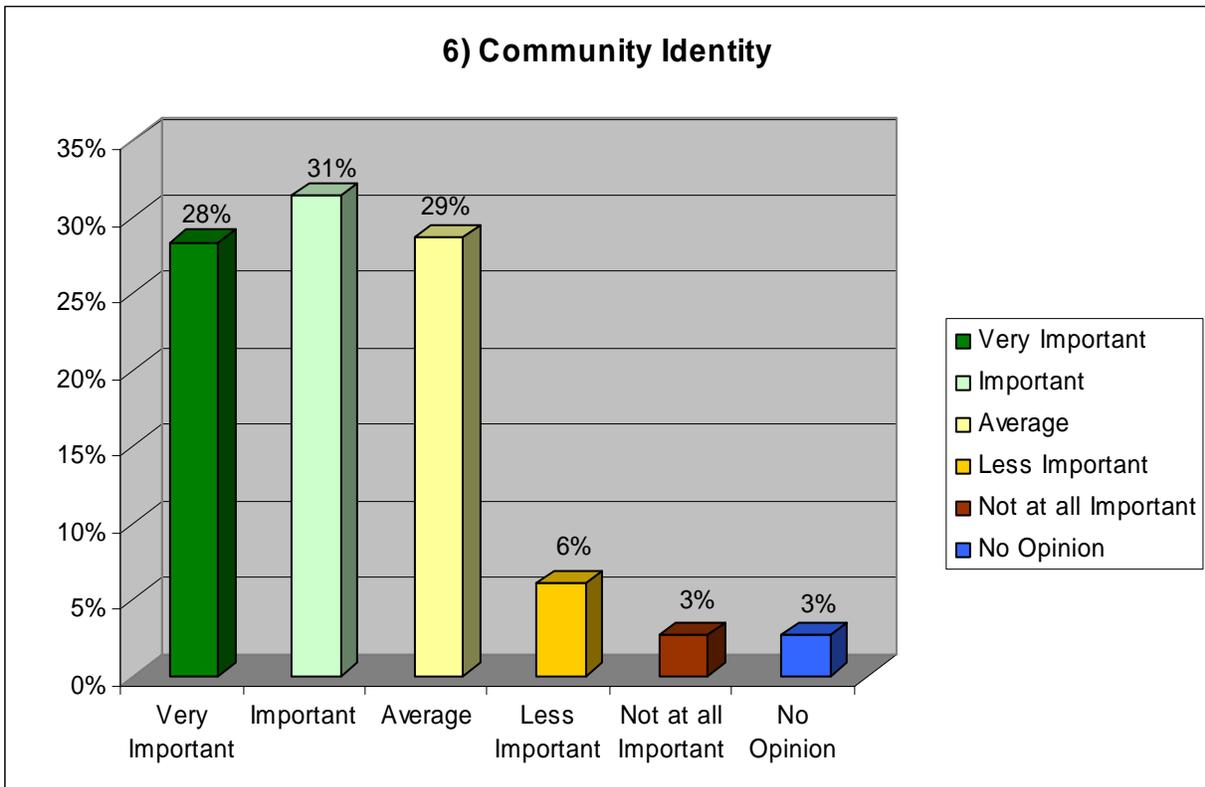
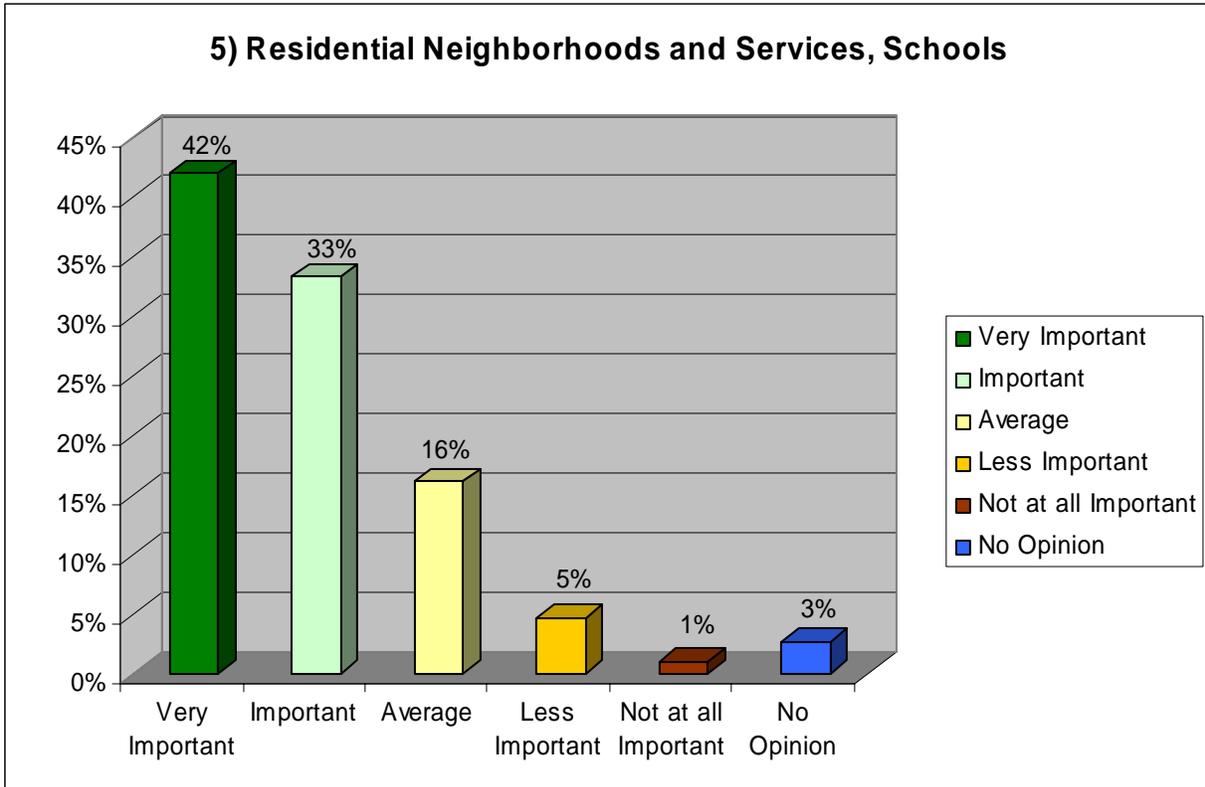
### Brentwood 2020 Plan

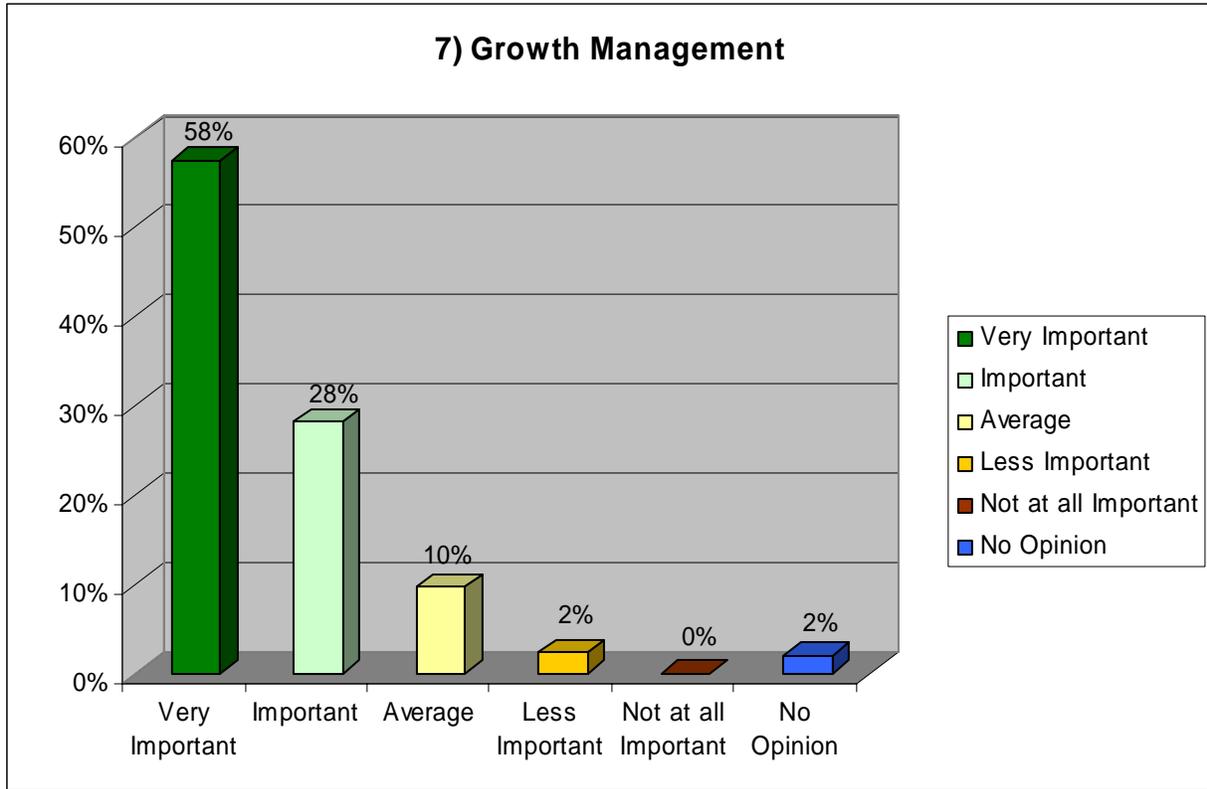
(Q10) Respondents were asked to rate how important the following seven topics are to them:

- 1) Environment, scenic vistas, hillside protection;
- 2) Retirement provisions;
- 3) Commercial opportunities and activity;
- 4) Mobility and transportation;
- 5) Residential neighborhoods and services, schools;
- 6) Community identity; and
- 7) Growth Management.

