

# CEDS PROJECT IMPACT ASSESSMENT CHECKLIST

This checklist presents mostly easy to use methods for assessing the impact of a proposed development project. A **Yes** to a question below indicates no negative impact. For any **No's** go to the CEDS [Equitable Solutions](#) webpage for advice on resolving the impact. Clicking the blue text below takes you to information sources. If you have any questions then please contact CEDS at 410-654-3021 or [Help@ceds.org](mailto:Help@ceds.org). Advice by phone is provided free to citizens seeking to protect their community and environment from the effects of land development and other activities.

COMMUNITY & ENVIRONMENT IMPACT FACTOR	YES	NO
<b>CLEAN WATER</b> ( <a href="http://ceds.org/aquatic.html">ceds.org/aquatic.html</a> )		
Will a <a href="#">buffer</a> of forest or other native vegetation be left undisturbed within 100 feet of streams, wetlands and other aquatic resources?		
Will all rooftops, streets, parking lots and other <a href="#">impervious surfaces</a> drain to bioretention, infiltration or other <a href="#">highly-effective stormwater practices</a> ?		
If sewage from the project will be sent to a <a href="#">treatment plant</a> then is it correct that:		
The <a href="#">pipes (sewerlines)</a> carrying sewage to the plant never overflow?		
The <a href="#">treatment plant has met pollution discharge limits</a> for the last 3 years?		
If the project will be served by onsite sewage disposal then are site soils rated <i>Not Limited</i> for Septic Tank Absorption Fields according to the USDA <a href="#">Web Soil Survey</a> ?		
<b>TRAFFIC CONGESTION &amp; SAFETY</b> ( <a href="http://ceds.org/traffic.html">ceds.org/traffic.html</a> )		
During rush hour can you get through the nearest signalized intersections <a href="#">in just one green cycle</a> ?		
While standing at each proposed new intersection location, can you see approaching vehicles at the minimum, safe <a href="#">sight-distance</a> computed with the formula: (posted speed limit + 10 mph) x 11 feet/mph? <i>(e.g. 30 mph + 10 = 40 x 11 = 440 feet sight-distance)</i>		
With the <a href="#">trips generated</a> by the project, will traffic volume on <a href="#">neighborhood streets</a> remain below 2,000 vehicles per day?		
<b>SCHOOL OVERCROWDING &amp; SAFE STREETS</b> ( <a href="http://ceds.org/school.html">ceds.org/school.html</a> )		
If the project is residential, then can the students from the project be accommodated without <a href="#">exceeding the capacity</a> of any affected school?		
Are sidewalks or other features adequate to allow students to <a href="#">safely walk or bike</a> to school along the streets receiving traffic from the project?		
<b>TREES &amp; FOREST</b>		
If the project must comply with <a href="#">tree canopy or forest conservation laws</a> , then are the requirements met onsite? <i>Skip this question if requirements do not exist.</i>		
For rural residential projects, are homes <a href="#">clustered</a> to maximize forest preservation?		
<b>ENVIRONMENTAL JUSTICE</b> ( <a href="http://energyjustice.net">energyjustice.net</a> )		
Do project impacts affect all people equally as opposed to concentrating negative effects among low-income or minority communities?		

COMMUNITY & ENVIRONMENT IMPACT FACTOR	YES	NO
<b>BUFFERING &amp; VIEWS</b>		
If the project is commercial-industrial, then will it be screened from the view of those residing in existing homes?		
If a project will eliminate natural views from existing homes, then will proposed landscaping be sufficient preserve views? <i>Visit a location with landscaping similar to that proposed to assess effectiveness.</i>		
<b>PROPERTY VALUE</b>		
Will commercial or industrial uses be at least <a href="#">300 feet from homes</a> ?		
If the project is commercial-industrial, can <a href="#">trucks reach the site without travelling on residential streets</a> ?		
<b>AIR QUALITY &amp; HEALTH</b>		
If the project is a <a href="#">gas station</a> , will it be at least <a href="#">500 feet</a> from homes, hospitals, schools, senior centers, day care facilities, or other sensitive land uses?		
Will proposed homes be at least <a href="#">500 feet from a highway with a traffic volume of 50,000 or more vehicles per day</a> ?		
<b>FIRE &amp; EMERGENCY MEDICAL SERVICES</b>		
Will the project be within a <a href="#">4- to 8-minute fire-EMSs response time</a> ?		
In suburban-urban areas, is water pressure at the site sufficient to meet fire suppression needs? <i>Ask the chief of the nearest fire station for their opinion.</i>		
<b>PARK &amp; RECREATION AREAS</b>		
For residential projects, is there a <a href="#">minimum of 10 acres of park or other recreation areas for every 1,000 residents of the area</a> ?		
With regard to suburban-urban residential projects, will there be a <a href="#">neighborhood park within a ¼ mile walking distance of the site</a> ?		
<b>WATER SUPPLY</b>		
If the project will be served by a <a href="#">community water system</a> then does the latest <a href="#">Consumer Confidence Report</a> show that all contaminants met water quality standards?		
If a project will be served by wells, is it rare that area <a href="#">wells fail</a> or become contaminated?		
If the site is served by public (piped) water then can the project be accommodated without exceeding the <a href="#">safe or sustainable yield</a> ?		
<b>FLOODING</b> ( <a href="https://ceds.org/flooding.html">ceds.org/flooding.html</a> )		
Are all proposed structures outside the <a href="#">100-year floodplain</a> ?		
Will project runoff be managed to prevent an increase in <a href="#">floodwater elevations downstream of the site</a> ?		
<b>HISTORIC-ARCHEOLOGICAL RESOURCES</b> ( <a href="https://ceds.org/pdffdocs/Chapter11.pdf">ceds.org/pdffdocs/Chapter11.pdf</a> )		
If a designated historic-archeological resource is present on or near the site then does the local historic society feel it has been adequately protected? <i>If an undesignated building is older than 50 years and proposed for demolition, check with a local historic society about the need for protection.</i>		