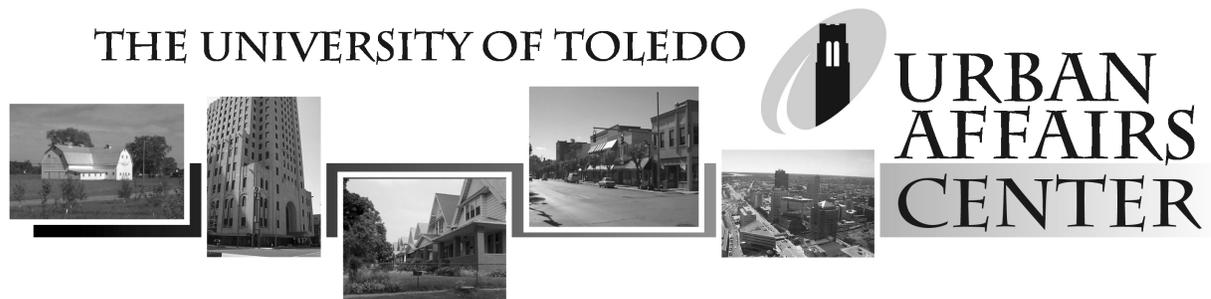


# What Do You Think About Smarter Growth For Our Region?

## Smart Growth Survey of Residents of NW Ohio and SE Michigan



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## Foreword

In September of 2000, Smart Growth America commissioned a survey of Americans' attitudes towards growth issues. The results of their survey were reported in their publication *Smart Growth America-- Americans Want Smarter Growth: Here's How to Get There*.

Their results indicated that Americans cared about unplanned growth and development and were very supportive of Smart Growth Strategies. Local reaction to this was typical—*That's fine, but people in our area don't feel that way...It will never work here!* Was that true? We needed to find out for ourselves.

We decided to survey the residents of our region to find out what they really thought. It made sense to use the Smart Growth America's survey so that we could compare our results with theirs. Our survey was conducted in June of 2001. The initial results, which did not include any detailed analysis, were reported in August 2001 at an event featuring Myron Orfield, the President of the Metropolitan Area Research Council. Our local elected and public officials in attendance were quite surprised with our results, in fact one remarked... "I know the importance of smart growth, but I did not believe that the public cared about this issue." Indeed the residents of our region shared the same attitudes toward Smart Growth as Americans surveyed by Smart Growth America.

This report contains more detailed analysis of our survey results. It will hopefully serve to convince our local policymakers that the residents of our region not only care about these issues—but that they are ready to address them. It is no longer about needing courage to take action; it is about fulfilling a responsibility to take action.

Sue A. Wuest  
Research Associate, The Urban Affairs Center

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Eric Wagner

## Executive Summary

The vast majority of Americans and Metro Toledoans indicate that they favor smart growth. Respondents were asked the following question: “The term Smart Growth refers to giving priority to improving services, such as schools, roads, affordable housing, public transportation in existing communities rather than encouraging new housing and commercial development and new highways in the countryside. With this in mind, would you favor or oppose smart growth policies in your state?” In both the national and Toledo area studies, 78 percent of those surveyed said they favor smart growth.

The survey also focused on some specific policies used to bring about smart growth. Respondents were asked to indicate if they favor or oppose the following nine policies:

1. Increase coordinated efforts among towns to plan for growth.
2. Have state government give funding priority to maintain services, such as schools and roads, in existing communities rather than to encourage new development in the countryside.
3. Establish zones for green space, farming, and forests outside existing cities and suburbs that would be off limits to developers.
4. Require that all new housing developments built in your state include at least 15 percent of housing for moderate and low-income families.
5. Have government provide tax credits and low-interest loans for people to revitalize cities, suburbs, and rural communities that are not doing so well economically.
6. Have government use tax dollars to buy land for more parks and open space and protect wildlife.
7. Have your state government use more of its transportation budget for improvements in public transportation, such as trains, buses and light rail, even if this means less money to build new highways.
8. Use part of your state transportation budget to create more sidewalks and stop signs in communities to make it safer and easier for children to walk to school, even if this means less money to build new highways.

9. Provide tax credits and low interest loans for people to rehabilitate historic houses and revitalize neighborhoods in cities and older suburbs.

Most people both nationally and locally view the proposals in a positive light. Seven of the nine proposals have over 70% of respondents strongly or somewhat favoring the proposition. The first proposal--increase coordination among towns to plan growth--receives the greatest support with 85% of Americans and 91% of Metro Toledoans strongly or somewhat strongly favoring greater coordination among towns to plan growth. The two proposals that receive the least support--including moderate and low-income housing in new developments and having the state government use more of its transportation budget to improve public transportation--still have at least 60% of respondents strongly or somewhat strongly favoring these propositions.

The survey results indicate that Metro Toledoans' support of the nine Smart Growth proposals matches or exceeds that of other Americans.

## **Conclusion**

Metro Toledoans favor smart growth proposals as much or more than other Americans. The support for smart growth in this region is not limited to suburbanites, but statistically is equally distributed within the city, suburbs, and rural areas. Although residential location does not affect the respondents' approval of smart growth policies, other factors do have an impact. Compared to those who oppose smart growth, the typical smart growth supporter is more likely to:

1. Be female rather than male.
2. Have an income around \$40,000.
3. Have little confidence in private developers to make the best decisions about land use in their area.
4. Based on the index scores, have great confidence in federal or state and local governments to make the best decisions about land use in their area, although the greatest percentage of respondents, both supporters and opponents of smart growth alike, trust neighborhood and civic groups to make these decisions.

## Implications

The topic of sprawl is dominating civic discussion and debate all around the country. Americans are becoming increasingly concerned with the effects of sprawl. Many feel that it has had a negative effect on their quality of life today and that it will negatively impact the quality of life for future generations.

Americans have begun to understand the need for more deliberate approaches to development and growth. They are beginning to articulate a vision for the future that does not include congested roads and highways, cookie cutter housing developments, characterless auto-focused development, disappearing farmland, depleted and abandoned urban infrastructure, an erosion of small town community life, and disinvestment and decay that spreads outward from the urban core—eventually impacting “sprawled” communities. They are beginning to take action...to plan and craft public policy to address these issues.

