

APPENDIX E

Procedures for Completing the  
Detailed Checklist

PROCEDURES FOR COMPLETING  
DETAILED CHECKLIST FOR SECONDARY LAND-USE  
IMPACTS OF HIGHWAY PROJECTS

1. Summary description of the major secondary land-use impacts identified in this analysis.

2. Description of existing constraints on development.

[Identify areas that can not be readily developed because the areas are already fully developed, cannot be provided with water or sewer service, are unsuitable for construction (e.g., steep slopes, water coverage, high water tables, or environmentally unsound) or are restrained from development by action of governmental units.]

3.1. Spatial distribution of existing industrial activity.

- \* Obtain recent figures for industrial (manufacturing) employment at the city or county level.

[Primary sources include: U.S. Bureau of the Census, Census of Population; City and County Data Book, 1982 (also available for 1972, 1977, and 1983); U.S. Department of Commerce, County Business Patterns; local city and county planning officials; and Wisconsin regional planning commissions. From this data, find the predominant trend in manufacturing employment over the past 5-10 years (increasing, stable, or decreasing).]

- \* Obtain projections of manufacturing employment at the city or county level from city, county, or regional planners. Discuss with planners the expected accuracy of these projections in relation to the trends you have identified.
- \* Identify existing areas zoned for industrial activity. Obtain land use and zoning maps from city and county planning officials. With planners, estimate the occupancy rates in industrial areas. Also find out if there are any new industrial zones planned for the next five to ten years.
- \* Identify the major industrial employers (with 200 or more employees), indicate their location on map.

3.2. Estimate how the proposed action will affect the spatial distribution of industrial activity.

[Estimate pre- and post-project accessibility (travel time) from the main industrial zones (and locations of major employers) to: (i) the most accessible highway interchange; (ii) key transportation facilities (rail, air, water); (iii) the major commercial districts; and (iv) the other main industrial zones. (See example for technique.)]

- \* Will the proposed action result in improved access to freeways or highways for industrial parks or other areas zoned for industrial use?

[Identify which areas would benefit in terms of accessibility.]

- \* Does the project lead to improved accessibility for certain industrial zones to rail, port, or airport facilities?

[Accessibility impacts determined as above.]

- \* Does the project lead to improved accessibility for certain industrial zones to distribution and warehouse facilities?

[Accessibility impacts determined as above.]

- \* Does the project lead to improved accessibility for certain industrial zones to business services?

[Accessibility impacts determined as above.]

- \* Is accessibility to certain industrial zones so greatly improved by the project that new industries are more likely to locate there?

[In the event that employment trends and projections indicate increasing (or stable) employment, assume that new industries will locate in those unfilled industrial zones which have greatest accessibility to interstate highways, to business services, and other transportation facilities, in that order.]

- \* Is accessibility to certain industrial zones so greatly improved that existing industries are likely to transfer their plants to these industrial zones?

[If the accessibility to interstate freeways or state highways (and business services and other

transport facilities) is substantially improved, then it may be safe to assume (for the purposes of this analysis) that some proportion of existing industries may be likely to shift operations to these industrial areas over the next 5 years if these areas are not capacity constrained.]

- \* Are any new areas likely to be rezoned for industrial use because of this project?

[Guestimate the need for new industrial space by evaluating the employment trends and projections in terms of the capacity utilization of existing industrial areas. Discuss your "guestimate" with appropriate city, county, and regional planning officials.]

4.1. Describe the spatial distribution of existing commercial activity within 10 miles of the Project.

- \* Obtain employment figures for wholesale, retail, and services industries.

[Use sources and procedures identified in 2.1.]

- \* Obtain land use or zoning maps and identify areas zoned for commercial activities.

[Obtain land use and zoning maps from city and county planning officials. With planners, estimate the occupancy rates in commercial centers. Also find out if there are any new shopping centers planned for the next five to ten years.]

- \* Identify areas with commercial activity of greatest density.

