






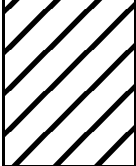





# CEDS QUALITY OF LIFE IMPACT REVIEW CHECKLIST

Project: \_\_\_\_\_ Date: \_\_\_\_\_ Evaluated By: \_\_\_\_\_

All development projects should preserve quality of life for existing and future residents and, whenever possible, make quality of life better. The purpose of this checklist is to screen a proposed development project for quality of life effects. This checklist poses questions regarding the quality of life factors most commonly affected by development. The questions are worded so that a “yes” indicates that the project will preserve quality of life with respect to the specific factor. A “no” indicates a possible adverse quality of life effect. Use a “?” where you are uncertain about the quality of life effect. If you believe a quality of life factor is not applicable to a project, then place an “NA” in the *Initial Finding* column. Generally, the more questions answered with a “yes”, the more likely it is that a project will preserve quality of life. Since this checklist poses relatively simplistic questions, all findings must be considered tentative and should be verified through detailed analysis, especially for quality of life factors of particular concern to area residents. Further detail on the factors presented below is given in the CEDS book: *How To Win Land Development Issues*, available free for download at: [www.ceds.org](http://www.ceds.org)

INITIAL FINDING	QUALITY OF LIFE FACTOR
	<b>OVERALL QUALITY OF LIFE IMPACT</b>
	Has this project been designed in a way that <i>preserves</i> existing quality of life for nearby residents? In other words, do the “Yes’s” greatly outnumber the “No’s.”
	Does the project design include any of the features presented at the end of this checklist for <i>enhancing</i> existing quality of life?
	<b>AFFORDABLE HOUSING</b>
	If a paucity of affordable housing exists in the area, then will the project increase the supply of housing within the rental or purchase means of low- to moderate-income families?
	<b>AGRICULTURE</b>
	Are proposed homes adequately buffered from working farms?
	Will project residents be able to easily pass farm vehicles on roads which both are likely to use at the same time?
	Does a program exist to educate new residents about the odors, noise, and other realities of living in an area dominated by working farms?
	Are working farm owners protected from frivolous nuisance actions by new residents?
	If prime-productive soils are located on the site, then has the project been designed so these soils can still be farmed?
	If steep slopes, highly-erodible soils, or wetland (hydric) soils are currently being farmed on the site, then do project plans show that these areas will be allowed to revert to a natural condition?
	<b>AIR QUALITY</b>
	Can the area accommodate the additional vehicle emissions due to the project without exceeding air quality standards?
	Will the project reduce auto emissions by making it possible to walk or bicycle to work, school, or shopping?
	Is the project in an area served by mass transit or slated for bus or rail services?
	Does the project include design provisions facilitating mass transit or car-pooling?
	<b>COMPATIBILITY</b>
	Does the project comply with height restrictions?
	Does the project comply with limits on lot coverage and percent impervious area?