Often, the argument against such action has been that the public--the voters don't want plans or growth management policy. Some individuals will always be inclined to want to unfettered rights to do what ever they want with their property—it is also true that when given the opportunity to think about these issues from a community perspective—they favor a more deliberate or planned approach to land use and growth...one that will protect and preserve their quality of life and that of their children. We know it is true because it is what they have told us in response to the questions in our survey.

Hopefully the results of our smart growth survey will serve to convince our local policymakers that the residents of our region not only care about these issues—but that they are ready to address them. It is no longer about needing courage to take action; it is about fulfilling a responsibility to take action.



# The Results: What do You Think About Smarter Growth for Our Region?

## Introduction

Election results and opinion polls show that Americans are concerned about land use in their communities. In the late 1990s, nationally, voters passed over 70% of the ballot initiatives related to conservation and growth management.<sup>1</sup> In a study commissioned by the Pew Center for Civic Journalism, the subject of development/ sprawl/traffic/roads tied with concerns about crime and violence as the issues most often mentioned by Americans when asked: “Now, what do you think is the most important problem facing the community where you live?”<sup>2</sup>

In response to Americans concerns about land use, Smart Growth America, a nationwide coalition, advocates growth that makes communities more livable by protecting open space, revitalizing neighborhoods, and keeping housing affordable. In the September of 2000, the group commissioned a national survey of Americans’ attitudes towards growth issues. In June of 2001, the Urban Affairs Center at The University of Toledo conducted a similar survey of the Metro Toledo region. Telephone interviews were conducted with 406 registered voters from Lucas, Wood, and Fulton Counties in Ohio and lower Monroe County in Michigan between June 4 and June 16, 2001. A few months later, sprawl became an issue in Toledo’s 2001 mayoral race.<sup>3</sup>

This report examines Metro Toledoans’ attitudes about growth and sprawl in their communities. We begin with comparisons between the Metro Toledoans and the results of the national study commissioned by Smart Growth America regarding their support / opposition for smart growth and which decision makers do they trust to make the best decisions about land use in their communities. Then, we focus on Metro

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1 *Smart Growth America. Americans Want Smarter Growth: Here’s How to Get There.* Washington, D.C.

2 Pew Center for Civic Journalism. Internet site: <http://www.smartgrowthamerica.com/Greetings.htm>. September 2000

3 Wenzel, Fritz. “Last Debate Echoes Campaign.” *The Toledo Blade*. October 31, 2001, B1-B2.

Toledoans, further examining their support / opposition for smart growth to determine which factors affect support for smart growth.

## **Comparison of Results Metro Toledo and the National Study<sup>4</sup>**

### **Support for Smart Growth Initiatives**

Smart growth enjoys widespread support. The vast majority of Americans and Metro Toledoans indicate that they favor smart growth. Respondents were asked the following question: “The term Smart Growth refers to giving priority to improving services, such as schools, roads, affordable housing, public transportation in existing communities rather than encouraging new housing and commercial development and new highways in the countryside. With this in mind, would you favor or oppose smart growth policies in your state?” In both the national and Toledo area studies, 78 percent of those surveyed said they favor smart growth.

Interviewers asked basically the same question in a different way to determine the robustness of the responses. This time they asked: “Now, thinking about your state, is there a need to do more or to do less to manage and plan for new growth and development in your state?” Metro Toledoans and their national counterparts both answered very similarly with 77 and 76 percent, respectively, indicating that more should be done.

In addition to these general questions, the surveys also focused on some specific policies used to bring about smart growth. Respondents were asked to indicate if they favor or oppose the following nine policies:

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<sup>4</sup> All National statistics presented are from Smart Growth America. *Americans Want Smarter Growth: Here's How to Get There*. Washington, D.C.

1. Increase coordinated efforts among towns to plan for growth.
2. Have state government give funding priority to maintain services, such as schools and roads, in existing communities rather than to encourage new development in the countryside.
3. Establish zones for green space, farming, and forests outside existing cities and suburbs that would be off limits to developers.
4. Require that all new housing developments built in your state include at least 15 percent of housing for moderate and low-income families.
5. Have government provide tax credits and low-interest loans for people to revitalize cities, suburbs, and rural communities that are not doing so well economically.
6. Have government use tax dollars to buy land for more parks and open space and protect wildlife.
7. Have your state government use more of its transportation budget for improvements in public transportation, such as trains, buses and light rail, even if this means less money to build new highways.
8. Use part of your state transportation budget to create more sidewalks and stop signs in communities to make it safer and easier for children to walk to school, even if this means less money to build new highways.
9. Provide tax credits and low interest loans for people to rehabilitate historic houses and revitalize neighborhoods in cities and older suburbs.

Table 1 (all tables appear in Appendix 1) shows the percentage of Americans and Metro Toledoans who strongly favor or somewhat favor each of the nine Smart Growth proposals. Most people both nationally and locally view the proposals in a positive light. Seven of the nine proposals have over 70% of respondents strongly or somewhat favoring the proposition. The first proposal--increase coordination among towns to plan growth--receives the greatest support with 85% of Americans and 91% of Metro Toledoans strongly or somewhat favoring greater coordination among towns to plan growth. The two proposals that receive the least support--including moderate and low-income housing in new developments and having the state government use more of its transportation budget to improve public transportation--still have at least 60% of respondents strongly or somewhat favoring these propositions.

The survey results indicate that Metro Toledoans' support of the nine Smart Growth proposals matches or exceeds that of other Americans. Both 81% of Americans and Metro Toledoans strongly or somewhat favor the state government giving funding priority to maintaining services in existing communities, rather than encouraging new development in the countryside. Regarding each of the other eight proposals, Metro Toledoans show greater support than Americans surveyed nationally. In some cases, the difference is minimal (e.g., proposals dealing with new developments including low-income housing and with tax credits/loans to revitalize neighborhoods). With other proposals, Metro Toledoans' support for smart growth initiatives surpasses the national figure by 6% and 7%. (Proposals designed to increase coordinated efforts among towns and government use of tax dollars to buy land for parks and open space and to protect wildlife, respectively).

