

**APPENDIX C**

**Reasons for No Impact  
on Community Features**

Table C.1

## REASONS FOR NO IMPACT FOR SHEBOYGAN

<u>Statement</u>	<u>Reason</u>
Employment in existing industrial park (e.g. manufacturing)	All yes
Industrial employment elsewhere within the study area	All yes
Employment in regional shopping centers	Too small for regional
Employment in community shopping centers	Distant labor pool will not be tapped--only location affect
Employment in neighborhood shopping centers	Traditional habits won't change
Retail employment in the CBD	All yes
Employment in hotel/motel services	All yes
Employment in repair and cleaning services	Not related to highway
Employment in advertising, management, consulting and legal services	Related to economy, not highway
Amount of regional educational facilities--post-secondary (colleges & technical)	Independent
Amount of local schools	Population not affected
Amount of regional health care facilities	Independent
Amount of local health care facilities	Location, not amount
Service employment in the CBD	Independent
Employment in restaurant and fast food establishments	All yes
Total population	Unrelated
Amount of unoccupied housing units	No connection

Table C.1

## REASONS FOR NO IMPACT FOR SHEBOYGAN (continued)

<u>Statement</u>	<u>Reason</u>
Ability of local government to control land use through traditional measures, e.g. zoning	Road has nothing to do with ability
Length of average trip to work in miles	All yes
Amount of ride sharing	Fuel inexpensive in 1965
Amount of intercity travel for work purposes	All yes
Overall congestion in the study area	More mobility
Congestion in the area of highway project	Solve in short run; long run congestion will return
Aesthetics of area surrounding the highway project	All yes
Amount of development in communities near but not part of the study area	All yes
Amount of development in areas with incomplete utility service	All yes
Willingness of financial institutions to lend money for further land development	Too esoteric
Land values near project (i.e., within 1000 feet)	All yes
Land values in the remainder of the study area	No connection
Tax base	All yes
Utilization of existing parks	No relationship

Table C.2

REASONS FOR NO IMPACT FOR WISCONSIN RAPIDS

<u>Statement</u>	<u>Reason</u>
Employment in existing industrial park (e.g. manufacturing)	Nonsignificant change in access
Industrial employment elsewhere within the study area	Not sensitive to highway project
Employment in regional shopping centers	Too small for regional
Employment in community shopping centers	Perhaps location, not size
Employment in neighborhood shopping centers	Habits won't change
Retail employment in the CBD	All yes
Employment in hotel/motel services	No relationship
Employment in repair and cleaning services	Independent of highway
Employment in advertising, management, consulting and legal services	Unrelated to highway
Amount of regional educational facilities--post-secondary (colleges & technical)	No relationship
Amount of local schools	Not enough population change
Amount of regional health care facilities	Independent
Amount of local health care facilities	Independent
Service employment in the CBD	No relationship
Employment in restaurant and fast food establishments	Population and income not affected
Total population	Independent--project too small
Amount of unoccupied housing units	Independent--access improvement too small

Table C.2

## REASONS FOR NO IMPACT FOR WISCONSIN RAPIDS (continued)

<u>Statement</u>	<u>Reason</u>
Ability of local government to control land use through traditional measures, e.g. zoning	Power exists, but no change
Length of average trip to work in miles	Not significant
Amount of ride sharing	Economy was not an issue in 1965
Amount of intercity travel for work purposes	No relationship--not a large enough population change
Overall congestion in the study area	All yes
Congestion in the area of highway project	All yes
Aesthetics of area surrounding the highway project	All yes
Amount of development in communities near but not part of the study area	Not regional
Amount of development in areas with incomplete utility service	Not related to highway
Willingness of financial institutions to lend money for further land development	Not significant
Land values near project (i.e., within 1000 feet)	All yes
Land values in the remainder of the study area	Independent--localized--not significant
Tax base	Plus and minus will offset
Utilization of existing parks	Not related