Print Form

2019048346

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 TRANSIT

Project Location - Specific:

200 Ygnacio Valley Road, Walnut Creek, CA 94596

Project Location - City: Walnut Creek Project Location - County: Contra Costa

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 traction power substations and switching stations, referred herein as "CWC". The CWC traction power substation and switching station are located on the north end of the Walnut Creek BART Station beneath the aerial structure of the C-Line. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation and switching station which currently supplies power for BART operation s on the C Line.

Name of Public Agency Approving Project: SAN FRANCISCO BAY AREA RAPIT 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 traction power substation and switching 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 existing site and the project site are both located in APN 174180005 . No property acquisitions are anticipated to develop the project, and potential discretionary approvals would not likely be required from a local, county, or state jurisdiction.

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: _____ 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

2019048346

NOTICE OF EXEMPTION

To: Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

FROM: San Francisco Bay Area Rapid Transit District
Maintenance & Engineering Department
300 Lakeside Drive
Oakland, CA 94607

FILED
MAR 20 2019
J.E. CANCIAMILLA COUNTY CLERK
CONTRA COSTA COUNTY
BY DEPUTY

Project Title: Measure RR Program Traction Power System Improvements Project

Project Location (Specific): 200 Ygnacio Valley Road, Walnut Creek, CA 94596

Project Location (City): Walnut Creek **Project Location (County):** Contra Costa

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 and switching stations, referred herein as "CWC". The CWC traction power substation and switching station are located on the north end of the Walnut Creek BART Station beneath the aerial structure of the C Line. The proposed project would require facility upgrades, procurement and installation of replacement equipment for the existing traction power substation and switching station which currently supplies power for BART operations on the C Line. 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 and switching 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 existing site and the project site are both located in APN 174180005. No property acquisitions are anticipated to develop the project, and potential discretionary approvals would not likely be required from a local, county, or state jurisdiction. Please see Attachment A for additional information.

The proposed project would result in the replacement of outdated traction power substation and switching station equipment. Proposed improvements to CWC would require rehabilitation of the existing facility adjacent to the existing footprint. The new and replacement equipment would have the same purpose as the existing traction power substation and switching station and would be capable of supporting increased train lengths and more frequent peak period services. During construction, temporary disruptions to traffic and pedestrian circulation and parking may occur. Therefore, BART will coordinate with the transit-oriented developer (TOD) and the City of Walnut Creek to mitigate potential disruptions to traffic and circulation during construction.

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

Governor's Office of Planning & Research

If filed by applicant:

APR 16 2019

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

STATE CLEARINGHOUSE

Signature: _____ **Date:** 3/4/19 **Title:** Project Manager

☒ Signed by Lead Agency
☐ Signed by Applicant

Date received for filing at OPR:

2019048346

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
MEASURE RR PROGRAM: TRACTION POWER SYSTEM IMPROVEMENTS
CWC – WALNUT CREEK SUBSTATION AND SWITCHING STATION
CEQA STATUTORY EXEMPTION

ATTACHMENT A

JANUARY 2019

PROJECT DESCRIPTION

PROJECT SUMMARY

1. **Project Title:**
   Bay Area Rapid Transit (BART) Measure RR Program Traction Power System Improvements Project
   CWC-Walnut Creek Substation and Switching Station