The greater support by Metro Toledoans for these smart growth proposals might be explained the disproportionate number of women in the sample of Metro Toledoans (i.e., 63% female). Indeed, women are more likely to support smart growth policies than men, see Table 2. In some cases, the difference between men and women is negligible (e.g., priority to maintain services rather than develop countryside and government use more of the transportation budget to improve public transportation). On the other hand, support for some smart growth proposals significantly differed by sex. Women are more likely than men to strongly or somewhat favor the establishment of green spaces (chi square = 9.477, df = 1,  $p < .001$ ), requiring new developments to include low-income housing (chi square = 4.486, df = 1,  $p < .05$ ), the government provide credits / loans to revitalize depressed areas (chi square = 13.072, df = 1,  $p < .001$ ), the government use tax dollars to buy land for parks, etc., (chi square = 4.565, df = 1,  $p < .05$ ), and the government provide credits / loans to rehabilitate neighborhoods (chi square = 4.942, df = 1,  $p < .05$ ).<sup>5</sup>

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<sup>5</sup> In order to compare with the national statistics, respondents that "don't know" or "refuse to answer" are included in the percentages. However, those whose response was "don't know" or "refuse to answer" are eliminated from the

In three out of the five proposals in which women and men significantly differ in their support of smart growth, the percentage of Metro Toledo men who favor smart growth equals or exceeds the national figure (i.e., establish green spaces, government tax credits / loans to revitalize areas, and government use of tax dollars to buy land for parks, etc.). There are only two cases in which Metro Toledo men significantly differ from Metro Toledo women and in which the men have lower approvable percentages than the national figures (i.e., new developments include low-income housing and tax credits / loans to revitalize neighborhoods). Therefore, overall, it appears that Metro Toledoans favor smart growth more than their national counterparts.<sup>6</sup>

## **Who Do You Trust to Make Decisions About Land Use?**

Both surveys also asked respondents who do they trust to make the best decisions about land use. Table 3 shows that both Americans and Metro Toledoans have the greatest confidence in neighborhood associations to make the best decisions about land use. Two-thirds (67%) of Americans have a great deal or some confidences in neighborhood associations, while 81% of Metro Toledoans report that same level of trust in neighborhood associations.

Respondents to the national survey did not seem to differentiate between state and local governments. Table 3 shows that 62% of Americans report a great deal or some confidence in their state governments, compared with 61% of Americans who have that level of trust in both their city and county governments. Although the percentage of Metro Toledoans (62%) who indicate that they have a great deal or some confidence in their state governments is the identical percentage for all Americans, percentage of

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chi square statistical test. We want to know if men and women differ in their support of smart growth, not if men and women differ in responding or not responding to the question.

<sup>6</sup> However, to guard against any bias that the over-sampling of women might have produced, in our final analysis we control for multiple factors, including sex.

Metro Toledoans who trust their city (66%) and county governments (65%) is greater than in the national sample.

The greatest discrepancies between Metro Toledoans and other Americans are related to the level of trust that they have in the federal government and private developers. The results show that Metro Toledoans have the least amount of confidence in the federal government to make the best decisions about land use. Fewer than 4 out of every 10 Metro Toledoans (37%) have a great deal or some confidence in the federal government to make the best decisions about land use, compared to 46% of Americans. On the other hand, respondents from the national sample express the least amount of trust in private developers. Only 35% of Americans indicate that they had a great deal or some trust in private developers to make the best decisions about land use, while nearly half of Metro Toledoans (49%) trust private developers to make these decisions.

## **Metro Toledo and Smart Growth**

### *Consistency Between Support for Smart Growth Proposals and Self-Reported Support for Smart Growth*

The nine proposals were analyzed to determine if respondents have an underlying approval or disapproval of smart growth. Factor analysis shows only one underlying factor, and reliability analysis confirms that the reliability of the index would be reduced if any of the proposals were deleted from the index. The reliability of the index equals .80, where a value of 1.00 indicates perfect consistency among respondents' answers to all nine proposals. The index scores could range from 0 (total opposition) to 100 (total approval). Of the 406 respondents, none oppose all nine propositions. However, two people oppose eight of the proposals and somewhat oppose a ninth policy. On the other hand, 31 respondents strongly favor all nine proposals, with 24 more people strongly favoring eight proposal and somewhat favoring a ninth propositions. The average index score of 77 indicates that Metro Toledoans support smart growth

proposals, typically falling between strongly favoring and somewhat favoring smart growth policies.

The respondents self-reported their approval-opposition to smart growth, when they were asked: “The term Smart Growth refers to giving priority to improving services, such as schools, roads, affordable housing, and public transportation in existing communities, rather than encouraging new housing and commercial development, and new highways, in the countryside. With this in mind, would you favor or oppose smart growth policies in your state?”

Table 4 shows the relationship between this self-report measure and the index of smart growth proposals that is a combined measure of the nine individual proposals.<sup>7</sup> The results show that among those respondents who tend to favor smart growth proposals most, 91% of them also indicate that they favor smart growth in the self-report question. As respondents support for smart growth proposals, as measured in the index decreases, those who self-report that they favor smart growth also decreases. However, even among those respondents whose index scores indicate the greatest opposition to smart growth proposals, five of the nine (or 56%) of the respondents self-report that they favor the smart growth proposals, therefore, in measuring support for smart growth initiatives, the index of proposals provides a slightly more conservative measure of approval than does the self-report measure. Yet both still indicate robust support, even among the least supportive.

