Print Form

2019048339

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: SACRAMENTO

From: (Public Agency): San Francisco Bay Area Rapid Transit
300 Lakeside Drive
Oakland, CA 94607
(Address)

Project Title: MEASURE RR PROGRAM TRACTION POWER SYSTEM IMPROVEMENT PROGRAM

Project Applicant: STEVE SIMS, TRACTION POWER PROJECT MANAGER, SAN FRANCISCO BAY AREA RAPID TRANSI

Project Location - Specific:
401 Geneva Avenue, San Francisco, CA 94112

Project Location - City: San Francisco Project Location - County: San Francisco

Description of Nature, Purpose and Beneficiaries of Project:
The San Francisco Bay Area Rapid Transit District (BART) is an electricity powered commuter transit line. Electrification is provided by "traction power" substations located along the transit line right-of-way. BART proposes improvements to one of its existing gap breaker stations, referred herein as "KYD". KYD is located at the southwestern quadrant of the 71h Street and Wood Street intersection, between two single-column bents below the aerial structure of the K-Line in the City of Oakland. The proposed project would require replacement of the existing gap breaker station equipment. The gap breaker station isolates appropriate electrified

Name of Public Agency Approving Project: SAN FRANCISCO BAY AREA RAPID TRANSIT

Name of Person or Agency Carrying Out Project: STEVE SIMS, TRACTION POWER MANAGER

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15302 Replacement or Reconstruction
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:
The proposed replacement of the gap breaker station equipment qualifies for an exemption pursuant to CEQA Guidelines Article 19 Section 15302 as a Class 2 Replacement or Reconstruction Project and would not have a significant impact on the environment. Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The proposed project would result in the replacement of outdated gap breaker station equipment. Proposed improvements to KYD would require rehabilitation of the existing facility within the existing footprint. The existing equipment would be removed, and new equipment would be installed on the project site which is situated at-grade. The new and replacement equipment would have the same purpose as the existing gap breaker station. During construction, temporary disruptions to vehicular traffic, pedestrian circulation, and parking are not anticipated.

Lead Agency Contact Person: BART, STEVE SIMS Area Code/Telephone/Extension: 510-464-6417

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: [signature] Date: 4/11/19 Title: Project Manager, BART

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Governor's Office of Planning & Research

APR 16 2019

STATE CLEARINGHOUSE

Revised 2011

2019-16 2019048339

San Francisco Bay Area Rapid Transit District
Measure RR: Traction Power System Improvements

ENDORSED
FILED
SAN FRANCISCO County Clerk
MAR 20, 2019
by: MARIBEL JALDON
Deputy County Clerk

NOTICE OF EXEMPTION

TO: ☐ Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

☒ City and County of San Francisco
City Hall, Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4678

FROM: San Francisco Bay Area Rap
Maintenance & Engineering
300 Lakeside Drive
Oakland, CA 94607

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): 401 Geneva Avenue, San Francisco, CA 94112

Project Location (City): San Francisco **Project Location (County):** San Francisco

Project Description: The San Francisco Bay Area Rapid Transit District (BART) is an electricity powered commuter transit line. Electrification is provided by "traction power" substations located along the transit line right-of-way. BART proposes improvements to one of its existing traction power substations, referred herein as "MBP". MBP is located below-grade in an open-air facility at the sub-plaza level on the south end of the Balboa Park BART Station in the City and County of San Francisco. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation which currently supplies power for BART operations. Please see Attachment A for additional information.

Name of Public Agency Approving Project: San Francisco Bay Area Rapid Transit District

Name of Person or Agency Carrying Out Project: Steve Sims, Traction Power Project Manager, San Francisco Bay Area Rapid Transit District

Exempt Status: *(check one)*

☐ Ministerial (Sec. 21080(b)(1); 158268);

☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒ Categorical Exemption State type and section number: 15302 Replacement or Reconstruction

☐ Statutory Exemptions State Code number

Reasons why project is exempt: The proposed replacement of the traction power substation equipment qualifies for an exemption pursuant to CEQA Guidelines Article 19 Section 15302 as a Class 2 Replacement or Reconstruction Project and would not have a significant impact on the environment. Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. Please see Attachment A for additional information.

The proposed project would result in the replacement of outdated traction power substation equipment. Proposed improvements to MBP would require rehabilitation of the existing facility within the existing footprint. During construction, a portable traction powered substation would be located on the sidewalk in front of the existing stairwell to the Balboa Park BART Station entrance for at least eight (8) months while the existing traction power substation is being replaced. The new equipment (one Alternate Current building, one Direct Current building, and a double-ended substation) would replace the existing equipment. The new and replacement equipment would have

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the same purpose as the existing traction power substation and would be capable of supporting increased train lengths and more frequent peak period services. During construction, disruptions to vehicular traffic, pedestrian circulation, and bicycle parking may occur. Therefore, specifications for maintenance of traffic during construction are being developed by the City and County of San Francisco in coordination with the San Francisco Municipal Transportation Agency (SFMTA) to minimize potential disruptions during construction.