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

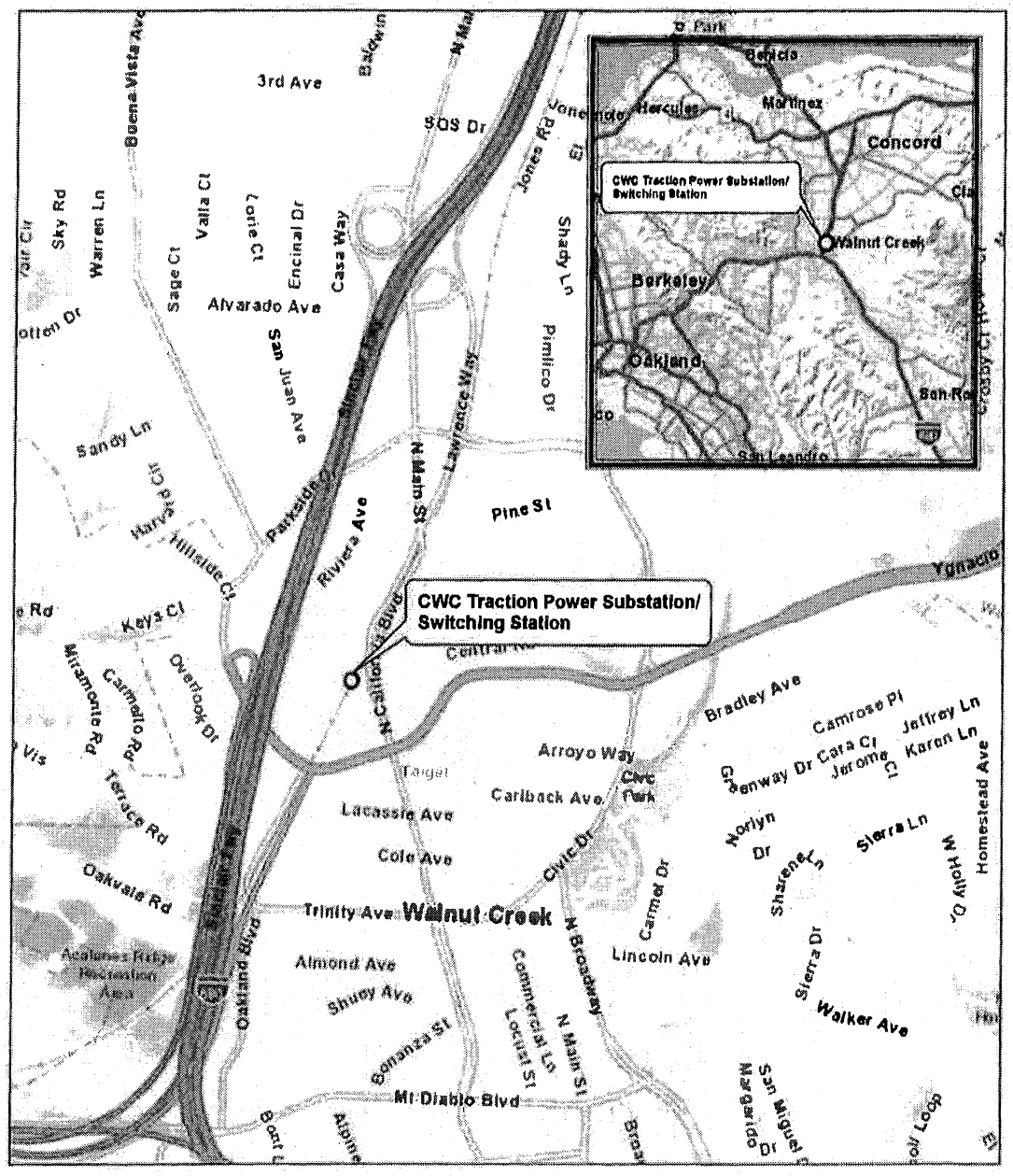
3. **Contact Person and Phone Number:**
   Steve Sims
   Traction Power Project Manager
   (510) 464-6417

PROJECT LOCATION

The project site is located at the Walnut Creek BART Station in the City of Walnut Creek in Contra Costa County. The project site and the facilities it contains are owned, operated and maintained by BART. Please see Figure 1. Regional Location.

EXISTING CONDITIONS ON THE PROJECT SITE

The existing at-grade traction power substation and switching station are located on the north end of the Walnut Creek BART Station beneath the aerial structure of the C-Line. The existing at-grade traction power substation equipment and switching station are designated as CWC.



CWC - Traction Power Substation / Switching Station
Regional Location

Figure 1. Regional Location

PROPOSED PROJECT AND CONSTRUCTION ELEMENTS

Proposed improvements to CWC would require rehabilitating and replacing the existing at-grade traction power substation and switching station equipment adjacent to the existing footprint. Improvements to CWC would require replacing the existing facilities and constructing new substation facilities adjacent to the existing substation facilities on property owned by BART. The new facilities would include a new switch station, a new alternating current (AC) switchgear house, a new direct current (DC) switchgear house, and other smaller facilities. The new switch station and the AC switchgear house would be located between two double-column bents (B-182 and B-183 and B-183 and B-184) supporting the aerial BART station structure. The new DC switchgear house would be located between one double-column bent (B-184) and another single-column bent (B-185) supporting the C-Line tracks above. A perimeter wall and swing gate will be installed for security and access to the new equipment. It is anticipated that the project site would be situated within BART right-of-way, improvements to the CWC traction power substation and switching station would not require new agreements of easements for other properties.

Construction elements include decommissioning and removing the existing equipment and replacing with new equipment; grading; clearing and grubbing; removing existing fence, trees and street lights; removing and installing a new foundation and an oil containment basin; installing a grounding grid; installing new drainage and utilities as necessary; field testing, integrating, and commissioning the traction power substation and gap breaker station equipment. A portable AC trailer would be installed on the project site and would be connected to the existing DC trailer between the proposed staging area and the existing site.

In October 2012, the City of Walnut Creek approved the Walnut Creek BART Transit Village project, a mixed-use transit-oriented development (TOD) project consisting of approximately 596 apartment units, 21,950 square feet of commercial floor area, 851 spaces of replacement BART parking, and 775 spaces of new residential parking at the Walnut Creek BART Station. Two mixed-use buildings (apartments, ground-floor retail, and parking) are proposed west of the project site, and two mixed-use buildings (apartments, ground-floor retail, and parking) are proposed southeast of the project site. The TOD would include design modifications that would transition the existing BART surface parking lot adjacent to the existing substation facility into a bio retention area with landscaping and pervious pavers. The TOD project would replace the existing 36 parking spaces at a 1:1 ratio and would increase the parking count by up to an additional 100 parking spaces. This would be accommodated by preserving and restriping the existing BART parking structure and constructing a new parking garage on the western section of the Walnut Creek BART Station property. It is anticipated that the TOD would be constructed prior to constructing the CWC. Therefore, parking loss at the Walnut Creek BART Station would not result from the project.