## **Urban, Suburban, and Rural Areas and Smart Growth**

Sprawl may be seen as an urban, suburban, and rural issue. Those in suburban and rural areas may worry that unplanned growth will threaten their quality of life. In addition, urban residents may think that development in suburban and rural areas

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<sup>7</sup> For the purpose of display in Table 3, those with index score of  $\leq 25$  are categorized as strongly oppose, those with scores  $> 25$  but  $\leq 50$  are classified as somewhat oppose, those with scores  $>50$  and  $\leq 75$  are considered to somewhat favor, and those with high index  $> 75$  are categorized as strongly favoring smart growth.

draws resources away from cities. We were interested in whether or not a respondent's location of residence within the Metro Toledo area is significantly related to their view of smart growth. We began by looking at their reported location (urban, suburban, or rural) in relation to each of the nine smart growth proposals. The initial analysis indicates that the respondent's location does not significantly affect their appraisal of any of the smart growth proposals; persons reporting themselves as living in a rural, suburban, or urban area are equally likely to support the nine smart growth proposals.

Tables 5 displays the approval percentages of the two proposals that show the greatest and weakest agreement among those who report that they live in urban, rural, and suburban areas. The results shows little difference based on residential location. Metro Toledoans, regardless of their residential location, express similar levels of support for the proposal which includes low-income housing in new developments. Both 71% of self-defined suburbanites and urbanites strongly or somewhat strongly support the inclusion of low-income housing, while 66% of those who indicate that they live in a rural area strongly or somewhat strongly support this smart growth policy.

The greatest differentiation based on residential location is associated with the proposal that the government provide tax credits / loans to revitalize depressed areas. Although 92% of those who consider themselves suburbanites and only 85% of the self-reported urbanites strongly or somewhat strongly support government provide tax credits / loans to revitalize depressed areas, the chi-square statistic is not large enough to produce a significant result. Therefore, persons reporting themselves as living in a rural, suburban, or urban areas are equally likely to support the nine smart growth proposals.

Although a respondent's self-report of being a rural, suburban or urban resident is not significantly related to his/her support of any of the nine smart growth proposals, we also investigated if residential location might affect a respondent's overall assessment of smart growth, as measured by the index of nine smart growth proposals. We found

that the correlation between being a suburban resident and index of smart growth proposals equals .106 and is statistically significant ( $p < .01$ , one-tailed test). However, since a correlation of zero represents no correlation and 1.00 indicates a perfect positive correlation, the relationship between identifying oneself as living in a suburban area (opposed to urban or rural) and support for smart growth proposals is quite weak.

In addition to the analyses that used the respondents' self-identification of rural, suburban, or urban resident, we also constructed a measure of location based on how far each respondent lives from downtown Toledo, i.e., how many miles they live from Census Tract 28. Because the correlation between the number of miles that residents live from downtown Toledo and their score on the index of smart growth proposal is weak (i.e., .060) and insignificant, we conclude that the number of miles that a person lives from downtown Toledo does not affect their attitudes about smart growth.

To test for nonlinear effect of the miles from downtown Toledo and to control for other variables that might be suppressing the effect of residential location, we also conducted a regression analysis. The results of a bi-variate regression of the smart growth index scores on residential location indicate that those who report that they live in a rural area do not significantly differ in their support for smart growth policies from those who consider themselves to be urban residents, with predicted index scores of 75 and 74, respectively. However, self-reported suburbanites do differ from other respondents with a predicted index score of 78 ( $p < .05$ , one-tail test).

Similarly, we conducted a regression analysis in which the smart growth index scores were regressed on the number of miles that residents live from downtown Toledo. Because the results of the self-reported measure show that suburbanites, who on average live between those who report they live in rural or urban areas, differ significantly from those urban and rural residents, we anticipated that the number of miles that a respondent lives from downtown Toledo might have a nonlinear effect on smart growth proposals. Table 6 shows that relationship is nonlinear. Starting with those who live close to downtown Toledo, we see that support for smart growth

increases as the distance from downtown Toledo increases. However, support for the smart growth proposals does not continue to increase at the same pace, and eventually it levels off for residents who live about 35 miles away from downtown. Support for smart growth, then, starts to decrease.

These regression analyses indicate that relationship between where residents live and their attitudes about smart growth is weak. To determine if the relationship changes when we adjust for the effects of other factors, we did the analyses again, controlling for the effects of respondents' sex, race, age, education, income, and their confidence in private developers, state and local government, the federal government, and neighbor association / civic groups to make decisions about land use issues affecting their area. After adjusting for these other factors, we found that where a person lives in the Metro Toledo area does not significantly affect their attitudes about smart growth. Or in other words, regardless where a person lives in the Metro Toledo area, they are equally likely to support the smart growth proposals.

## **Who Supports Smart Growth?**

The data shows that the majority of Americans and Metro Toledoans support smart growth proposals. Although the data show that residential location does not affect support for smart growth, other factors might. We did additional analyses to determine if we could distinguish between those Metro Toledoans who strongly endorse smart growth from those who do not. Respondents' scores on the index of smart growth proposals were regressed on characteristics of respondents to describe supporters of smart growth.

We examined what effects respondents' sex, race, age, education, income, and their confidence in private developers, state and local government, the federal government, and neighbor association/civic groups to make decisions about land use issues

affecting their area might have on their support for smart growth policies.<sup>8</sup> We found that sex, income and their confidence in private developers, state and local government, and the federal government to make decisions about land use issues have significant effects on their opinions about the smart growth proposals. First, we will discuss the effects of sex and income, and then the consequences of their confidence in private developers, state and local government, and the federal government to make decisions about land use issues have on smart growth.

Table 7 show the findings of the regression of the respondents' smart growth index scores on sex and income, controlling for their confidence in private developers, state and local government, and the federal government to make decisions about land use issues. The results indicate that women are more likely to support smart growth policies than are men. With smart growth measured on a scale of 0 to 100, on average, women's smart growth index scores are six points higher than men's scores ( $b = 6.033$ ,  $p \leq .001$ , one-tail test). Table 7 also illustrates the nonlinear effect that income has on peoples' attitudes about smart growth. Respondents with low income have relatively low scores on the index of smart growth proposals. For respondents with income of \$20,000 dollars, on average, women and men have index scores of 80 and 74, respectively. As income levels rise, women's and men's approval of smart growth policies also increase, until income levels reach \$40,000. At this point, women's and men's smart growth index scores are at their highest levels (i.e., 82.25 and 76.22), and then start to fall. The decline in scores is such that a respondent with an income of \$60,000 has a similar approval level of smart growth policies as the person making \$20,000.