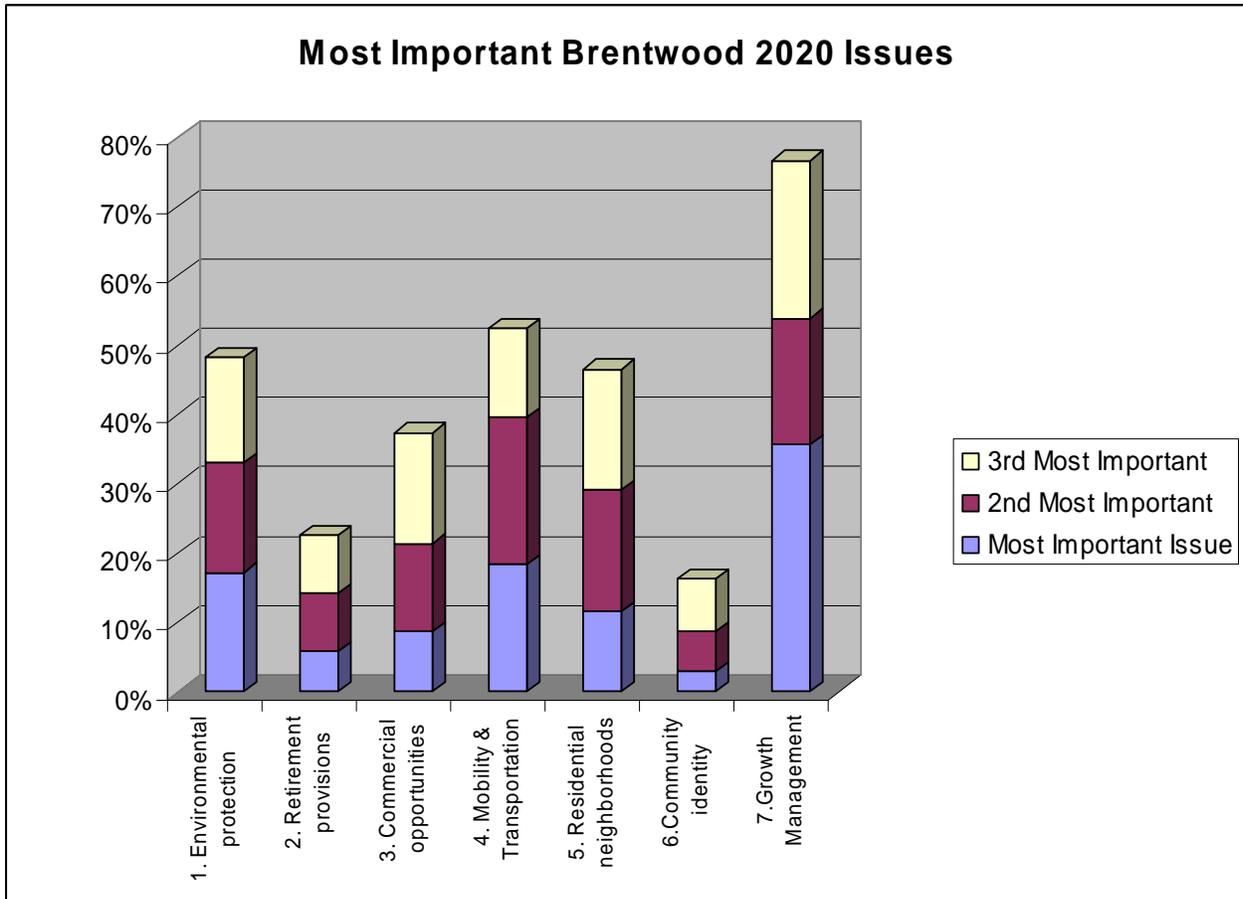








Of the seven items surveyed above, the following chart displays what the respondents felt were the most important issues facing Brentwood today.

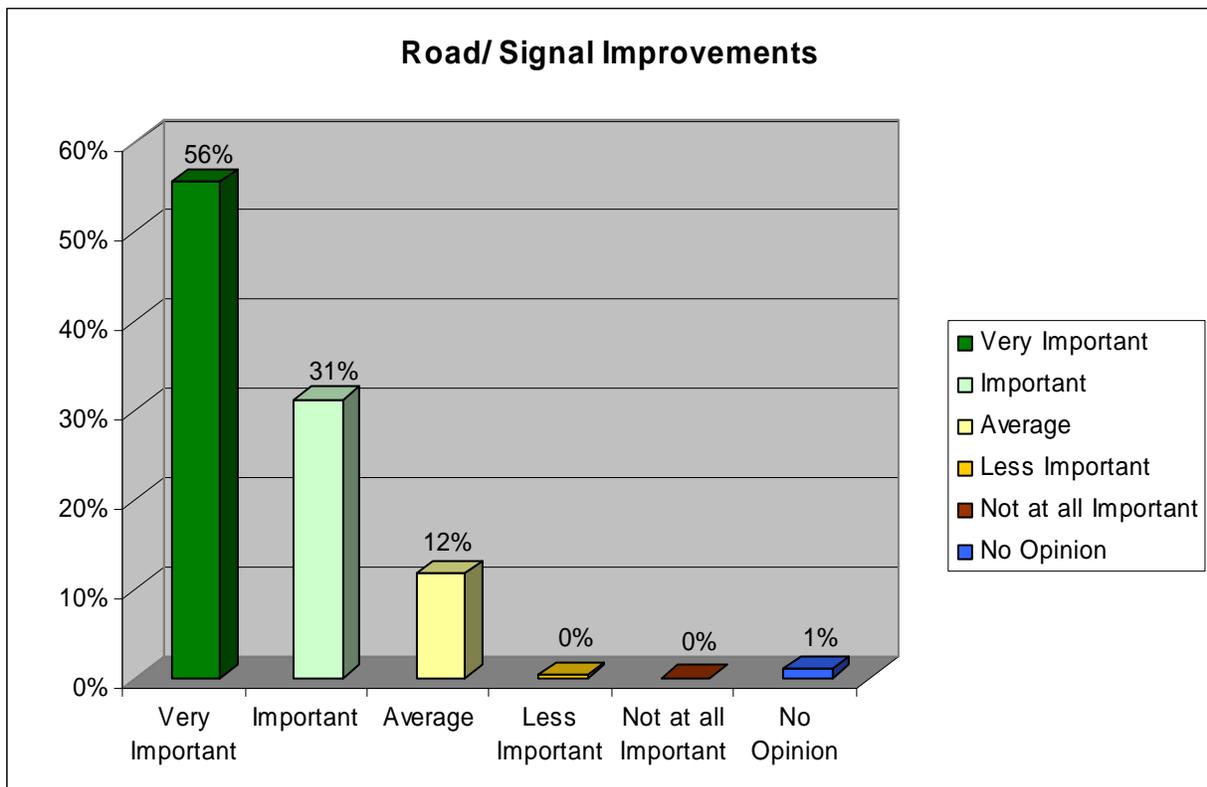
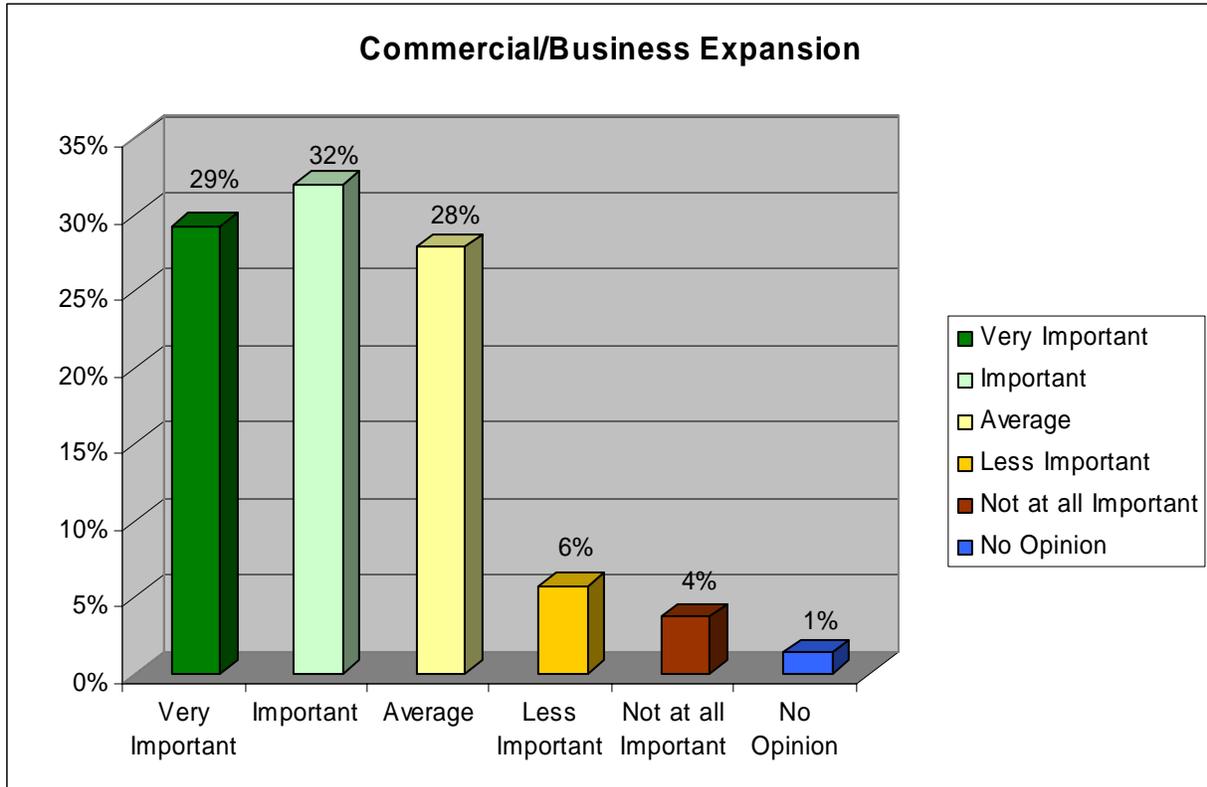