Lead Agency Contact Person: Steve Sims **Area Code/Telephone/Extension:** (510) 464-6417

If filed by applicant:

1. Attach certified document of exemption filing.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: _____ Date: 2/26/19 Title: Project Manager

☒ Signed by Lead Agency
☐ Signed by Applicant

Date received for filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
MBP – BALBOA PARK BART STATION
CEQA CATEGORICAL EXEMPTION

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

19. **Project Title:**
    Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements MBP-MBP-Balboa Park Traction Power Substation Facility

20. **Lead Agency Name and Address:**
    San Francisco Bay Area Rapid Transit District
    Maintenance & Engineering Department
    300 Lakeside Drive
    Oakland, CA 94607

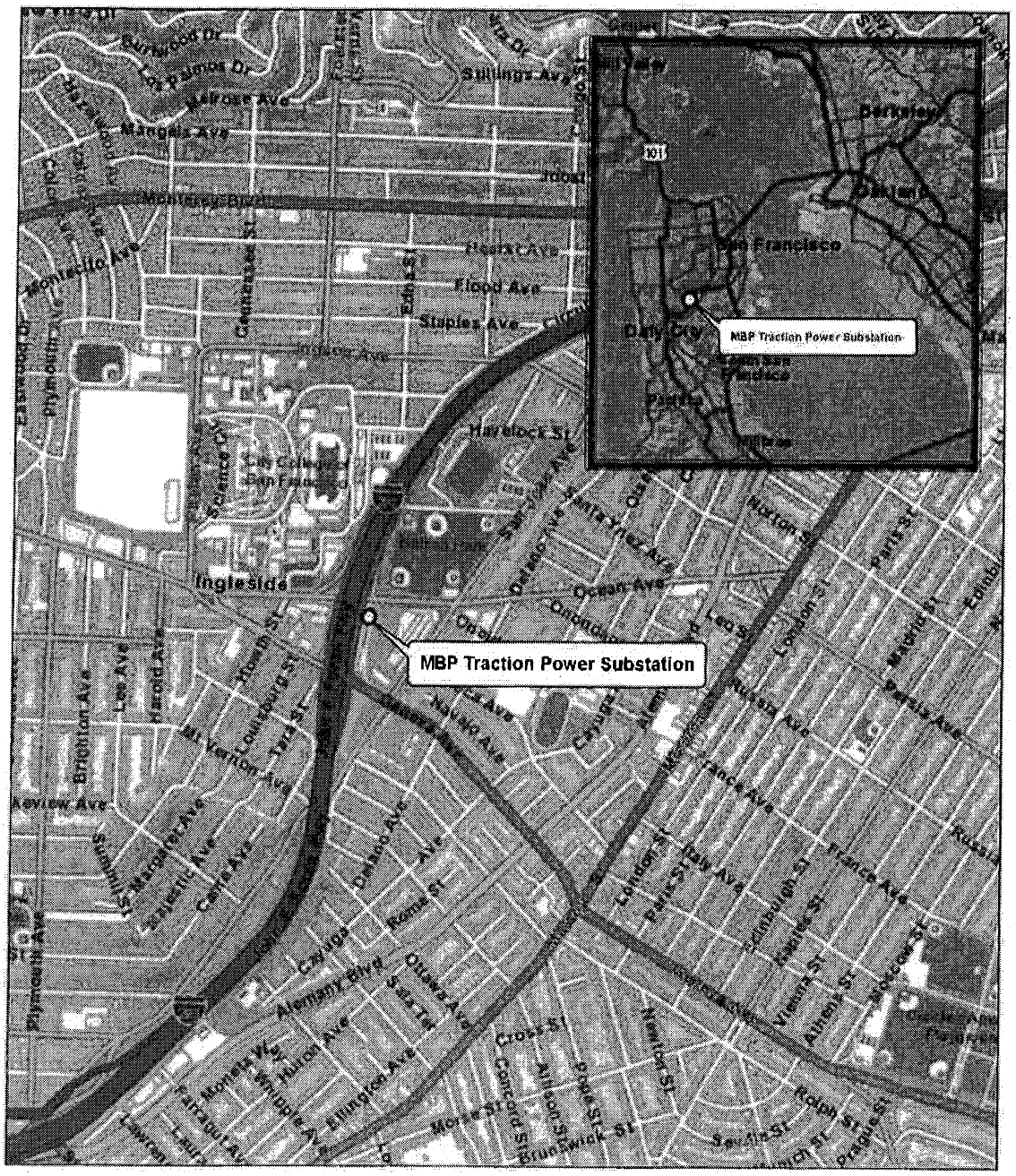
21. **Contact Person and Phone Number:**
    Steve Sims
    Traction Power Project Manager
    (510) 464-6417

PROJECT LOCATION

The project site is located at the south end of the Balboa Park BART Station in the City and County of San Francisco (APNs 6973034 and 6973038). The project site and the facilities it contains are owned, operated and maintained by BART. Please see Figure 1. **Regional Location** for the project location in a regional context.