INITIAL FINDING	QUALITY OF LIFE FACTOR
	If commercial, does the project meet floor-to-area (FAR) limits?
	Are potentially incompatible uses adequately buffered?
	<b>CRIME</b>
	Does the project design incorporate appropriate Crime Prevention Through Environmental Design features?
	With the project, will law enforcement capabilities remain adequate?
	<b>ENVIRONMENT</b>
	Check the box next to each of the following sensitive environmental features located on the site or sufficiently nearby to be within the zone of potential project impact: <input type="checkbox"/> Wetlands <input type="checkbox"/> Spring or seep <input type="checkbox"/> Stream or river <input type="checkbox"/> Pond or lake <input type="checkbox"/> Steep Slopes <input type="checkbox"/> Highly-erodible soils <input type="checkbox"/> Floodplain <input type="checkbox"/> Important fishery or wildlife habitat <input type="checkbox"/> Rare, threatened or endangered species habitat <input type="checkbox"/> Forest <input type="checkbox"/> Prairie <input type="checkbox"/> Wellhead protection area <input type="checkbox"/> Other
	Do project plans accurately depict sensitive environmental features present on or near the site?
	Do project plans show preservation of each of the sensitive environmental features noted above, including an adequate buffer?
	If all sensitive environmental features are <i>NOT</i> protected, then do plans show the road and building layout which is the <i>least harmful</i> to each feature?
	Are all wells at least 200 feet from proposed septic systems? ( <b>NOTE: Contamination will not necessarily occur just because a well is within 200 feet of a septic system. However, a “NO” to this question does flag the need for detailed analysis.</b> )
	Will the project cause the density of septic systems to exceed one per six acres in shellfish harvesting watersheds or areas draining to other bacteria-sensitive waters?
	If the project is in the watershed of a highly-sensitive wetland or stream, then will watershed impervious area remain below 4%?
	Will all runoff from impervious surfaces drain to a <a href="#">stormwater filter or infiltration</a> measure?
	Do stormwater ponds and storm drain outfalls discharge into a stream channel or other areas where erosion will not occur?
	Are large impervious surfaces (buildings, parking lots, etc.) adjoining wetlands served by stormwater management measures designed to maintain groundwater recharge?
	<b>ENVIRONMENTAL JUSTICE</b>
	If a minority or low-income community exists in the project impact zone, then has the project been designed to prevent undue impact to the community?
	<b>FIRE</b>
	Has the project been designed to prevent a lowering of the ISO Public Protection Classification, which is a rating of fire suppression capabilities of the local fire department?
	Will local water pressure remain above the minimum required for fire suppression in areas served by public water?
	<b>HISTORIC PLACES</b>
	Will the project be compatible with a historic district?
	Will the project be compatible with any structures or sites with historic or archaeological significance within the zone of impact?

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/ / / /	<b>LIGHT TRESPASS-POLLUTION</b>
	Is it <i>unlikely</i> nearby residents will suffer glare from lights or loss of their night sky view?
/ / / /	<b>NOISE</b>
	Has the project been designed to prevent an undue amount of noise at nearby homes, schools, and other sensitive sites?
/ / / /	<b>PARKS &amp; RECREATION</b>
	If playgrounds, sports fields, and other park-recreation facilities are approaching or over capacity in your area, then will then project increase the supply of these facilities?
/ / / /	<b>PUBLIC WATER &amp; SEWER</b>
	If the project is to be served by public water and/or sewer then is it within the area slated for service in the local water and sewer plan, comprehensive plan, etc?
	If the project is to be served by public sewer then are collection system overflows or other sewage releases rare?
	If the project is to be served by public sewer then will it carry sewage to a wastewater treatment plant which is in compliance with pollution discharge limits?
/ / / /	<b>PROPERTY OWNERSHIP</b>
	Do plans show that the project will not intrude onto property owned by others or easements?
/ / / /	<b>PROPERTY VALUE</b>
	Is the project free of uses likely to have an adverse effect on the value of nearby homes?
/ / / /	<b>SCHOOLS</b>
	Will the number of students at schools serving the site remain below design capacity based upon enrollment projections?
	If the project involves a new school then is it designed at a neighborhood scale as dictated by <i>Smart Growth</i> principles?
/ / / /	<b>TRAFFIC</b>
	Is sight distance sufficient at intersection(s) for safe turns based upon the following 10-second rule: Does it take at least ten seconds from the moment you first see approaching vehicles until they reach the intersection?
	Will the gap between vehicles at main intersection(s) remain adequate for safe turning movements?
	Will the degree of traffic congestion (level of service or LOS) remain within the acceptable range (LOS: A to D) at nearby intersections?
	If the project is in an area served by a single road, then will the road be adequate to allow evacuation during an emergency with the traffic added by the project?
	Has the project been designed to prevent an undue increase in traffic, especially trucks, on residential streets?
	If it is situated along a scenic road, then has the project been designed so scenic views are preserved?
	If the project involves a new road into areas slated for low-density development, then has zoning been adjusted to ensure growth will occur at rural densities?
<b>EXAMPLES OF QUALITY OF LIFE ENHANCEMENT MEASURES</b>	
	Will the project reduce through traffic on an existing residential street or make the street safer with traffic calming measures?