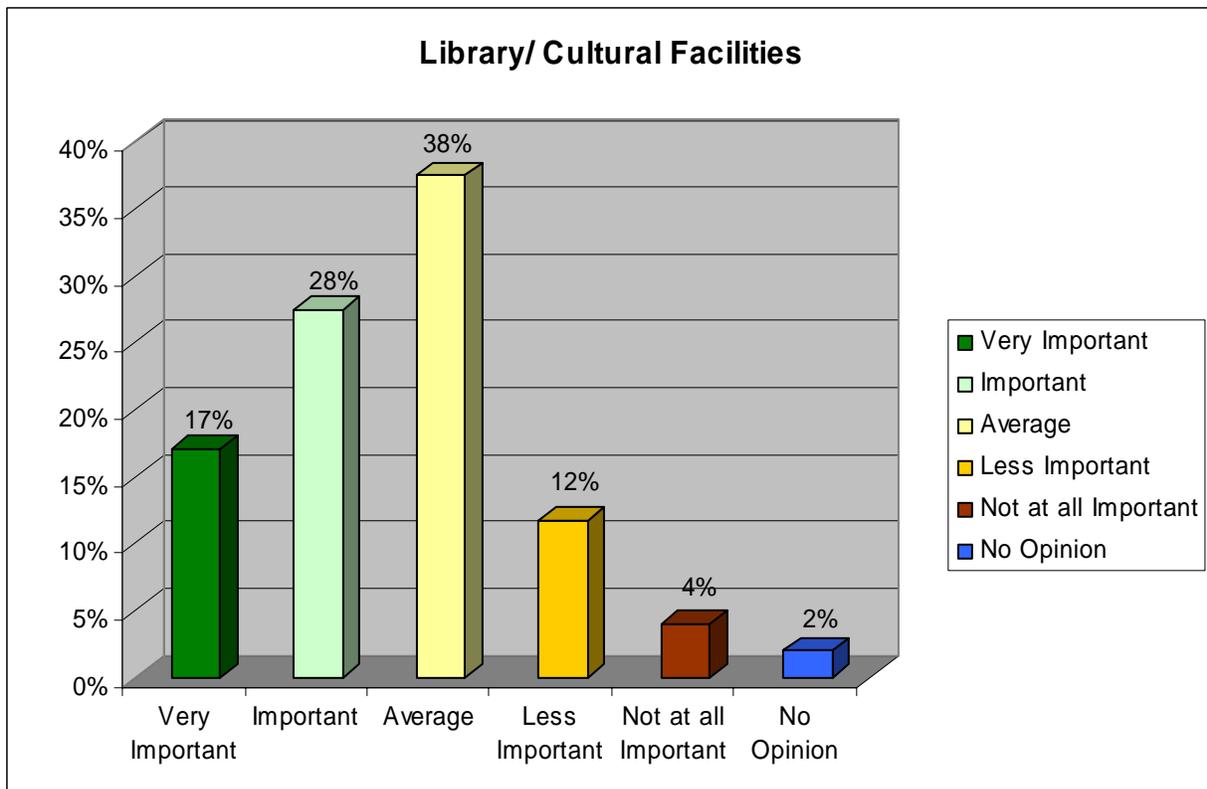
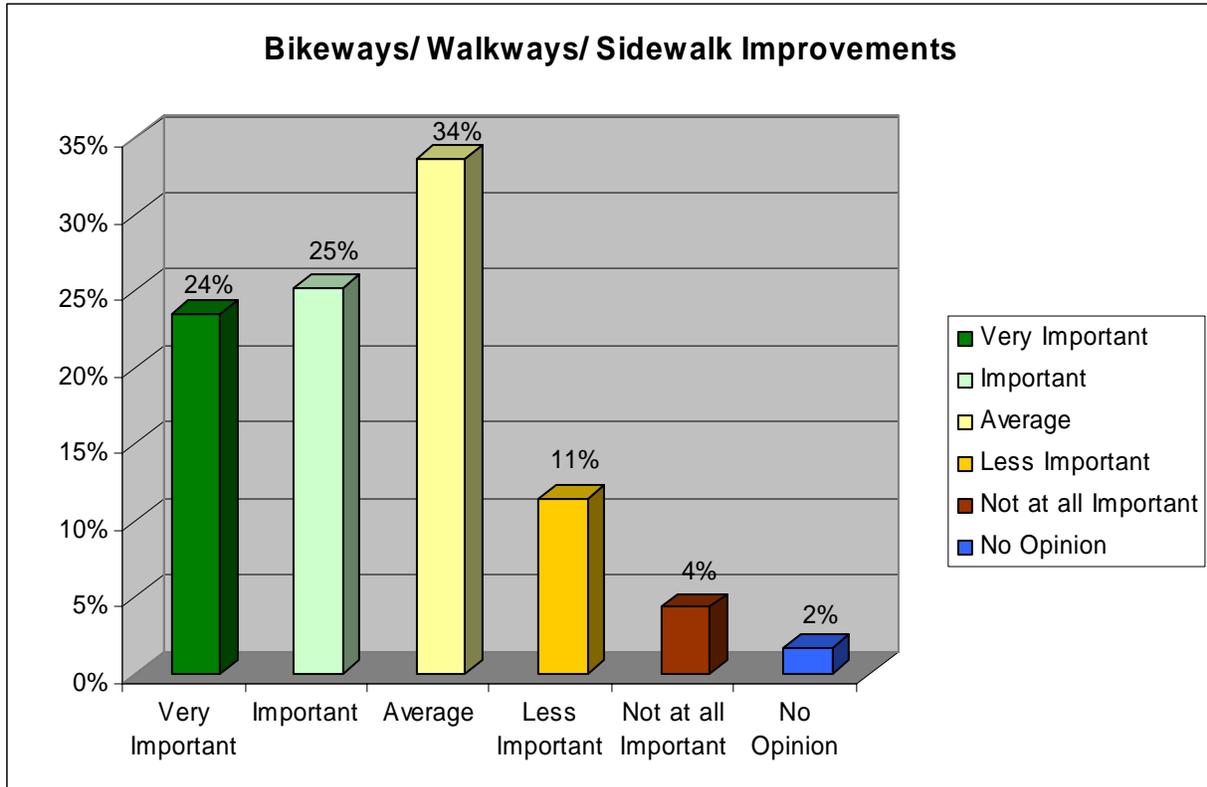
### High Priority Items

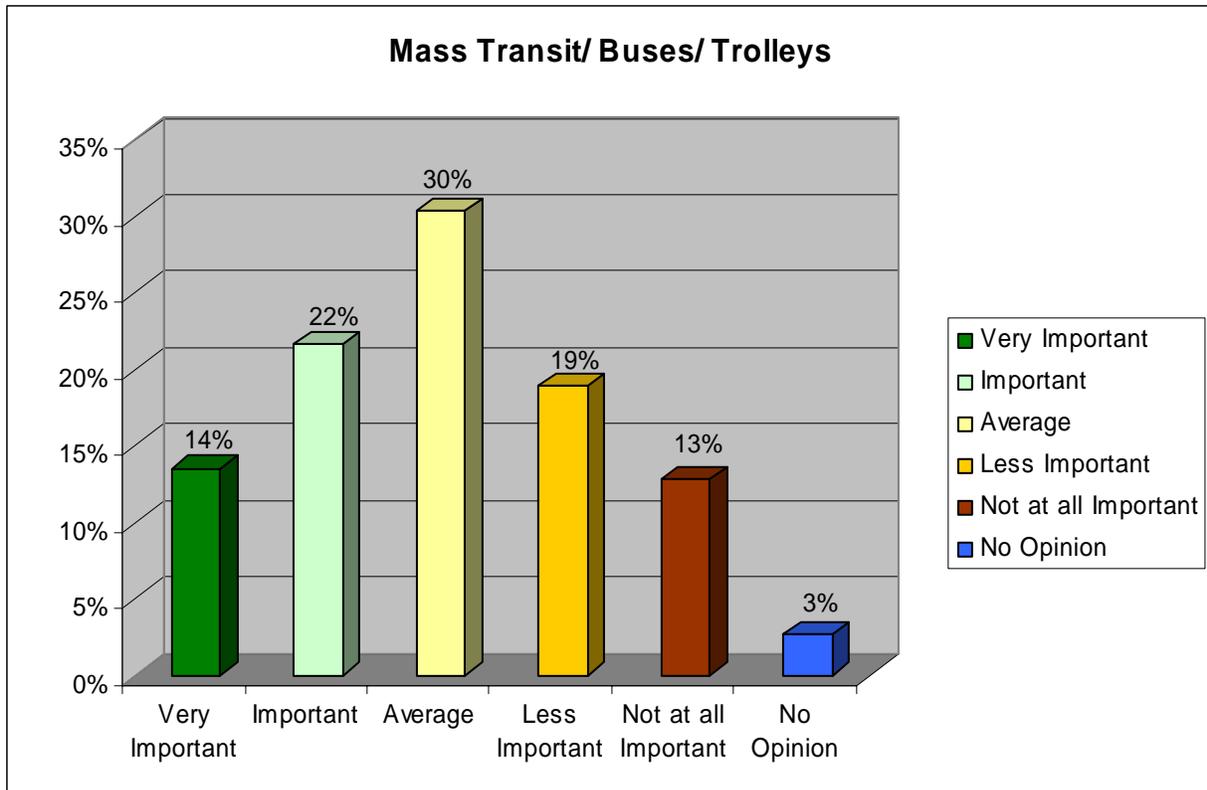
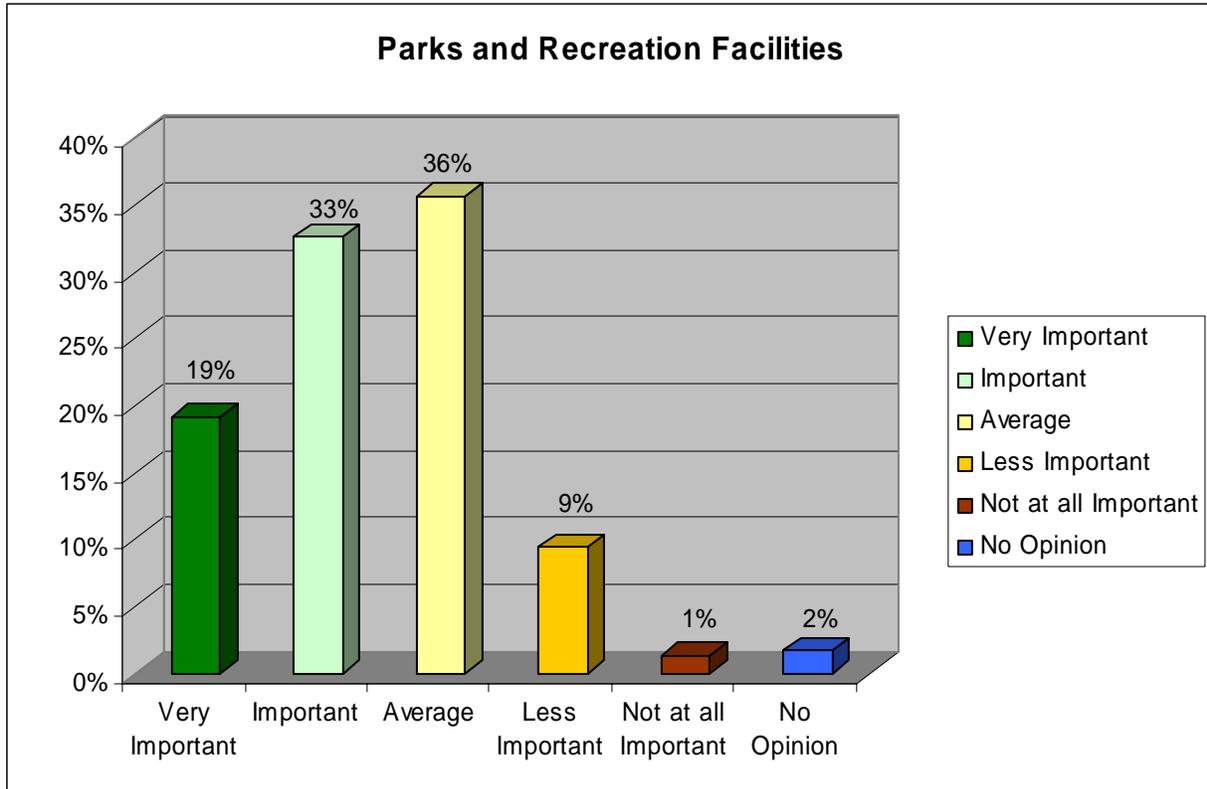
(Q11) Respondents were also asked to rate the following items on level of importance:

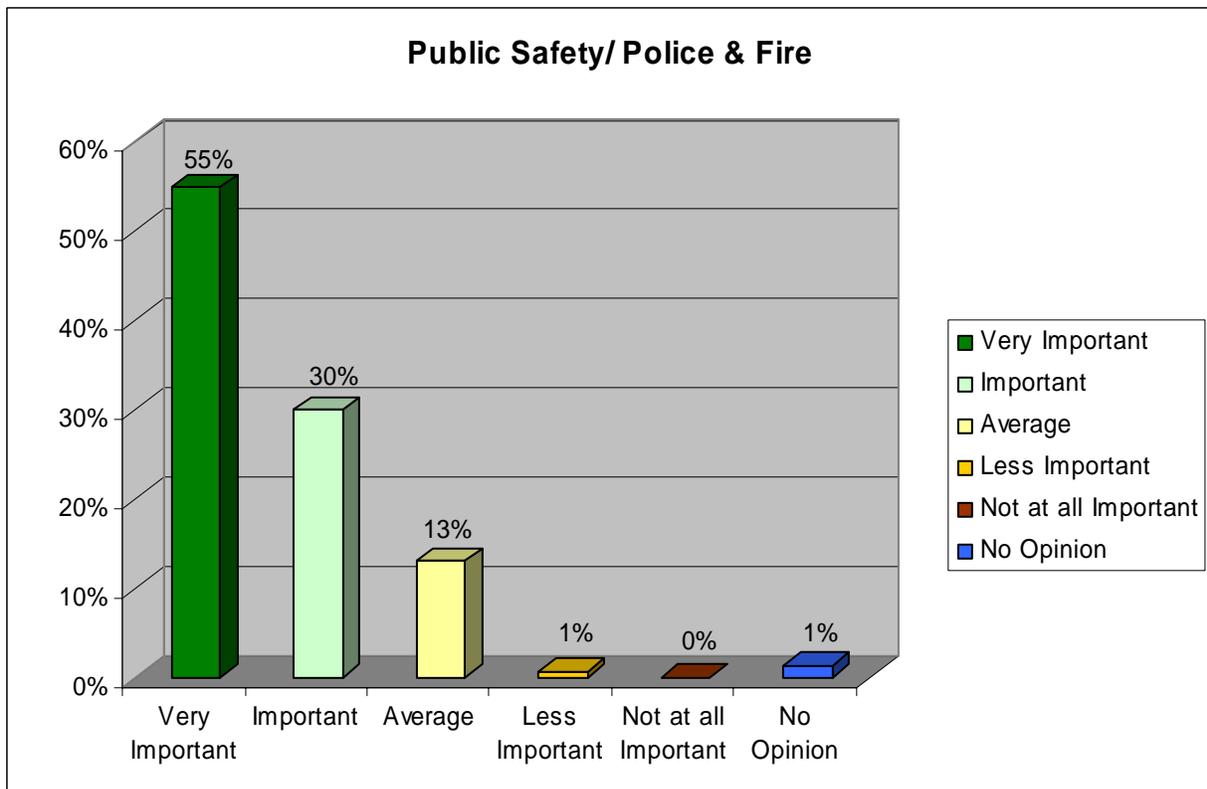
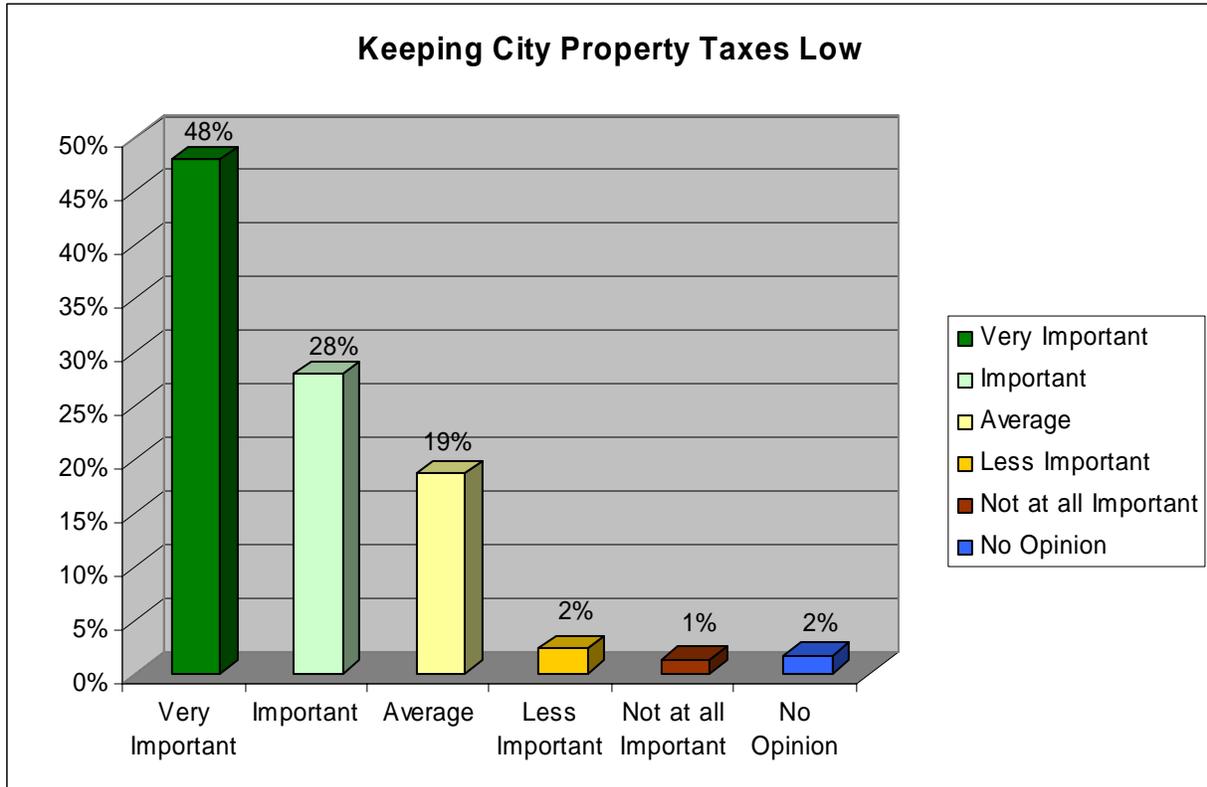
- 1) Commercial/ business expansion;
- 2) Road/ signal improvements;
- 3) Bikeways/ walkways/ sidewalk improvements;
- 4) Library/ cultural facilities;
- 5) Parks and recreation facilities;
- 6) Mass transit/ buses/ trolley;
- 7) Keeping City property taxes low; and
- 8) Public Safety/ Police & Fire.

The following graphs illustrate the level of importance that respondents rated each item above.





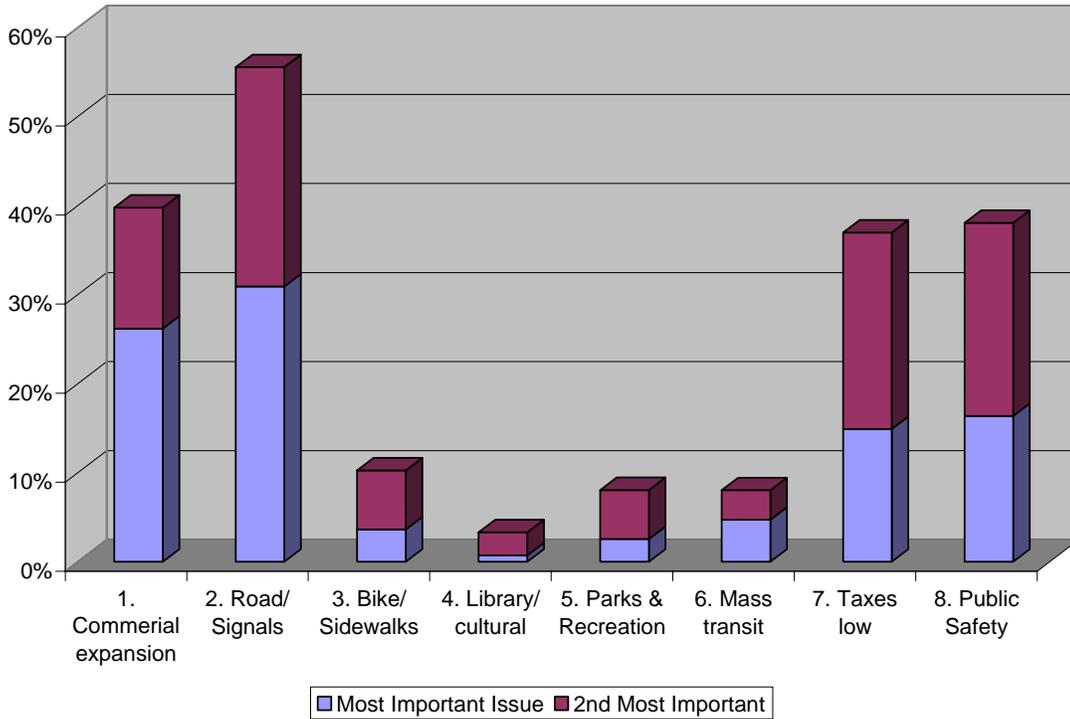






Of the eight items listed above, the following graphs show the most important and second most important priorities.