Respondents' confidence in private developers, state and local government, and the federal government to make decisions about land use issues also has significant effects on their approval of smart growth proposals. Table 8 shows that Metro Toledoans' confidence in private developers has a negative effect on their view about

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<sup>8</sup> Race and Education were tested but did not significantly affect the Smart Growth Index.

smart growth, while confidence in the federal or state and local governments has a positive impact. In other words, those respondents who report having *little* confidence in private developers to make the best decision about land use express *higher* levels of approval for smart growth policy than those whose responses are *not much*, *some*, or *great* confidence in private developers. Therefore, the *lower* the respondents' confidence level for private developers, the *more* they favor smart growth.

On the other hand, those with a *great* deal of confidence in the federal government or state and local government to make the best decisions about land use have *higher* approval ratings for smart growth policies than those who report they have *some*, *not much*, or *little* confidence in these forms of government to make the best decisions about land use. Thus, the *higher* the respondents' confidence levels for federal government or state and local governments, the *more* they favor smart growth.

Although confidence in the federal or the state and local governments to make the best decisions about land use have significant effects on smart growth and confidence in neighborhood associations and civic groups does not<sup>9</sup>, this does not mean that smart growth supporters do not have confidence in neighborhood associations and civic groups. Indeed, Metro Toledoans have the greatest trust in neighborhood associations and civic groups, with 87% those who responded to question indicating that they have a great deal or some confidence in these groups to make decisions about land use.<sup>10</sup>

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<sup>9</sup> Because the vast majority of Metro Toledoans, both supporters and opponents of smart growth, trust neighborhood associations and civic groups, confidence in these groups does not have a significant effect on a respondent's view of smart growth.

<sup>10</sup> If we include those who answered "don't know" or "refuse to answer", the percentage drops to 81%. Since in the regression these responses are treated as missing data, we reported the percentage with the cases excluded.

## **Conclusion**

Metro Toledoans favor smart growth proposals as much or more than other Americans. The support for smart growth in this region is not limited to suburbanites, but statistically is equally distributed within the city, suburbs, and rural areas. Although residential location does not affect the respondents' approval of smart growth policies, other factors do have an impact. Compared to those who oppose smart growth, the typical smart growth supporter is more likely to:

1. Be female rather than male.
2. Have an income around \$40,000.
3. Have little confidence in private developers to make the best decisions about land use in their area.
4. Based on the index scores, have great confidence in federal or state and local governments to make the best decisions about land use in their area, although the greatest percentage of respondents, both supporters and opponents of smart growth alike, trust neighborhood and civic groups to make these decisions.

## **Implications**

The topic of sprawl is dominating civic discussion and debate all around the country. Americans are becoming increasingly concerned with the effects of sprawl. Many feel that it has had a negative effect on their quality of life today and that it will negatively impact the quality of life for future generations.

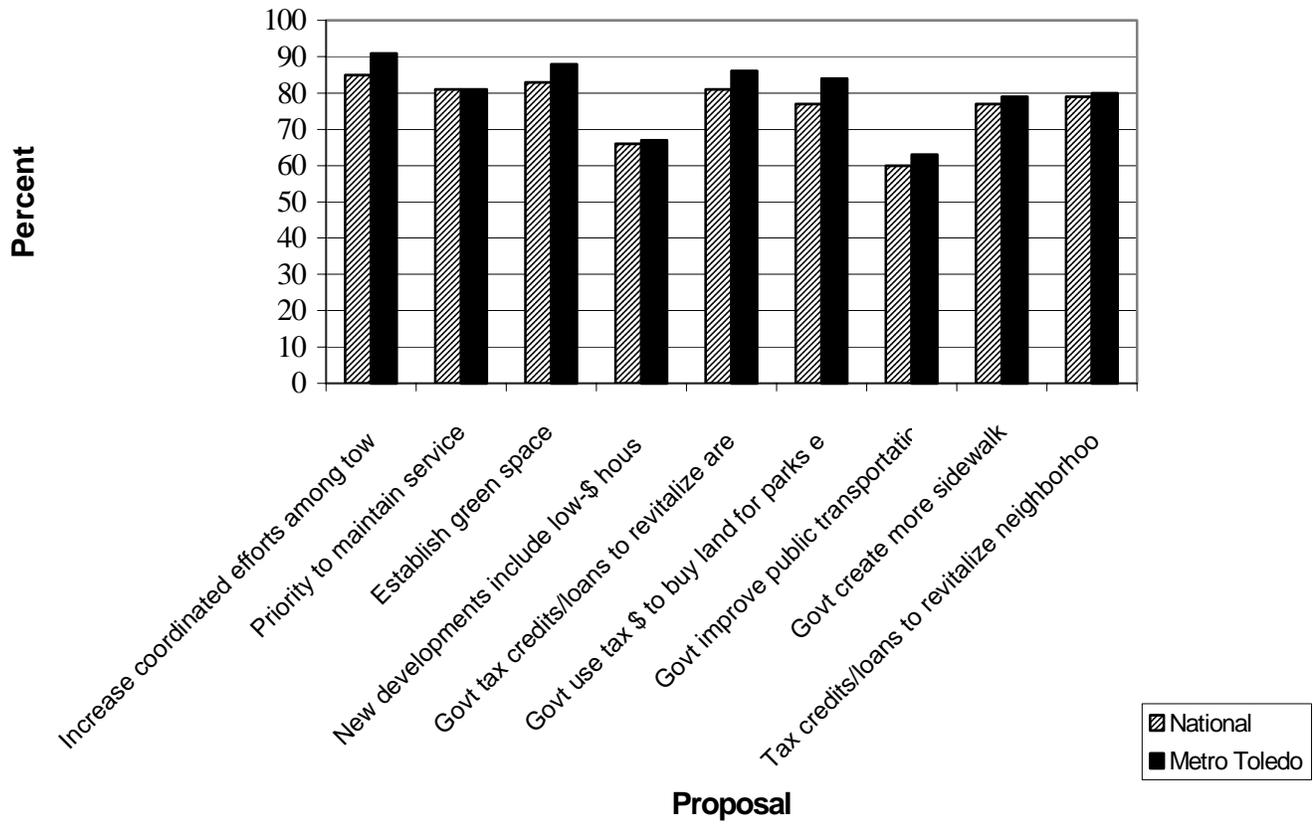
Americans have begun to understand the need for more deliberate approaches to development and growth. They are beginning to articulate a vision for the future that does not include congested roads and highways, cookie cutter housing developments, characterless auto-focused development, disappearing farmland, depleted and abandoned urban infrastructure, an erosion of small town community life, and disinvestment and decay that spreads outward from the urban core—eventually impacting “sprawled” communities. They are beginning to take action...to plan and craft public policy to address these issues.

