

Attachment J-1 Special Projects Worksheet

Complete this worksheet for projects that appear to meet the definition of "Special Project", per Provision C.3.e.ii of the Municipal Regional Stormwater Permit (MRP). The form assists in determining whether a project meets Special Project criteria, and the percentage of low impact development (LID) treatment reduction credit. Special Projects that implement less than 100% LID treatment must provide a narrative discussion of the feasibility or infeasibility of 100% LID treatment. Also at www.flowstobay.org

Project Name: Millbrae Serra Station – TOD #1

Project Address: 200 El Camino Real, Millbrae, CA 94030

Applicant/Developer Name: Vince Muzzi

1. "Special Project" Determination:

Special Project Category "A"

Does the project have ALL of the following characteristics?

- Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district¹;
- Creates and/or replaces 0.5 acres or less of impervious surface;
- Includes no surface parking, except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones;
- Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.

No (continue) Yes – Complete Section F.2 below

Special Project Category "B"

Does the project have ALL of the following characteristics?

- Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district²⁰;
- Creates and/or replaces more than 0.5 acres of impervious area and less than 2.0 acres;
- Includes no surface parking, except for incidental parking for emergency access, ADA access, and passenger or freight loading zones;
- Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment;
- Minimum Gross² Density of either 50 dwelling units per acre (residential projects) or a Floor Area Ratio² (FAR) of 2:1 (for commercial projects) - mixed use projects may use either criterion. **Note Change on 7/1/16²**

No (continue) Yes – Complete Section F-2 below

Special Project Category "C"

Does the project have ALL of the following characteristics?

- At least 50% of the project area is within 1/2 mile of an existing or planned transit hub³ or 100% within a planned Priority Development Area⁴;

¹ And built as part of a municipality's stated objective to preserve/enhance a pedestrian-oriented type of urban design.

² **Effective 7/1/16**, the MRP establishes definitions for "Gross Density"(GD) & FAR. GD is defined as, "the total number of residential units divided by the acreage of the entire site area, including land occupied by public right-of-ways, recreational, civic, commercial and other non-residential uses." FAR is defined as, "the Ratio of the total floor area on all floors of all buildings at a project site (except structures, floors, or floor areas dedicated to parking) to the total project site area.

³ "Transit hub" is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes. (A bus stop with no supporting services does not qualify.)

⁴ A "planned Priority Development Area" is an infill development area formally designated by the Association of Bay Area Government's / Metropolitan Transportation Commission's FOCUS regional planning program.

Special Projects Worksheet (continued)

- The project is characterized as a non-auto-related use⁵; and
- Minimum Gross² Density of either 25 dwelling units per acre (for residential projects) or a Floor Area Ratio² (FAR) of 2:1 (for commercial projects) - mixed use projects may use either criterion. **Note Change on 7/1/16²**
- No (continue) Yes – Complete Section F-2 below

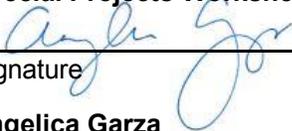
2. LID Treatment Reduction Credit Calculation:

Category	Impervious Area Created/Replaced (acres)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
C				Location credit (select one)⁶:		
				Within ¼ mile of transit hub	50%	50%
				Within ½ mile of transit hub	25%	
				Within a planned PDA	25%	
				Density credit (select one):		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	
				Res ≥ 100 DU/ac or FAR ≥ 6:1	30%	30%
				Parking credit (select one):		
				≥ 10% at-grade surface parking ⁷	10%	
				No surface parking	20%	20%
TOTAL TOD CREDIT =					100%*	

*Although we qualify for 100%, project will only claim 90% non-LID credit. See infeasibility narrative attached.

If project will implement less than 100% LID, refer to the Potential Special Projects Reporting Form to prepare a discussion of the feasibility or infeasibility of 100% LID treatment, as required by MRP Provision C.3.e.vi(2).

Special Projects Worksheet Completed by:



 Signature

4/10/18

 Date

Angelica Garza

 Print or Type Name

⁵ Category C specifically excludes stand-alone surface parking lots; car dealerships; auto and truck rental facilities with onsite surface storage; fast-food restaurants, banks or pharmacies with drive-through lanes; gas stations; car washes; auto repair and service facilities; or other auto-related project unrelated to the concept of transit oriented development.

⁶ To qualify for the location credit, at least 50% of the project's site must be located within the ¼ mile or ½ mile radius of an existing or planned transit hub, as defined on page 1, footnote 2. A planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2006), which is a regional priority funding plan for future transit stations in the San Francisco Bay Area. To qualify for the PDA location credit, 100% of the project site must be located within a PDA, as defined on page 1, footnote 3.