EXISTING CONDITIONS ON THE PROJECT SITE

The existing traction power substation equipment is situated below-grade at the sub-plaza level of the Balboa Park BART Station. This substation is designated as MBP. The MBP traction power substation is an open-air facility without a concrete roof. The existing Alternate Current (AC) and Direct Current (DC) equipment is installed inside weatherproof enclosures and the DC feeders and connections to the track are below the substation floor slab. The existing 34.5-kV cable system is currently routed at the track level with an existing 34.5-kV feed to the substation level.



MBP - Balboa Park BART Station
Regional Location

Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to MBP would require rehabilitation of the existing facility within the existing footprint of the BART-owned project site. The equipment would be removed from the open roof of the structure by a crane that would pick up the existing equipment and deliver the new equipment for permanent installation. The proposed design consists of pre-engineered AC and DC buildings and a double-ended substation at the site. While the existing MBP substation is being decommissioned and removed, a temporary portable traction power substation would be required at the site to maintain voltage levels and maintain normal system operation.

Temporary disruptions to vehicular traffic, pedestrian circulation, and bicycle parking may occur at Balboa Park BART Station during construction. Specifications for maintenance of traffic during construction are being developed by the City and County of San Francisco in coordination with the San Francisco Municipal Transportation Authority (SFMTA) to minimize potential disruptions. Based on the current level of design, the proposed staging area is anticipated to be approximately 1,130 square feet in size and would be located on the southbound traffic lane of the Balboa Park Station passenger drop-off area at Geneva Avenue. The portable traction power substation would be secured on the sidewalk in front of the existing stairwell to the Balboa Park BART Station entrance at Geneva Avenue, adjacent to the proposed staging area for at least eight (8) months. The location of the portable substation would require relocation of existing bicycle parking and pedestrian re-routing.

A transit-oriented development (TOD) project has been proposed by the San Francisco Mayor's Office on Housing at the street/ground level of Balboa Park Station. The TOD project proposes to construct a 100-unit affordable housing development aimed at very low, low, and moderate-income families. Other project features include retail and community spaces and a new passenger drop-off area that would close off vehicular access from Geneva Avenue and provide access through San Jose Avenue and Niagara Avenue. The TOD project will likely be built prior to the start of MBP improvements. BART has been working in close coordination with the TOD project team to ensure the TOD layout would accommodate a portable substation at MBP and potentially consider BART maintenance access, security of the portable trailers, maintaining circulation for the fire department, and overall access to the development.

Therefore, with implemented traffic control measures and coordination with the TOD project team, construction of the proposed project is not anticipated to result in transportation/traffic impacts.

Figure 1. displays the approximate extent of construction based on the current level of design.