Often, the argument against such action has been that the public--the voters don't want plans or growth management policy. Some individuals will always be inclined to want to unfettered rights to do what ever they want with their property—it is also true that when given the opportunity to think about these issues from a community perspective—they favor a more deliberate or planned approach to land use and growth...one that will protect and preserve their quality of life and that of their children. We know it is true because it is what they have told us in response to the questions in our survey.

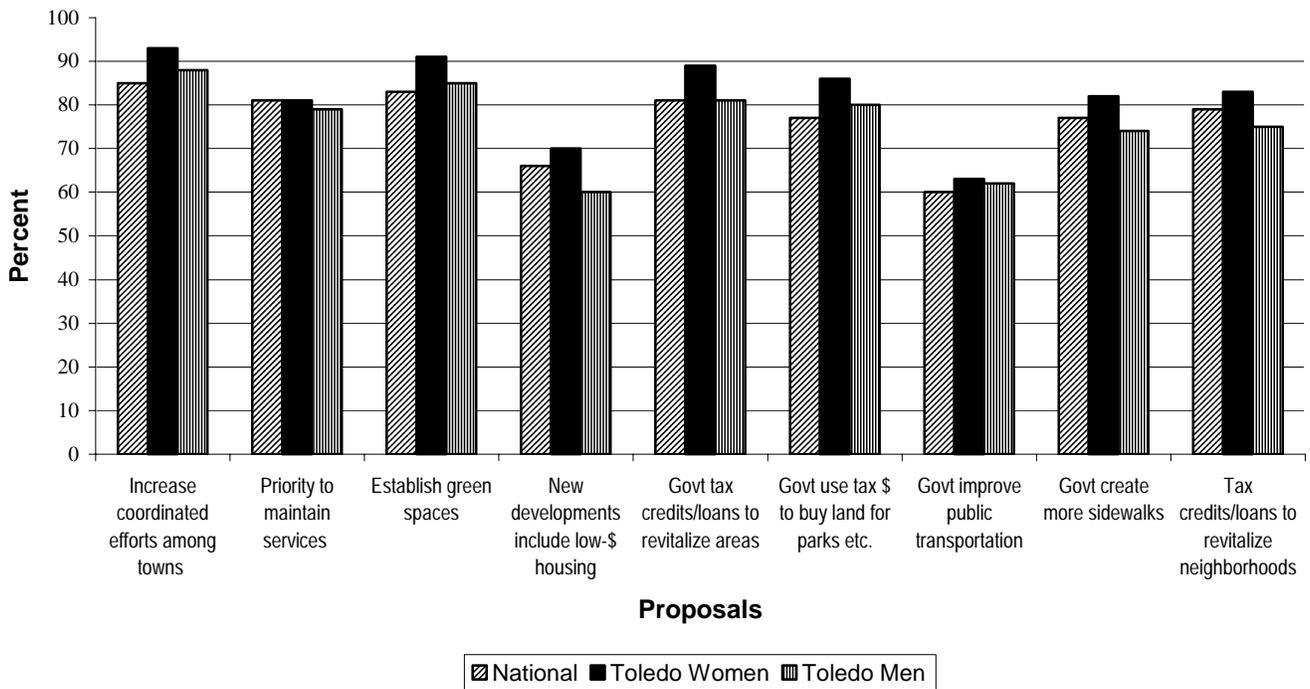
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APPENDIX 1—TABLES

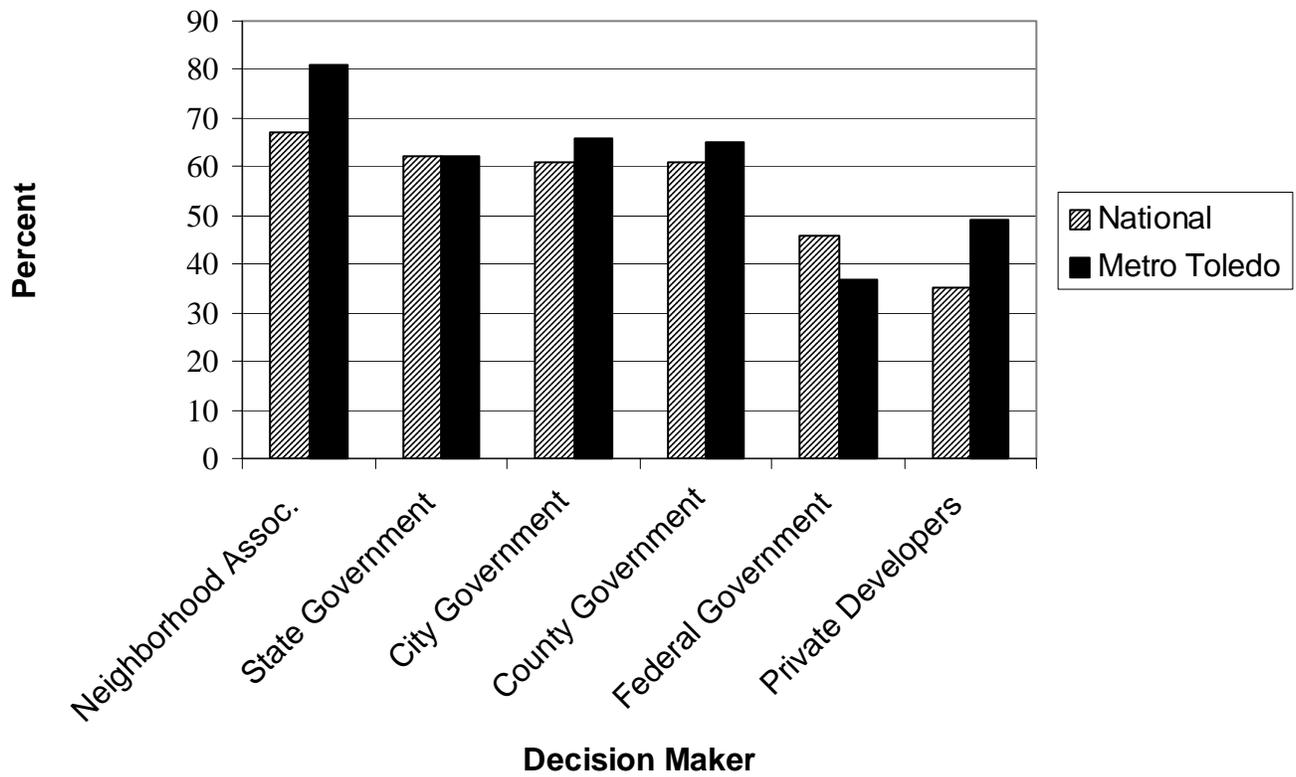
**Table 1. Percent of Respondents Who Strongly or Somewhat Favor Smart Growth Proposals**