4.2. Estimate how the proposed action will affect the spatial distribution of commercial activity.

[Estimate the difference in pre- and post-project accessibility (travel time) from the main commercial centers to: (i) the most accessible highway interchange; and (ii) travel time distances of 10, 20, and 30 minutes driving time. (See case study for technique.)]

- \* Will the proposed action create additional traffic and therefore improve consumer visibility and accessibility for certain commercial zones?

[What are before and after traffic counts along

streets passing through or next to major commercial zones?]

- \* Will the project increase the commercial trade area? How many more consumers will be within 25-30 minutes travel time distance from major commercial centers as a result of this project?

[Compare the before and after travel time accessibility contours along major arterials from major commercial areas. If the trade area population increases by more than 5-10 percent, then the project is likely to contribute to increased commercial activity. If existing shopping centers are close to capacity, then the project may create the demand for a new shopping center.]

- \* Are there any regional or superregional shopping centers (400,000 sq. ft. or more of gross leasable area (GLA)) within 10 miles of the project?
- \* What percentage of total GLA at regional shopping center is currently being leased (i.e., is there excess space at existing shopping centers)?

[For this information, contact shopping center management groups and commercial real estate brokers.]

- \* Will the proposed action improve consumer accessibility to a major highway intersection or interchange -- that would likely generate new or additional commercial activity at the interchange?

[Compare before and after project traffic counts. If estimated after Project traffic counts are higher by more than 20 percent, and if existing shopping centers are at or near full capacity, and if sites at the interchange are zoned commercial (or could be zoned commercial because water and sewerage is available), then the project may generate new commercial activity.]

- \* Will the proposed action improve accessibility to major outlying commercial areas at the expense of the central business district (CBD)?

[Compare the before and after project traffic counts.]

- 5.1. Describe briefly the spatial distribution of existing residential location in any urbanized area within 10 miles of the Project.

- \* Obtain population data and identify recent and projected growth trends.
- \* Obtain land-use and zoning maps to determine areas zoned for residential activity; contact city hall to see if any major changes in residential zoning are anticipated.
- \* Obtain data on existing and projected future residential densities.

5.2. Estimate how the proposed action will affect the spatial distribution of residential location.

- \* Evaluate the magnitude of Project impacts on the location of industrial and commercial activity.

[If the location of major employers is likely to shift in response to the Project, then it is likely that shifts in residential location will follow.]

- \* Estimate the project impact on travel time accessibility for residential activity.

[Use the procedures for estimating pre- and post-project travel time accessibility between the major residential areas and major employment centers; assess the magnitude of reductions in travel times on the possibility of residential development due to the project.]

- \* Evaluate the likelihood that the Project will result in residential rezoning.

[If the accessibility impacts are very significant and/or the project is likely to lead to important shifts in the location of industrial and commercial activities, then residential rezoning may be likely.]

- \* Estimate the likelihood that the Project will contribute to deterioration in community and neighborhood qualities or to a decline in community residential values.

[Shifts in the location of commercial and industrial firms into residential areas may cause a deterioration in neighborhood qualities.]

6. Estimate how the Project might impact agricultural activity within 10 miles of the Project.

[Evaluate whether the project is likely to

expand residential, commercial, or industrial activity beyond the fringes of the existing urbanized area.]

7. Describe changes in land values that may occur because of or in anticipation of the project.

[Estimate the long run impacts of the Project on the spatial distribution of industrial, commercial, and residential land. The value of any land that benefits, directly or indirectly, by an improvement in accessibility is likely to go up in the long run.]

8. Describe any expected changes to commuting patterns and mass transit in any urbanized area within 10 miles of the Project.

[Evaluate how any changes in the location of industrial and commercial activities (centers of employment) relative to that of residential areas may impact commuting patterns and assess whether these changes are likely to increase or decrease the use of mass transit.]

9. Estimate how the Project will affect any public land-use or public service.

[Identify the location of major public employers and public service providers. Evaluate the accessibility impacts of the Project on the public employees in going to work and on the public service user in traveling to obtain public services.]