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: ____________________________________________________________

Project Address: _______________________________________________________

Applicant/Developer Name: ____________________________________________

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 district2;
   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 Gross 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 7/1/16**2

   □ 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;
   □ The project is characterized as a non-auto-related use5; and

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)

☐ Minimum Gross Density of either 25 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial projects) - mixed use projects may use either criterion. **Note Change on 7/1/16**

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

2. **LID Treatment Reduction Credit Calculation:**

<table>
<thead>
<tr>
<th>Category</th>
<th>Impervious Area Created/Replaced (acres)</th>
<th>Site Coverage (%)</th>
<th>Project Density or FAR</th>
<th>Density/Criteria</th>
<th>Allowable Credit (%)</th>
<th>Applied Credit (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td>N.A.</td>
<td>N.A.</td>
<td></td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
<td>Res ≥ 50 DU/ac or FAR ≥ 2:1</td>
<td>50%</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Res ≥ 75 DU/ac or FAR ≥ 3:1</td>
<td>75%</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Res ≥ 100 DU/ac or FAR ≥ 4:1</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Location credit (select one)⁵:</td>
<td></td>
<td></td>
<td></td>
<td>50%</td>
<td></td>
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<tr>
<td></td>
<td>Within ¼ mile of transit hub</td>
<td></td>
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<td></td>
<td>25%</td>
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<tr>
<td></td>
<td>Within ½ mile of transit hub</td>
<td></td>
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<td></td>
<td>25%</td>
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<tr>
<td></td>
<td>Within a planned PDA</td>
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<td></td>
<td>25%</td>
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<tr>
<td></td>
<td>Density credit (select one):</td>
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<td></td>
<td></td>
<td>10%</td>
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<tr>
<td></td>
<td>Res ≥ 30 DU/ac or FAR ≥ 2:1</td>
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<td></td>
<td>20%</td>
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<tr>
<td></td>
<td>Res ≥ 60 DU/ac or FAR ≥ 4:1</td>
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<td>30%</td>
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<td></td>
<td>Res ≥ 100 DU/ac or FAR ≥ 6:1</td>
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<tr>
<td></td>
<td>Parking credit (select one):</td>
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<td></td>
<td></td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥ 10% at-grade surface parking⁷</td>
<td></td>
<td></td>
<td></td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No surface parking</td>
<td></td>
<td></td>
<td></td>
<td>20%</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL TOD CREDIT =**

3. **Narrative Discussion of the Feasibility/Infeasibility of 100% LID Treatment:**

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]  [Date]

Print or Type Name

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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.