### Highest Priorities





### Traffic Congestion

(Q15) The following table shows the level of support that respondents have for different approaches to addressing traffic congestion:

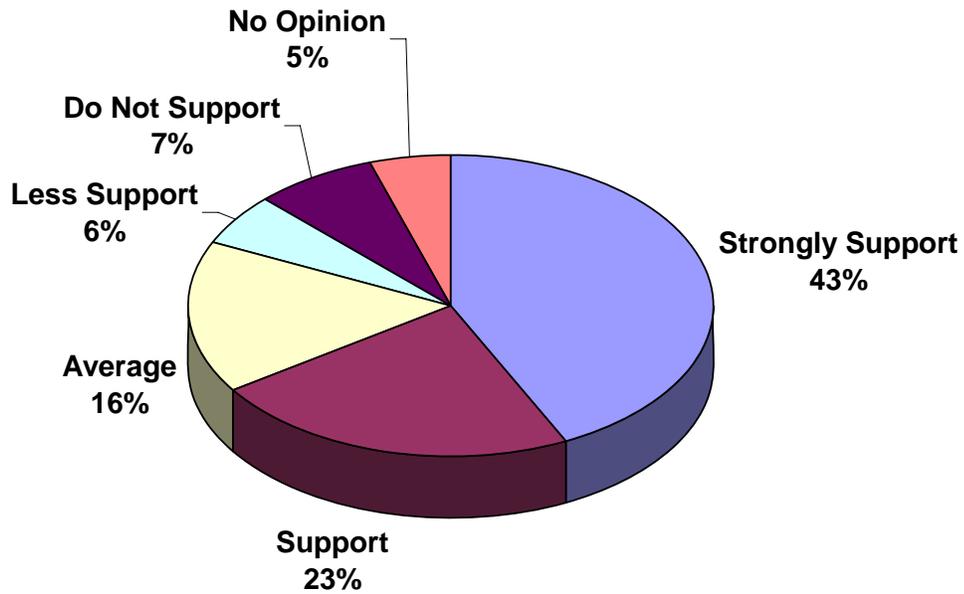
TABLE B.28 APPROACHES TO ADDRESSING TRAFFIC CONGESTION							
#	Issue	Scale					
		Strongly Support 1	2	3	4	Do Not Support 5	Don't Know
1	Widen existing major streets with more driving lanes	39%	27%	16%	9%	7%	2%
2	Encourage new roads that divert through traffic off Brentwood streets	54%	30%	8%	4%	2%	1%
3	Improving streets primarily for safety (add shoulders, fewer curves, etc.)	31%	31%	25%	8%	3%	2%
4	When practical, protect/preserve existing trees, stone walls, etc. with street improvements	46%	30%	16%	5%	2%	1%
5	Improve traffic signal coordination between signals to help reduce delays	66%	27%	5%	1%	0%	1%
6	Where feasible, provide shifts in lane directions at peak times to handle more vehicles	36%	26%	19%	9%	8%	2%
7	Expand public transit / buses/ trolleys	23%	20%	29%	14%	12%	3%
8	Promote car pooling / ride sharing	16%	24%	35%	11%	10%	4%
9	Encourage employers & schools to stagger work hours/ opening times	24%	27%	27%	11%	9%	2%
10	Encourage school children to ride buses	28%	26%	24%	8%	8%	6%
11	Expand pedestrian / bikeway links for commuting to work or activities	32%	23%	25%	11%	6%	3%



### Town Center

(Q12) 66% of business survey respondents support or strongly support the redevelopment of the Town Center area, while only 7% do not support. See the graph below for full details.

## Redevelopment of Town Center





## Appendix D: Traffic and Transportation Facts



## **STATUS OF PREVIOUSLY-PLANNED ROADWAY IMPROVEMENTS**

The *Brentwood 2020 Comprehensive Plan* included 30 recommended roadway improvement projects for the City of Brentwood. These recommendations were developed to improve traffic capacity, safety, and mobility within the study area. Figure 1 presents a copy of the recommended projects from the *Brentwood 2020 Comprehensive Plan*. Since 1998 several of the recommended projects have been completed. The following information presents the project number as listed in the *Brentwood 2020 Comprehensive Plan* and an update on the progress of the project.

### **R1. Extend Arrowhead Drive south to Raintree Parkway**

Arrowhead Drive was proposed to be extended to Autumn Place near Raintree Parkway. This project is intended to be development driven. This project has not been initiated at this point due to lack of development on the Holt Tract.

### **R2. Widen Concord Road from Wilson Pike to Crockett Road**

This project includes widening Concord Road from Wilson Pike east to Crockett Road. This project is currently in the planning phase for improvements from Jones Parkway to Arrowhead Drive. Improvements were completed from Arrowhead Drive east to Edmondson Pike. The section east of Edmondson Pike will be improved as part of the Concord Road East project (from Edmondson Pike to Nolensville Road)..

### **R3. Extend Mallory Lane from present northern terminus to Franklin Road**

This project consisted of extending Mallory Lane from its current terminus north to Concord Road and then continuing through the Turner property to intersect Franklin Road across from Murray Lane. A city wide bond referendum was held in 2004 to fund this project and voters rejected the proposal. In addition, new subdivision development has been approved in the area of the proposed roadway alignment. Therefore, this project has been cancelled.

### **R4. Widen Granny White Pike from Virginia Way to Old Hickory Boulevard**

This project included widening Granny White Pike to five lanes from Old Hickory Boulevard south to Virginia Way. The intersection of Granny White Pike and Old Hickory Boulevard has been completed. This included widening Granny White Pike to five lanes to just south of Old Hickory Boulevard to connect to the existing three-lane section.

### **R5. Realign Old Smyrna Road east of the existing 90 degree curves**

Old Smyrna Road is a narrow two lane road with historic stone walls along sections of the road. This project consisted of realigning the road and constructing the realignment as a four-lane boulevard. This project has not been initiated and is not included in the City's FY2007-2012 Capital Improvements Program. However, a small section was extended on the west end to connect



with the newly constructed extension of Jones Parkway from Old Smyrna Road to Church Street. .

**R6. Widen Wilson Pike from Concord Road to Church Street**

This project involved widening Wilson Pike to four lanes between Church Street and Concord Road. This project has not been initiated. However, the City has funding in the FY2007-2012 Capital Improvements Program to look at the feasibility of minor roadway improvements that would address safety issues while minimizing impacts to the existing scenic stone walls and trees.

**R7. Extend Old Smyrna Road across I-65 to Franklin Road**

This project proposed extending Old Smyrna Road as a four lane roadway across I-65 to provide another east-west connection in Brentwood. This project has not been initiated and is not included in the City's FY2007-2012 Capital Improvements Program.

**R8. Improve and realign Johnson Chapel Road/Murray Lane to Belle Rive**

This project was proposed to provide standard lane widths and to improve the alignment of Johnson Chapel Road from Murray Lane to Belle Rive. This project has not been initiated and is not included in the City's FY2007-2012 Capital Improvements Program.

**R9. Realign Edmondson Pike to connect with the Old Smyrna Road  
Realignment**

This project was planned in conjunction with the Old Smyrna Road realignment (R5). It was proposed to realign Edmondson Pike so that it will line up with Old Smyrna Road once the realignment has occurred. With recent approvals of a subdivision north of Smithson Lane and west of Edmondson Pike, this project has been cancelled.

**R10. Extend Carriage Hills Drive south to the southern City boundary**

This project was planned to extend Carriage Hills Drive as development occurs. This project is development-driven and has not yet begun.

**R11. Extend Jones Parkway north to Cloverland Drive**

This project included providing a connection between Church Street/Cloverland Drive and the existing roadway segment in Brentwood. A section of this project was recently completed between Church Street/Cloverland Drive and Old Smyrna Road by developers of the Annandale subdivision.

**R12. Extend Raintree Parkway west to Moores Lane**

This project was originally planned to provide a connection between Wilson Pike and Moores Lane. A subdivision, Montclair, has been developed on the south side of Moores Lane, west of Wilson Pike that precludes this connection as envisioned. The Montclair subdivision road network provides an indirect connection between Moores Lane and Wilson Pike through Carriage Hills subdivision. Therefore this project has been cancelled.



**R13. Realign and improve Holly Tree Gap from Murray Lane to Franklin Road**

This project was planned to improve the safety of Holly Tree Gap between Murray Lane and Franklin Road by improving some of the curves. This project has not been initiated and is not included in the City's FY2007-2012 Capital Improvements Program.

**R14. Construct a new interchange to I-65, south of Old Smyrna Road**

Providing a new interchange to I-65 was envisioned in order to improve the accessibility to the interstate in Brentwood. In 2003 the City undertook preliminary planning including cost estimates for this interchange plus associated road connection between I-65 and Murray Lane. It was determined to cost in excess of \$60 million due to severe physical constraints (two railroad crossings and floodplain area). Therefore this project is not feasible unless undertaken by TDOT or others. .

**R15. Construct a new roadway from Raintree Parkway to Wilson Pike, south of the railroad overpass**

Raintree Parkway has been realigned so that it intersects with the relocated section of Wilson Pike south of the new railroad overpass. The project has been completed.

**R16. Extend Sunset Road from Concord Road to Edmondson Pike**

Sunset Road has been constructed from Concord Road north to Red Oak Lane. A missing section of the roadway from Red Oak Lane to Edmondson Pike will be constructed as development occurs on the Levine property.