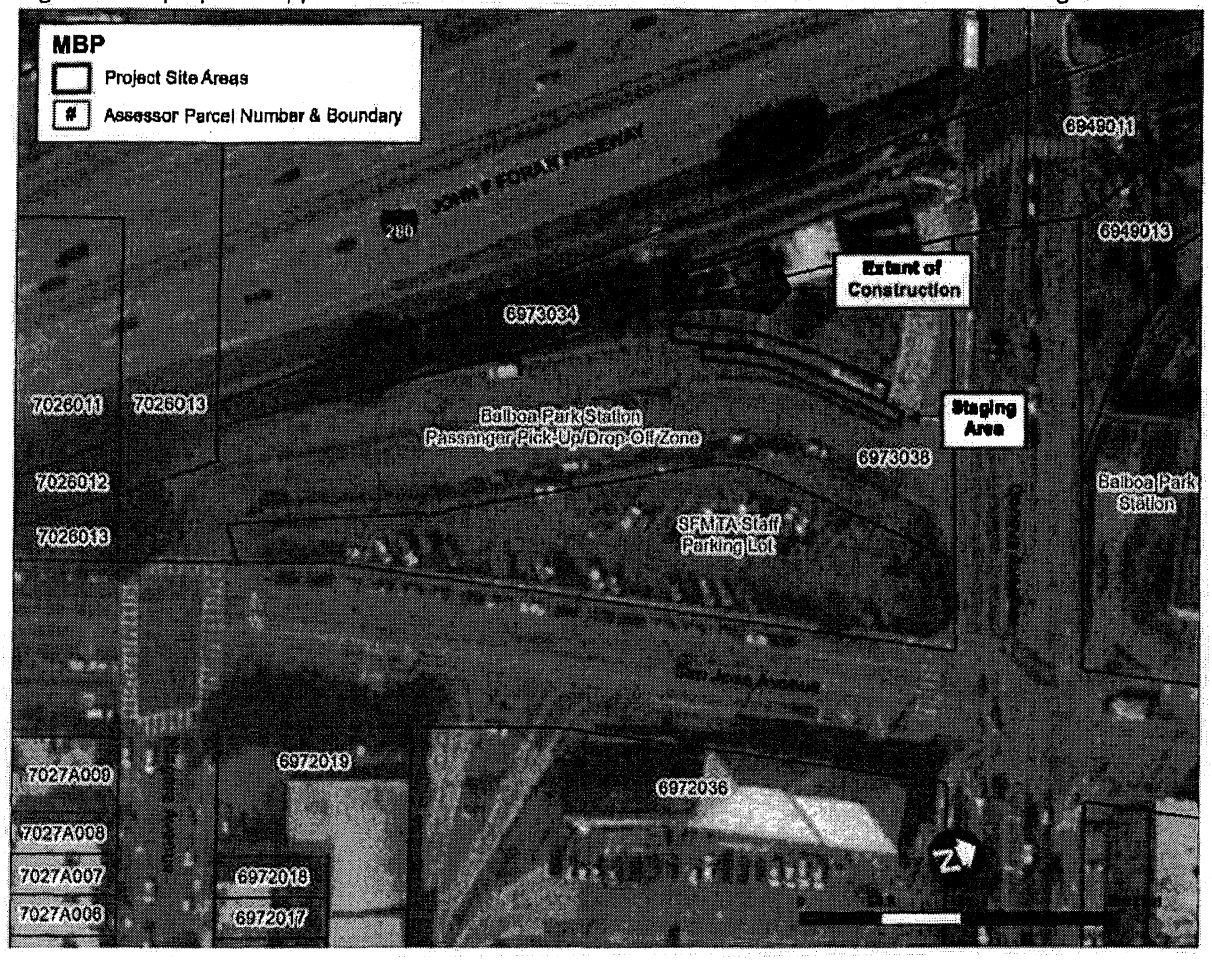


Figure 1. Extent of Construction

SPECIAL DISTRICT PARAMETERS

BART was formed as a county-based special district in 1957 by the California State Legislature. The special district formation was made in response to identifying the transit needs in the San Francisco Bay Area Region. Special districts are defined as local government agencies that provide public infrastructure and other essential services, including transportation, water, and recreation and parks. Special districts operate within a defined boundary that can include areas as small as neighborhoods to areas as large as multi-county regions, depending on the demand of services being provided.

California Government Code Section 53090 states that local agencies that provide governmental or proprietary function within limited boundaries, such as rapid transit districts like BART, are exempt from complying with local land use plans, policies, zoning ordinances and building ordinances (including building permits).

Although BART's transportation facilities may be exempt from some local regulations, the District would comply with the overall intent of the local regulations to the extent feasible and would work closely with the local jurisdictions to ensure that they are included in the overall project development process.

CATEGORICAL EXEMPTION APPLICABILITY

Article 19 of CEQA (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant impact on the environment and are therefore exempt from environmental review under CEQA. Due to the nature of the proposed project, the proposed replacement of the traction power substation equipment qualifies for an exemption pursuant to CEQA Guidelines Article 19 Section 15302 and would not have a significant impact on the environment.

CEQA Guidelines Article 19 Section 15302 states the following projects are exempt:

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

a. Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
b. Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
c. Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
d. Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code. (Amended by Stats. 2013, Ch. 76, Sec. 175. (AB 383) effective January 1, 2014.) (Amended by Stats. 2004, Ch. 689, Sec. 1. Effective January 1, 2005.)

The project site is located below-grade in an open-air TPSS facility at the sub-plaza level on the south end of Balboa Park BART Station (APNs 6973034 and 6973038). No property acquisitions are anticipated to advance the project and the replacement of the traction power substation equipment would occur within the existing project site footprint. The new and replacement equipment would have the same purpose as the existing traction power substation and would be capable of supporting increased train lengths and more frequent peak period services. Temporary disruptions to vehicular traffic, pedestrian circulation, and bicycle parking may occur during construction; however, implemented traffic control measures would help mitigate any transportation/traffic impacts.