The proposed staging area would be approximately 1,200 square feet and would be located on a portion of the existing parking lot adjacent to the traction power substation within BART-owned property. The proposed staging area may require re-routing traffic and pedestrians based on encroachments to the parking lot and adjacent sidewalk within BART-owned property. The public sidewalk on North California Boulevard would not need to be utilized for staging. BART will coordinate with the TOD developer and

the City of Walnut Creek to ensure consistency with traffic control measures to minimize disruptions to traffic and circulation.

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

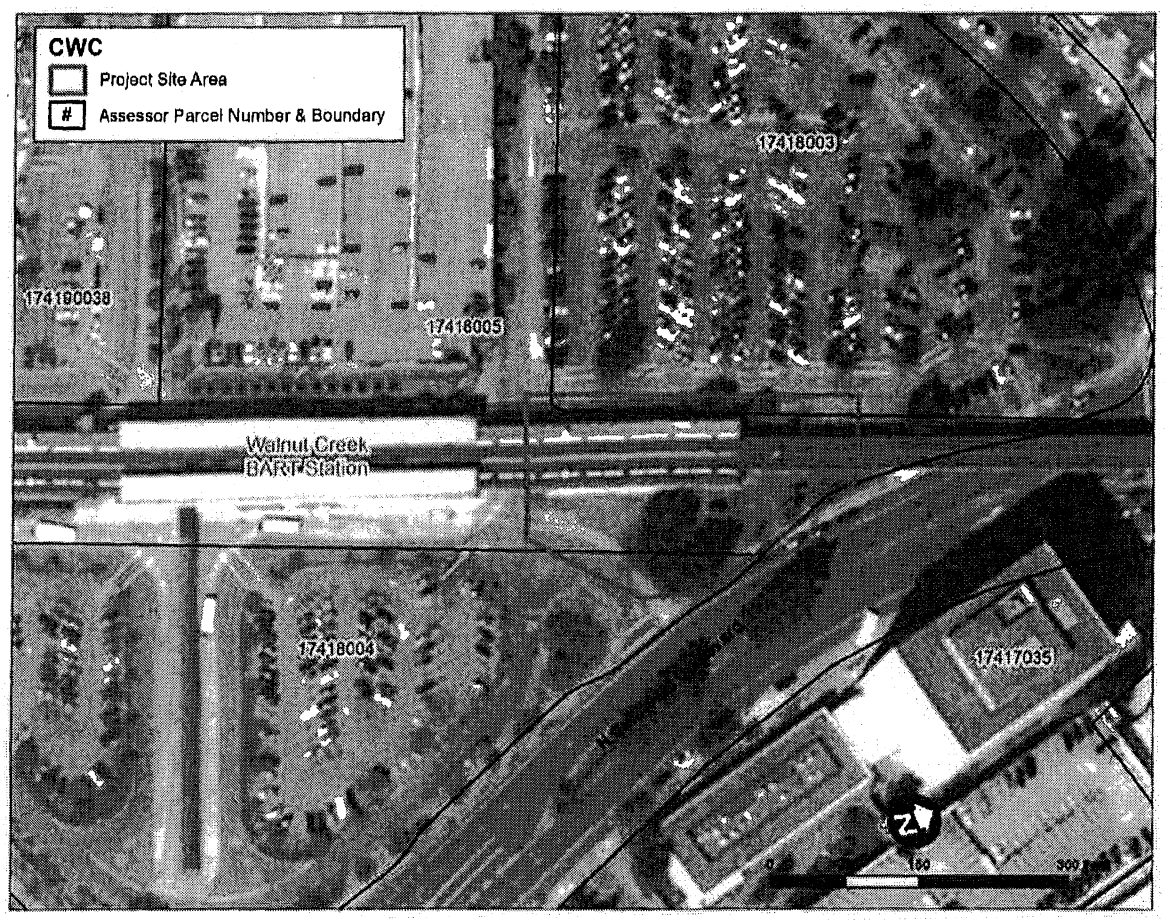


Figure 1. Extent of Construction

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 existing at-grade traction power substation equipment and switching station are located on the north end of the Walnut Creek BART Station beneath the aerial structure of the C-Line in the City of Walnut Creek. The traction power substation and switching station would be located adjacent to the existing footprint. The new and replacement equipment would have the same purpose as the existing traction power substation and switching station. During construction, temporary disruptions to traffic and pedestrian circulation may occur to accommodate removal and installation of the new equipment. Therefore, BART will coordinate with the TOD developer and the City of Walnut Creek to ensure consistency with traffic control plans to minimize potential impacts to traffic and circulation.