**R17. Improve and realign Sunset Road/Ragsdale Road**

This project included a concept for improving and realigning Sunset Road and Ragsdale Road to improve safety. In particular, the original project included elimination of a 90 degree curve on Ragsdale Road and a realignment and improvement of Ragsdale Road at Split Log Road. A modified project was undertaken by the City to improve the horizontal curve section on Sunset Road and to provide turn lanes on Ragsdale Road. The realignment of Split Log Road with Sam Donald Road is not essential at this point, provided McEwen Drive is extended east from I-65 to Clovercroft Road.

**R18. Improve and realign Split Log Road/Sam Donald Road from Wilson Pike to the eastern study boundary**

This project was originally planned to improve and re-align Split Log Road with Sam Donald Road from Wilson Pike to the eastern boundary. Improvement of a section of Spit Log Road from Wilson Pike to Ragsdale Road is under construction, and plans to include Split Log Road from Ragsdale Road to Sam Donald Road are included in the 2007-2012 Capital Improvements Program.



**R19. Widen Concord Road from Crockett Road to the eastern study boundary**

This project involves widening Concord Road from Edmondson Pike to Nolensville Road. This project is currently in a final design phase and will be constructed by TDOT beginning in 2008.

**R20. Realign and improve Waller Road**

This project will improve the safety for vehicles traveling on Waller Road. Minor widening of Waller Road is being carried out in sections over multiple years in the City's Capital Improvements Program.

**R21. Provide a connection between Beech Grove Road and Liberty Church Road**

This project was planned to provide a connection between Beech Grove Road and Liberty Church Road. There is a sign posted at the end of Beech Grove Road stating that the City of Brentwood may extend the road at a future date. This project is development driven and has not been initiated.

**R22. Construct a new east/west road to connect Sunset Road and Waller Road**

Waller Road and Sunset Road are connected by new roads that have been constructed as part of new development in the area. Various subdivision roads have been inter-connected, thereby providing alternate travel routes to enter and leave the area.

**R23. Improve and realign the east/west section of Sunset Road**

This project was planned to provide standard lane widths and improved alignment of the east-west segment of Sunset Road. A substandard section near the Copperstone / Brookfield subdivisions was improved in 2006.

**R24. Widen Moores Lane from Carothers Parkway to Mallory Lane**

This project consisted of widening Moores Lane to provide six through lanes from Carothers Parkway east to Mallory Lane. The improvement has been completed in sections west of I-65.

**R25. Extend Edmondson Pike south to Crockett Road**

Currently Edmondson Pike stops at Concord Road. This project was planned to extend Edmondson Pike south to Crockett Road. Due to development that has occurred in the area, this roadway extension is no longer feasible and has been cancelled.

**R26. Provide a connection between Wikle Road and the Mallory Lane extension**

The Mallory Lane extension project has been cancelled. Therefore, there is no longer a need for this project.



**R27. Extend Meadowlawn Drive to the Jones Parkway Extension**

This project was planned to provide a connection between Wilson Pike and the Jones Parkway extension to the east. With the roadway design approved for the new Annadale subdivision, this project is no longer feasible and has been cancelled.

**R28. Construct a new north/south roadway between Sunset Road and Waller Road**

As developments have occurred in this area, north-south roads have been constructed to provide connections between the new subdivisions. Although one roadway does not connect Sunset Road and Waller Road, there are several connections between these roads using Marcosite Drive, Valley Brook Road, Shays Lane, and Concord Pass.

**R29. Provide a connection between the new Sunset Road Extension and the Southern Woods Subdivision**

Red Oak Drive has been constructed to provide a connection between Sunset Road and the Southern Woods area. In addition, Shadow Creek Drive has been extended to provide a second connection to Sunset Road and a link to Edmondson Pike.

**R30. Improve and realign Crockett Road from Green Hill Boulevard to Concord Road**

This project consisted of improving the lane widths and alignment of Crockett Road between Green Hill Boulevard and Concord Road. This project has not been initiated and is not included in the City's FY2007-2012 Capital Improvements Program.

A map showing the locations of these 30 projects appears on the next page.



Figure 1. Recommended Roadway Improvement Projects from *Brentwood 2020 Comprehensive Plan*  
Brentwood 2020 Update