⁷ The at-grade surface parking must be treated with LID treatment measures.

Millbrae Serra Station – TOD #1

Narrative Discussion of Low Impact Development Feasibility/Infeasibility

This memo provides a narrative discussion of the feasibility or infeasibility of providing 100-percent low impact development (LID) treatment for Millbrae Serra Station, which has been identified as a potential Special Project, based on Special Project criteria provided in Provision C.3.e.ii of the Municipal Regional Stormwater Permit (MRP). This memo has been prepared in accordance with Provision C.3.e.vi.(2) of the MRP which requires that Special Projects provide a narrative discussion of the feasibility or infeasibility of 100 percent LID treatment on-site or offsite.

1. Feasibility/Infeasibility of On-Site LID Treatment:

The project site was reviewed with regard to the feasibility and infeasibility of on-site LID treatment. While the project is eligible to receive 100 percent LID reduction credit as a Category C Special Project, the results of this review showed that it was feasible to provide LID treatment for a net 10% of the C.3.d amount of runoff. The findings of this review are presented below:

- a. **On-Site Drainage Conditions:** The proposed project is of a podium style construction that directs runoff to various drains throughout the site. The site is divided into five drainage management areas (DMA) each draining to LID or non-LID stormwater treatment features. DMA 4A/4B and DMA 5 consist of sidewalk and street improvements and drain to low points along the north side of California Drive. Due to the constraints described in section 1.c. below, it is infeasible to provide any LID treatment for these DMA's, so they will be 100% mechanically treated by Filterra Tree Well Filters (DMA 5) or bioclean filters located in a manhole (DMA 4A/4B). To compensate, additional LID treatment will be provided in DMA's 1, 2 and 3 such that the aggregate LID treatment for the entire site is 10%. DMA 1, 2, and 3 consist of podium/terrace areas and building roof and green roof areas. Runoff from the building roofs will discharge to LID treatment (flow-through planters), oversized to accommodate the LID treatment requirements from DMA 4 and 5, or to mechanical treatment located in the lower garage.
- b. **Maximizing Flow to LID Features and Facilities:** Grading constraints associated with a podium design limit the amount of impervious podium area that can be directed to LID features. It is thus more beneficial to direct roof runoff to our LID treatment areas. By locating the LID features adjacent to buildings, the impervious surface discharging to LID treatment is maximized by directing a portion of roof runoff into the flow-through treatment planters via downspouts. In this manner we are able to treat 10% of the net C.3.d amount of runoff for the site with LID treatment. A portion of the roofs will also be constructed as green roofs for self-treatment credit.
- c. **Constraints to Providing On-Site LID:** The proposed areas draining to mechanical treatment include: the garage ramp; podium level hardscape and planting; portions of the building; and street improvements. In these areas, conditions and technical constraints are present that preclude the use of LID features and facilities, as described below.
 - i. **Impervious paved areas:** The on-site podium level hardscape discharging to the mechanical treatment in the garage has grading constraints that limit where you can direct runoff. Because of the limited depth of the podium slab, the podium hardscape areas are forced to flow to various surface drains instead of sloping to landscaped or LID areas. It is however possible to direct roof runoff to flow-through planters via downspouts.

The road and sidewalks discharge to drains at low points along the north side of California Drive. LID treatment is not feasible due to limited space provided by the proposed BART platform extension and large shallow utility mains occupying the Right-Of-Way and adjacent space, including 4'x16' box culvert, 12" water main, 18" sewer main, joint trench and existing fiber optic duct bank.
 - ii. **Landscaped areas:** The large extent of the buildings and street improvements restrict the space for LID features within the proposed landscaped areas. Additionally, utility structures (transformers, gas/water meters, and backflow preventers) and lines take up a large portion of the remaining area of the site. These conditions limit the potential for LID treatment to the point where there is inadequate area to accommodate LID treatment facilities to meet sizing requirements for the tributary area.

2. Feasibility/Infeasibility of Off-Site LID Treatment:

The possibility of providing off-site LID treatment was found to be infeasible for the following reasons: 1) the project proponent does not own or otherwise control land within the same watershed of the project that can accommodate, in perpetuity, off-site LID treatment facilities adequately sized to treat the runoff volume of the primary project; and 2) there is no regional LID stormwater mitigation program available to the project for in-lieu C.3 compliance.