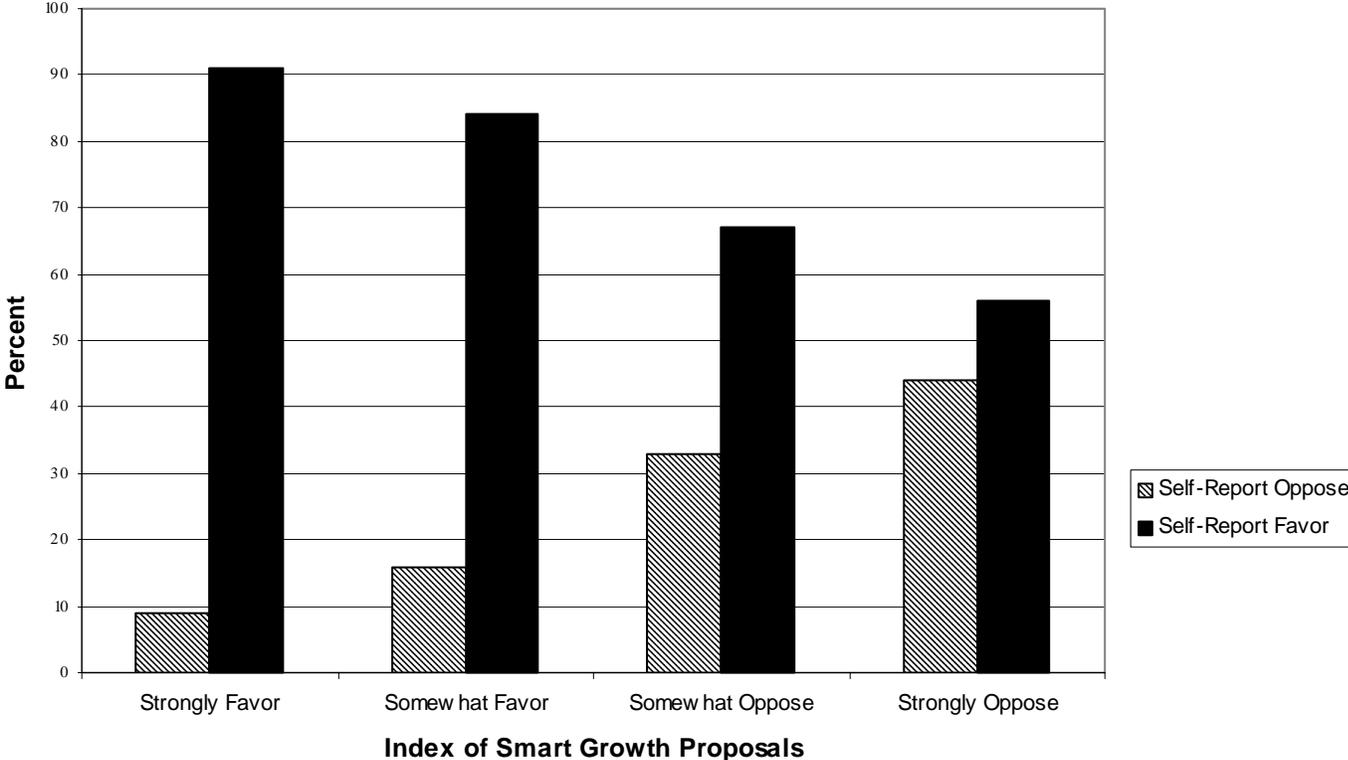
**Table 2. Percent of Respondents Who Strongly or Somewhat Favor Smart Growth Proposals by Sex for Metro Toledoans**