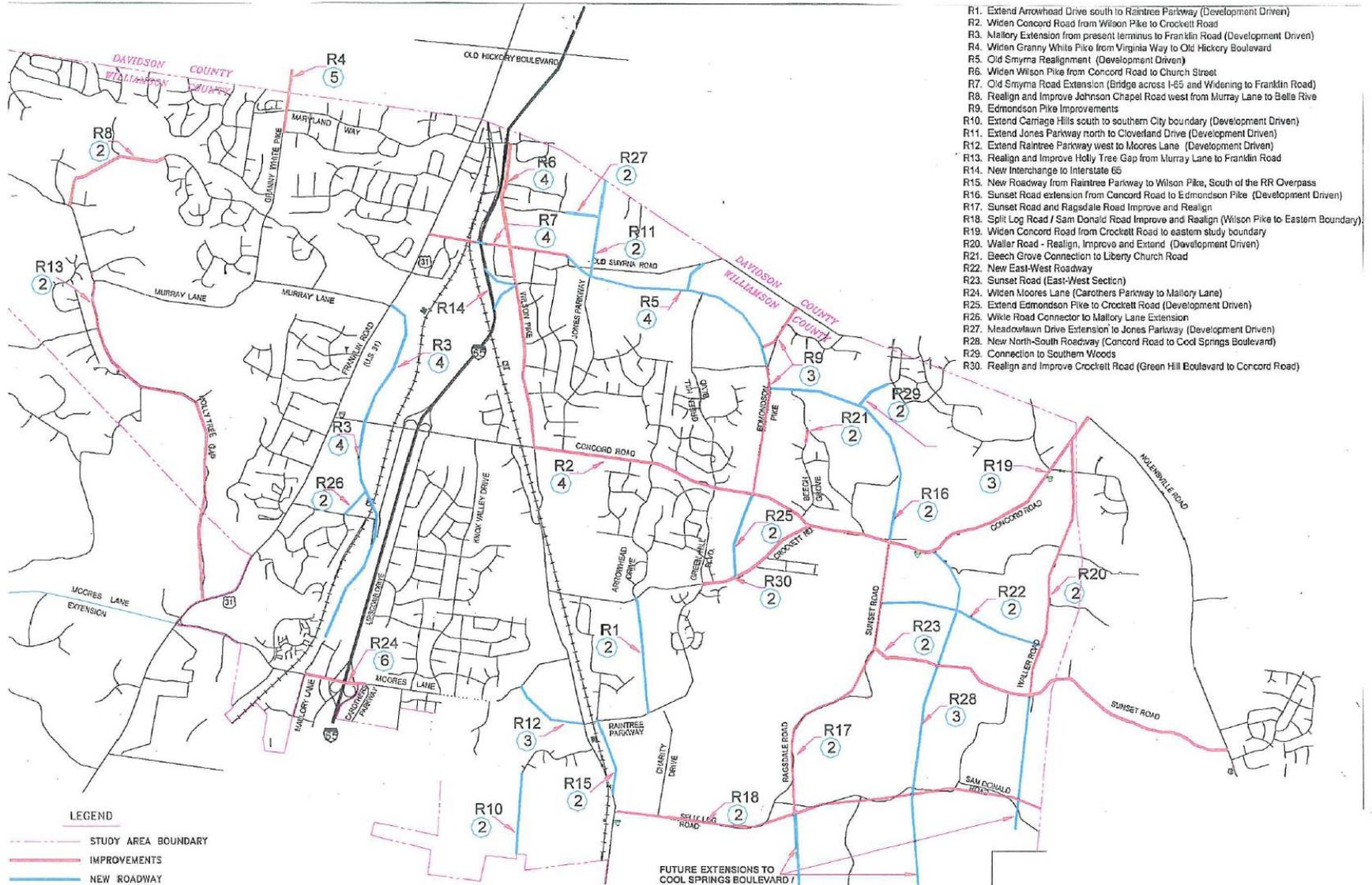




Figure 2. Roadway Classification  
Brentwood 2020 Update

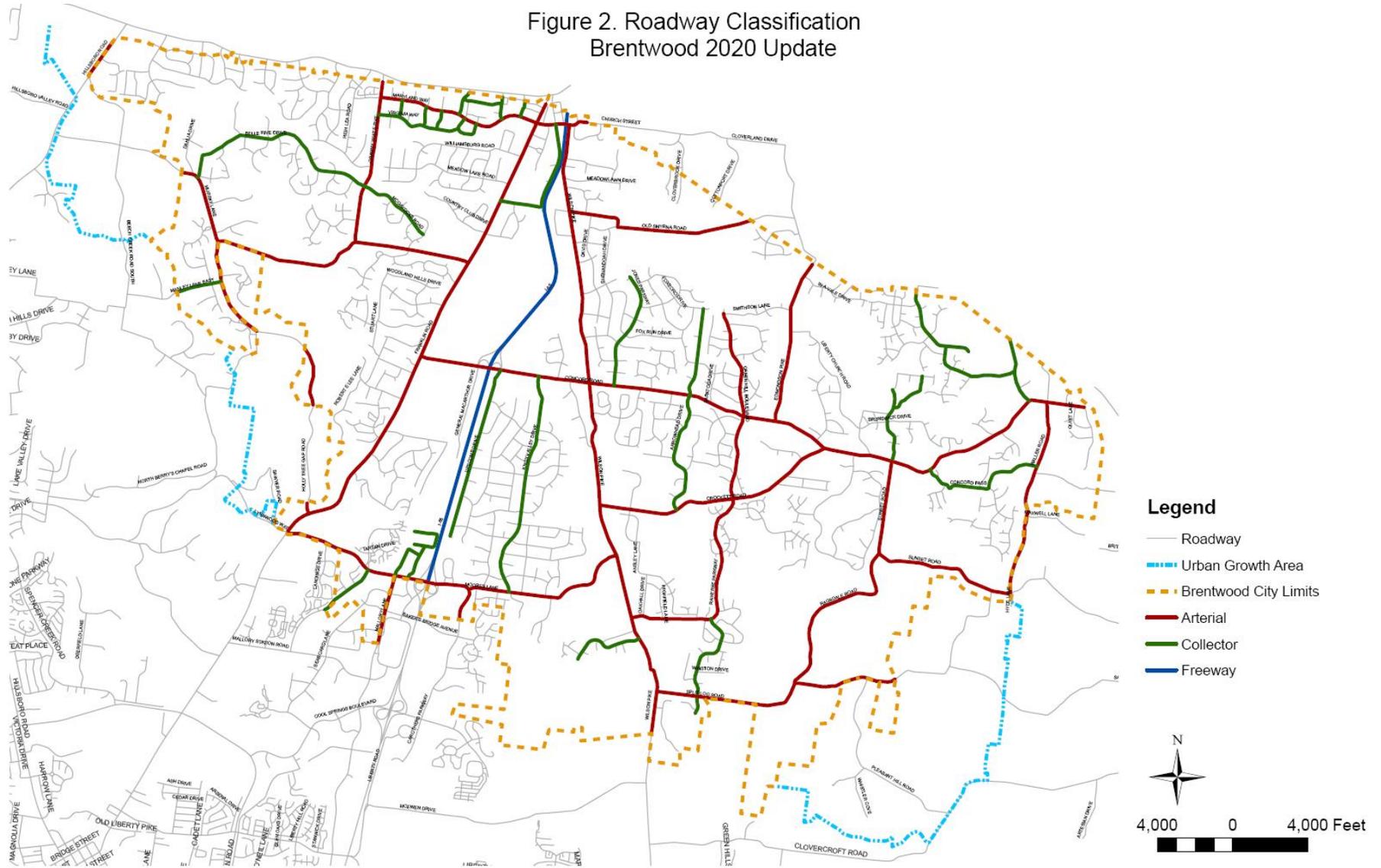




Figure 3. ADT Volumes for the Years 1996 and 2006  
Brentwood 2020 Update

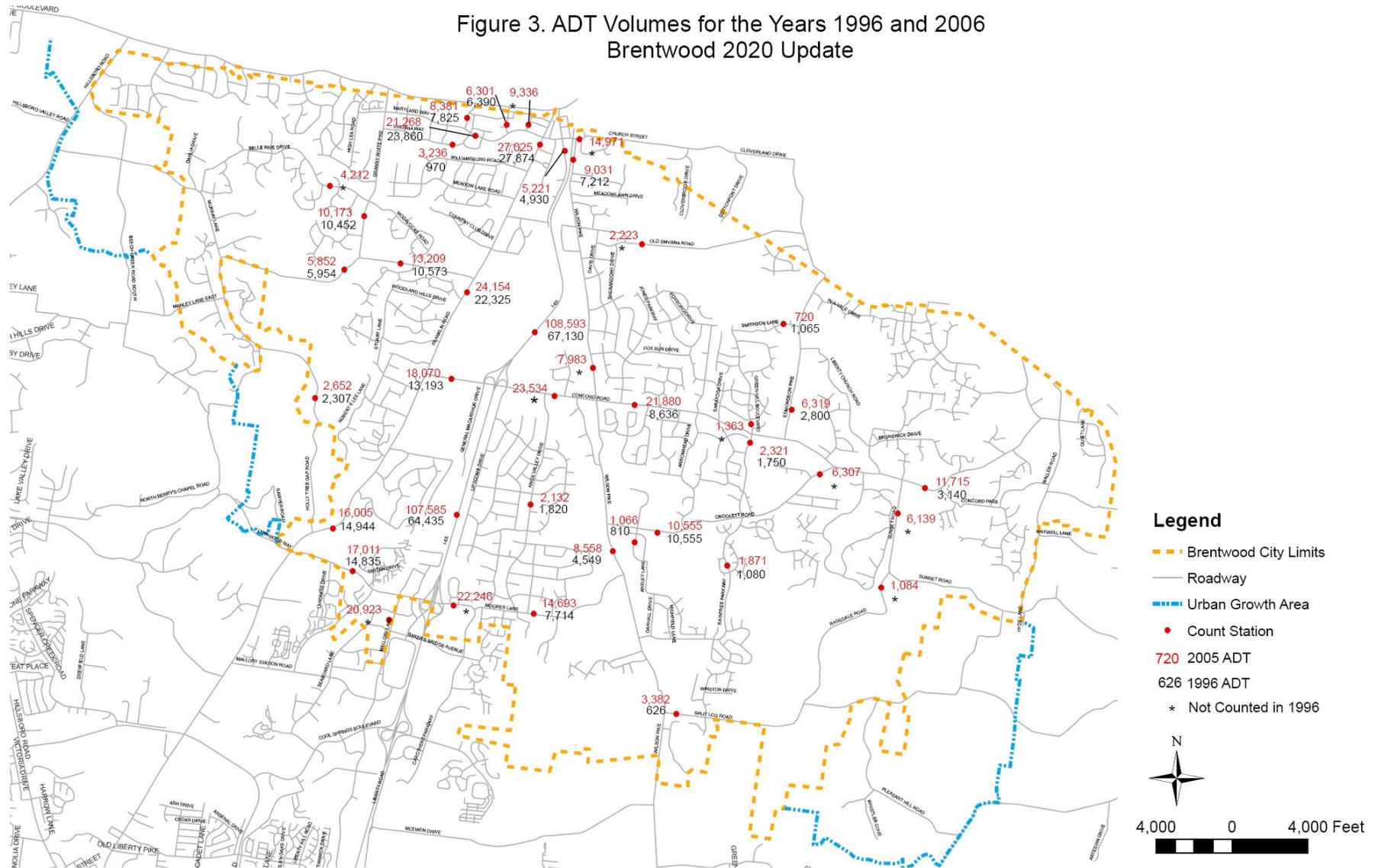




Figure 4. Existing LOS  
Brentwood 2020 Update

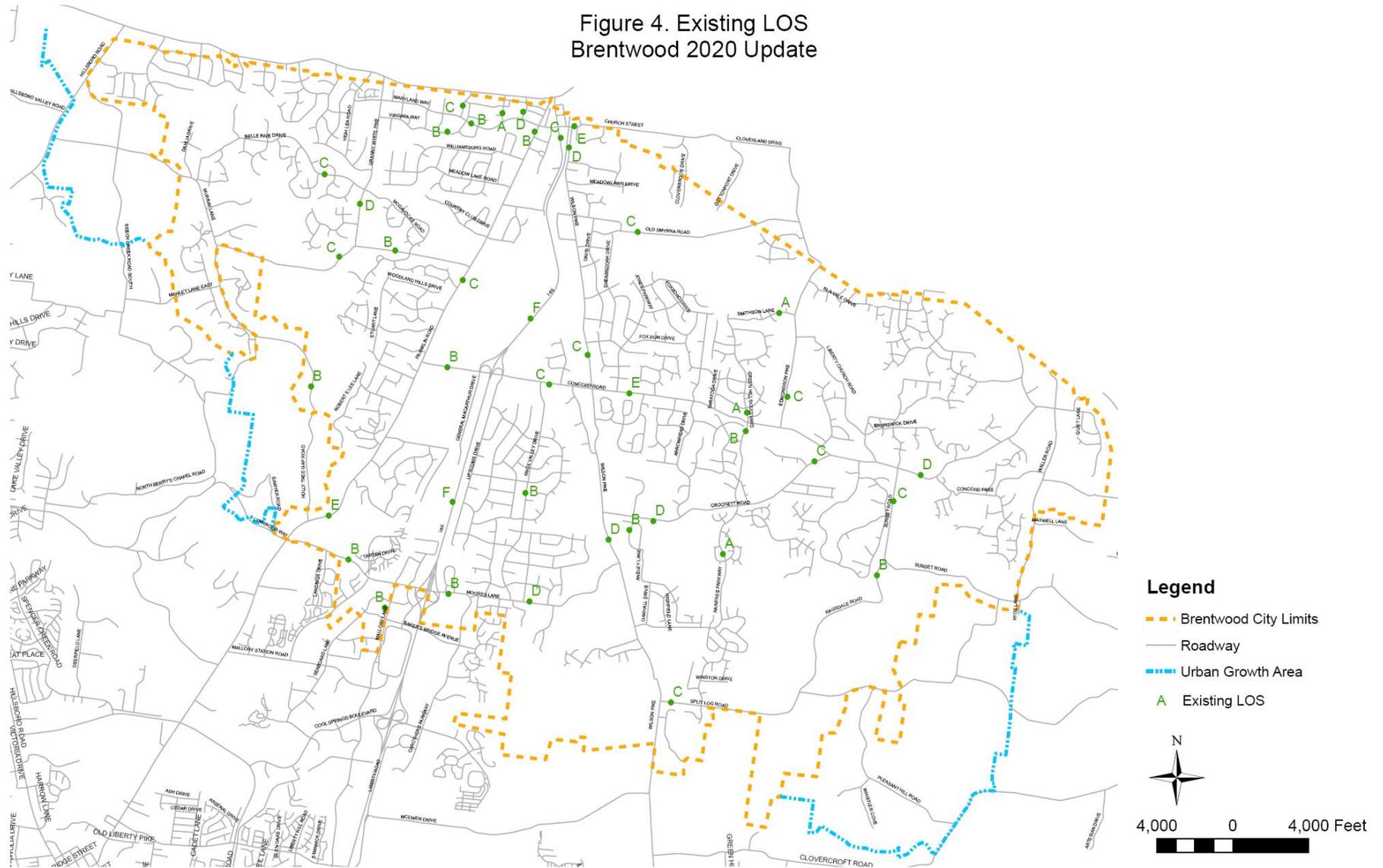
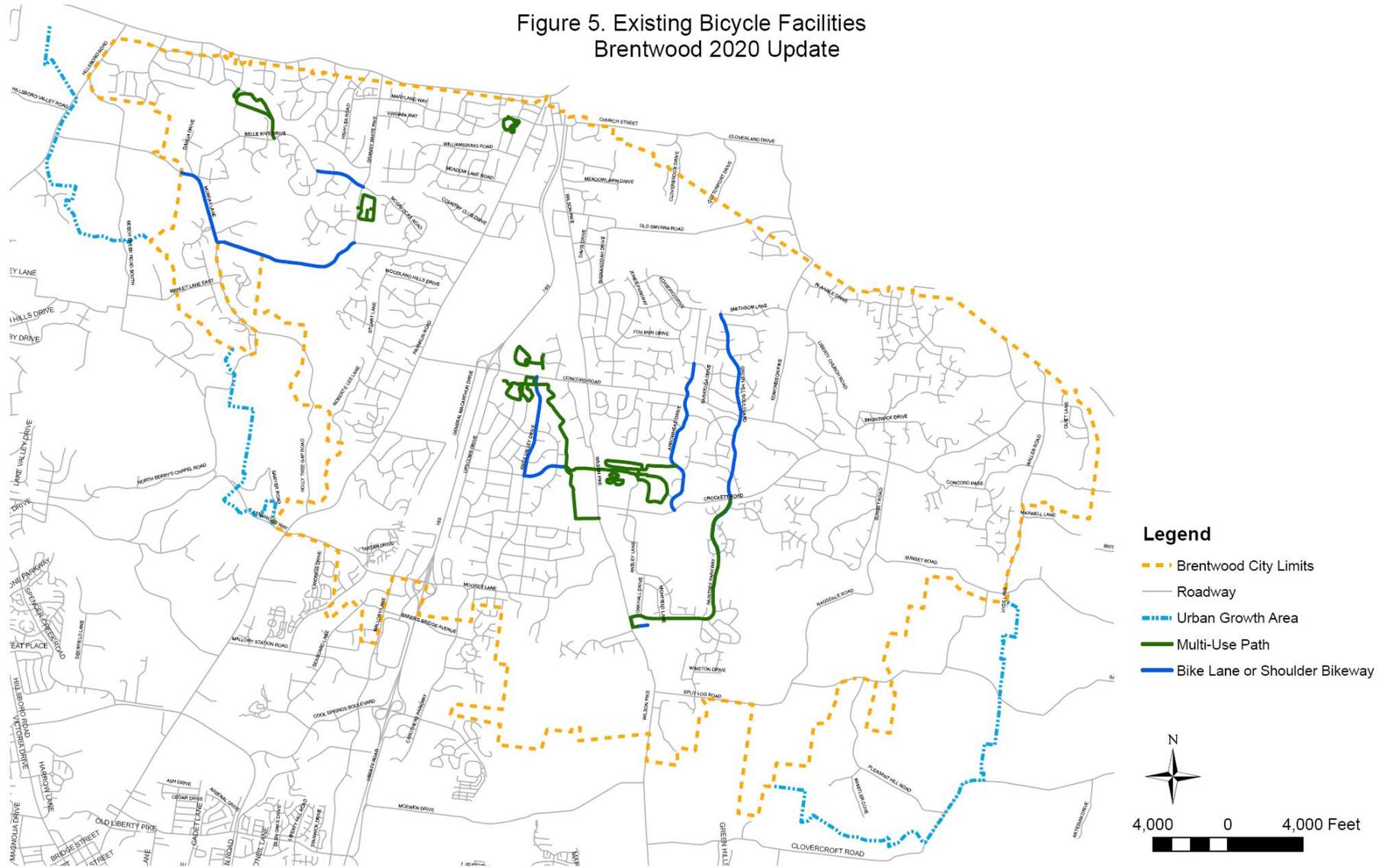




Figure 5. Existing Bicycle Facilities  
Brentwood 2020 Update





**Table D-1. Historical Traffic Growth**

TDOT Station	Location	Segment	Average Daily Traffic/ % per Year Growth										Average Growth Per Year
			1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
44	Concord Rd.	E. of Jones Pkwy.	8,636	9,732	10,625	10,520	10,547	15,302	14,648	15,798	16,270	21,880	17.0%
				12.7%	9.2%	-1.0%	0.3%	45.1%	-4.3%	7.9%	3.0%	34.5%	
43	Concord Rd.	W. of I-65	13,193	15,013	14,654	16,507	16,580	17,372	16,014	18,120	18,950	18,070	4.1%
				13.8%	-2.4%	12.6%	0.4%	4.8%	-7.8%	13.2%	4.6%	-4.6%	
190	Concord Rd.	E. of I-65					24,475	21,253	21,617	22,338	23,090	23,534	-0.8%
								-13.2%	1.7%	3.3%	3.4%	1.9%	
188	Crockett Rd.	E. of Wilson Pk.						8,751	7,841	10,915	10,300	10,555	5.2%
									-10.4%	39.2%	-5.6%	2.5%	
172	Crockett Rd.	S. of Concord Rd.					3,121	3,458	3,790	5,357	5,690	6,307	20.4%
								10.8%	9.6%	41.3%	6.2%	10.8%	
179	E. Church St.	E. of Wilson Pk.					21,400	19,669	13,547	13,769	14,180	14,971	-6.0%
								-8.1%	-31.1%	1.6%	3.0%	5.6%	
139	Franklin Pk.	S. of Murray Ln.	22,325	25,397	25,432	25,185	24,570	25,723	26,422	24,270	27,460	24,154	0.9%
				13.8%	0.1%	-1.0%	-2.4%	4.7%	2.7%	-8.1%	13.1%	-12.0%	
97	Franklin Pk.	N. of Moores Ln.	14,944	18,868	16,601	17,326	17,634	19,579	17,781	16,921	19,830	16,005	0.8%
				25.0%	-11.2%	4.4%	1.8%	11.0%	-9.2%	-4.8%	17.2%	-19.3%	
2	Franklin Pk.	S. of Maryland Way	27,874	29,058	27,240	26,249	27,472	25,235	25,353	23,819	24,800	27,025	-0.3%
				4.2%	-6.3%	-2.5%	3.5%	-8.1%	0.5%	-6.1%	4.1%	9.0%	
140	Granny White Pk.	S. of Belle Rive Dr.	10,452	11,254	11,519	9,015	8,737	8,963	8,075	11,331	11,670	10,173	-0.3%
				7.7%	2.4%	-21.7%	-3.1%	2.6%	-9.9%	40.3%	3.0%	-12.8%	
113	Holly Tree Gap Rd.	In Brentwood City limits	2,307	2,585	2,974	3,071	3,450	3,365	3,728	2,977	3,760	2,652	1.7%
				12.1%	15.0%	3.3%	12.3%	-2.5%	10.8%	-20.1%	26.3%	-29.5%	
157	I-65	S. of Concord Rd.	64,435	75,018	83,640	86,778	87,508	95,679	101,453	104,707	101,520	107,585	7.4%
				16.4%	11.5%	3.8%	0.8%	9.3%	6.0%	3.2%	-3.0%	6.0%	
81	I-65	N. of Concord Rd.	67,130	80,140	85,013	87,447	86,120	96,189	102,092	106,013	101,900	108,593	6.9%
				19.4%	6.1%	2.9%	-1.5%	11.7%	6.1%	3.8%	-3.9%	6.6%	
176	Mallory Ln.	S. of Moores Ln.					19,598	30,269	20,639	19,456	19,980	20,923	1.4%
								54.4%	-31.8%	-5.7%	2.7%	4.7%	
90	Moores Ln.	E. of Knox Valley Dr.	7,714	7,880	11,191	11,551	10,859	11,154	11,408	14,037	12,940	14,693	10.1%
				2.2%	42.0%	3.2%	-6.0%	2.7%	2.3%	23.0%	-7.8%	13.5%	



**Table D-1. Historical Traffic Growth (continued)**

TDOT Station	Location	Segment	Average Daily Traffic/ % per Year Growth										Average Growth Per Year
			1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
42	Moores Ln.	W. of I-65	14,835	14,700	15,260	13,312	15,476	16,130	16,523	16,181	17,440	17,011	1.6%
				-0.9%	3.8%	-12.8%	16.3%	4.2%	2.4%	-2.1%	7.8%	-2.5%	
191	Moores Ln.	E. of I-65						21,882	20,707	23,024	24,680	22,246	0.4%
									-5.4%	11.2%	7.2%	-9.9%	
119	Murray Ln.	E. of Granny White Pk.	10,573	11,834	13,190	13,334	14,927	14,321	15,802	13,301	12,720	13,209	2.8%
				11.9%	11.5%	1.1%	11.9%	-4.1%	10.3%	-15.8%	-4.4%	3.8%	
114	Murray Ln.	W. of Granny White Pk.	5,954	6,151	6,159	6,075	5,868	6,661	5,605	6,183	6,960	5,852	-0.2%
				3.3%	0.1%	-1.4%	-3.4%	13.5%	-15.9%	10.3%	12.6%	-15.9%	
178	Old Smyrna Rd.	E. of Wilson Pk.					1,948	3,018	1,613	1,733	1,790	2,223	2.8%
									54.9%	-46.6%	7.4%	3.3%	
45	Split Log Rd.	E. of Wilson Pk.	626	973	1,108	1,238	1,626	1,791	1,509	2,059	2,120	3,382	48.9%
				55.4%	13.9%	11.7%	31.3%	10.1%	-15.7%	36.4%	3.0%	59.5%	
112	Wilson Pk.	N. of Concord Rd.		5,148	5,180	5,669		6,781	6,675	6,742	6,940	7,983	7.9%
					0.6%	9.4%			-1.6%	1.0%	2.9%	15.0%	
111	Wilson Pk.	S. of Crockett Rd.	4,549	6,316	5,630	5,854	5,543	6,531	8,427	8,384	8,640	8,558	9.8%
				38.8%	-10.9%	4.0%	-5.3%	17.8%	29.0%	-0.5%	3.1%	-0.9%	
1	Wilson Pk.	S. of Church St.	7,212	8,340	8,777	9,009	8,824	10,065	9,052	9,456	9,290	9,031	2.8%
				15.6%	5.2%	2.6%	-2.1%	14.1%	-10.1%	4.5%	-1.8%	-2.8%	
141	Wilson Pk. Cir.	S. of Church St.	4,930	5,092	4,528	4,648	4,616	4,960	4,573	5,428	5,591	5,221	0.7%
				3.3%	-11.1%	2.7%	-0.7%	7.5%	-7.8%	18.7%	3.0%	-6.6%	



**Table D-2. General Descriptions of Levels of Service**

<b>LEVEL OF SERVICE</b>	<b>DESCRIPTION</b>
<b>A</b>	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high.
<b>B</b>	Within the range of stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is slight decline in the freedom to maneuver within the traffic stream from LOS A.
<b>C</b>	Within the range of stable flow, but LOS C marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
<b>D</b>	LOS D represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
<b>E</b>	LOS E represents operating conditions at or near capacity levels. Freedom to maneuver within the traffic stream is extremely difficult. Comfort and convenience levels are extremely poor, and driver frustration is generally high.
<b>F</b>	LOS F is used to define forced or breakdown flow. This condition exists when the amount of traffic approaching a point exceeds the amount which can traverse the point.

Source: *Highway Capacity Manual*, TRB 2000