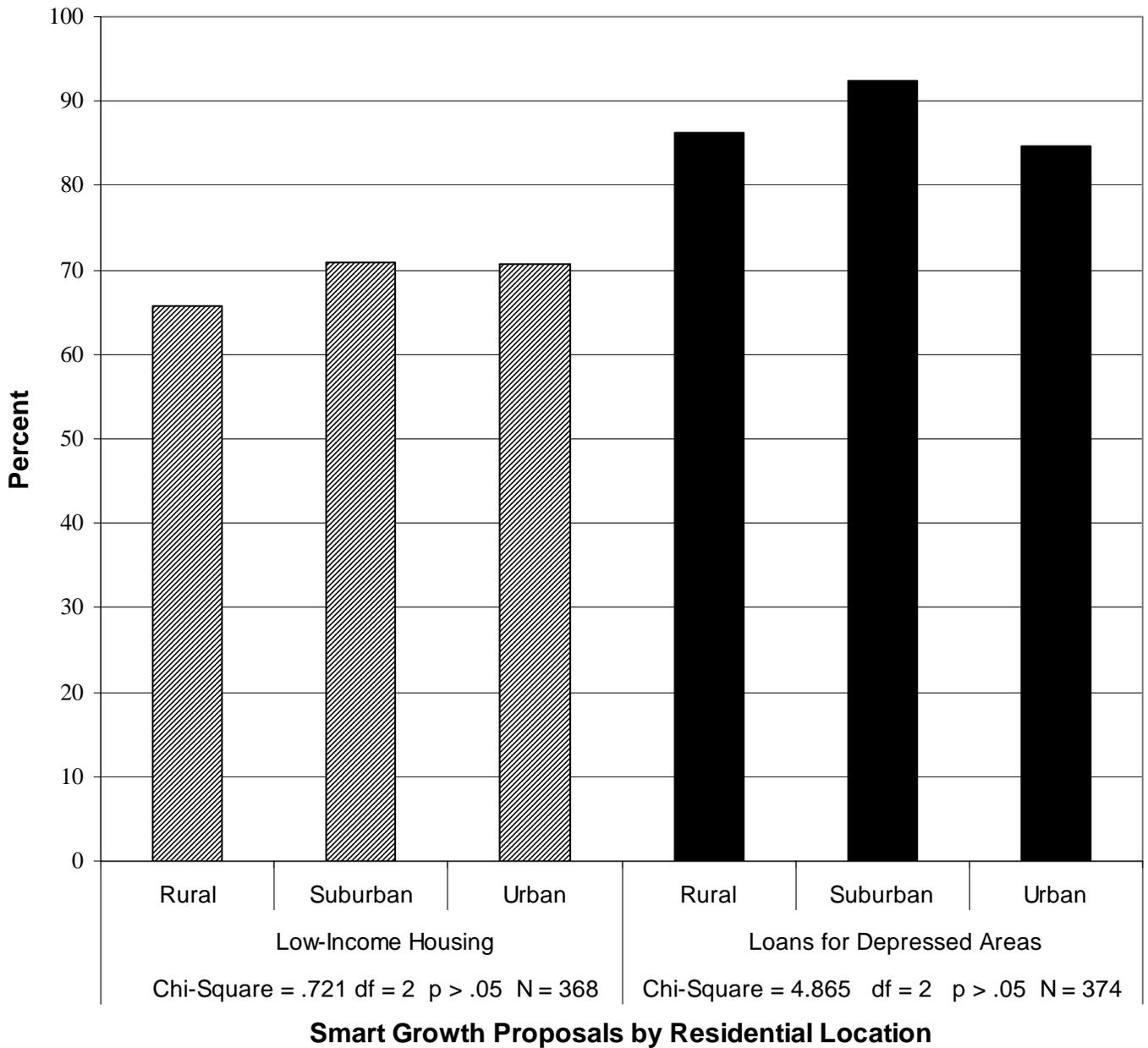
**Table 3. Percent of Respondents Who Reported a Great Deal or Some Confidence in the Following to Make the Best Decisions on Land Use**



**Table 4. Index of Smart Growth Proposal Responses by Respondents' Self-Report Concerning Smart Growth**



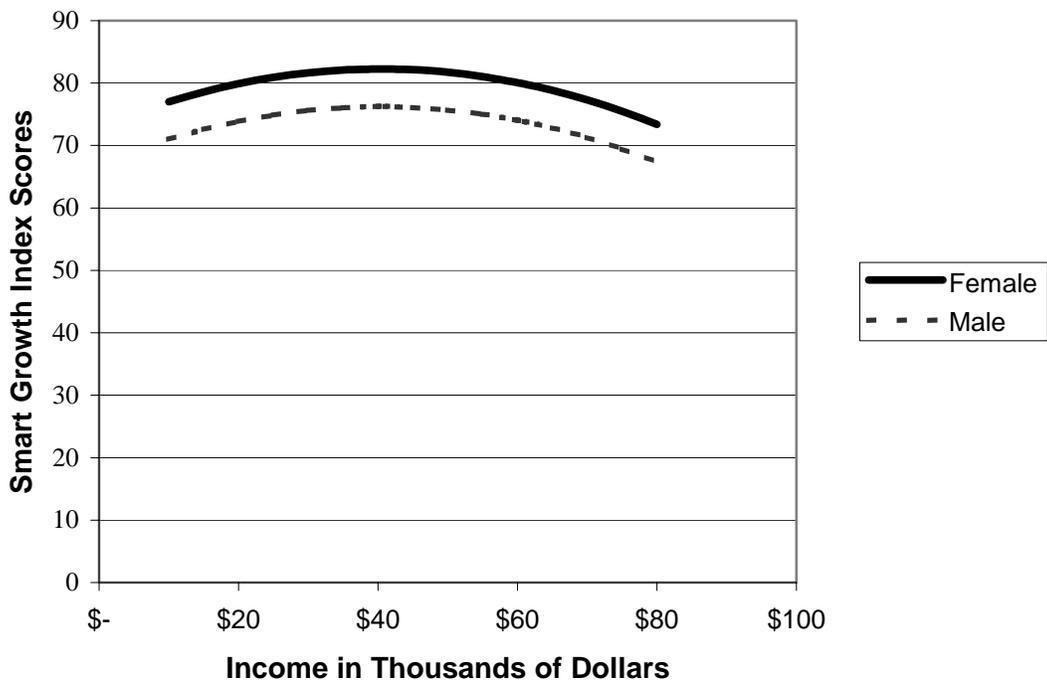
**Table 5. Percent of Respondents Who Strongly or Somewhat Favor Including Low-Income Housing in New Developments and Giving Tax Credits / Loans to Revitalize Depressed Areas by Residential Location**



**Table 6. Regression of Smart Growth Index Scores on the Number of Miles from Downtown Toledo**



**Table 7. Regression of Smart Growth Index Scores on Income and Sex, Adjusting for Confidence in Private Developers, State and Local Government, and the Federal Government to Make Decision about Land Use Issues**



**Table 8. Regression of Smart Growth Index Scores on Confidence in Private Developers, Federal Government, and State and Local Government, Adjusting for Sex and Income**

