



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
SFMTA - Twin Peaks Tunnel Trackway Improvement Project		Various	
Case No.	Permit No.	Plans Dated	
2015-008803ENV			
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
<p>Project description for Planning Department approval.</p> <p>SFMTA proposes to rehabilitate existing tracks in the MTA Twin Peaks Tunnel located approximately between the West Portal and Castro neighborhoods. The location of the proposed work involves only the main railway tracks within the Twin Peaks Tunnel (K, L and M Lines), which are between and include the West Portal and Eureka Valley Stations (Unused and abandoned). The proposed project would include seismic retrofitting of the tunnel, Eureka Valley Station, replacement of structural elements, replacement of the existing ties, rail, and supporting ballast (the "tracks") within the Twin Peaks Tunnel between and including West Portal Station to Eureka Valley Station. Further details of the proposed work are outlined in the attached Memorandum (Attachment A).</p>			

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither Class 1 or 3 applies, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input checked="" type="checkbox"/>	Class <u>2</u> 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: Replacement or reconstruction of existing facilities involving negligible or no expansion of capacity.

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I

	Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</i>
<input type="checkbox"/>	Noise: Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)</i>
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i>
<input type="checkbox"/>	Slope = or > 20%: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i> If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report will likely be required.
If no boxes are checked above, GO TO STEP 3. <u>If one or more boxes are checked above, an <i>Environmental Evaluation Application</i> is required, unless reviewed by an Environmental Planner.</u>	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (<i>optional</i>):	

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Parcel Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input checked="" type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the <i>Residential Design Guidelines</i> .
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input checked="" type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

<input type="checkbox"/>	8. Other work consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator) _____
<input type="checkbox"/>	10. Reclassification of property status to Category C. (Requires approval by Senior Preservation Planner/Preservation Coordinator) a. Per HRER dated: _____ (attach HRER) b. Other (specify):
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.	
<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 – CEQA Impacts <input type="checkbox"/> Step 5 – Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.	
<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA.	
	Planner Name: Christopher Espiritu	Signature: Digitally signed by Christopher Espiritu <small>DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Christopher Espiritu, email=Christopher.Espiritu@sfgov.org, Date: 2015.07.31 10:16:32 -07'00'</small>
	Project Approval Action: Other (Staff Approval) If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	Christopher Espiritu
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.		



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Malcolm Heinicke, *Director*

Joel Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

Cheryl Brinkman, *Vice-Chairman*

Jerry Lee, *Director*

Cristina Rubke, *Director*

MEMORANDUM

Date: July 9, 2015

To: Jeanie Poling, San Francisco Planning Department

From: David Greenaway, San Francisco Municipal Transportation Agency

Through: Erik Jaszewski, San Francisco Municipal Transportation Agency

Subject: **Twin Peaks Tunnel Project**

PROJECT DESCRIPTION

This memo describes the work to be performed to rehabilitate the tracks in the SFMTA Twin Peaks Tunnel.

The work to be done under this project is located within the City and County of San Francisco. The location is mainly along the K, L and M Lines railway tracks in the Twin Peaks Tunnel, which are between and include the West Portal and Eureka Valley Stations.

The work generally consists of the following activities:

- A. Replacing the existing ties, rail, and supporting ballast (the “tracks”) within the Twin Peaks Tunnel between and including West Portal Station to Eureka Valley Station.
- B. Replacing concrete embedded tie and ballast track at West Portal and Forest Hill Stations with direct fixation concrete embedded track.
- C. Installing four new track crossovers, two between West Portal and Forest Hill Stations and two just east of Forest Hill Station.
- D. Replacing two track turnouts at the Eureka Valley Station.
- E. Structurally retrofitting of the old (unused) Eureka Valley Station. This includes adding concrete to existing footings, adding new concrete footings, installing new steel columns, installing new steel beams to the station roof, adding new steel plate or diagonal steel braces to existing beam/column connections, and adding fireproofing to the existing roof/beams/walls.
- F. Replacing approximately 140 feet of brick tunnel crown between West Portal and Forest Hill Station with steel reinforced concrete.
- G. Repairing existing concrete spalls and cracks in the tunnel walls and ceiling.

- H. Replacing a fire alarm system and a fire detection and suppression system at West Portal Station.
- I. Cleaning and television inspection of existing portal and tunnel drainage line and manholes.
- J. Replacing any existing tunnel broken or damaged drainage line that is between two tracks.
- K. Slip lining existing and repaired tunnel drainage lines.
- L. Installing 4 new wayside rail lubrication systems.
- M. Cleaning out the existing tunnel wall weep holes.
- N. Repairing four existing isolation gate valves for the firefighting water line(s), as needed.
- O. Replacing under-train car fire deluge system branch lines at Forest Hill Station. Provide fire watch for the duration the undercar deluge system is not operational.
- P. Replacing 4 existing isolation gate valves for the firefighting water line(s).
- Q. Installing a Local Train Signal Control Panel and associated conduit and wiring at the outbound Operator kiosk at West Portal Station.
- R. Adding new lighting in the vicinity of the new crossovers and turnouts at Eureka Valley Station.
- S. Replacing existing and installing new overhead catenary system (OCS), including trolley wires, section insulators and various components at the new crossovers between West Portal and Forest Hill Stations and east of Forest Hill Station.

The work of this project will be performed on 21 weekends, between 10:00pm Friday and 9:00pm Sunday. The weekends will not be consecutive but will be broken up by special events such as Fleet Week, Pride Parade, Outside Lands, Bay to Breakers, etc. The work will be entirely completed within 13 months. No work will be performed during the San Francisco Holiday moratorium which runs from Thanksgiving to New Year's Day

All Muni service for the K, L & M Lines will be shut down from Castro Station to the outer limits of the service during the weekends that work is being performed. During these weekend shutdowns diesel bus substitution will occur for the Muni K, L & M Lines.

The work in this project is near a commercial business district and adjoining residential communities with public and private schools. Work performed under this contract shall be prosecuted in a manner that creates minimal impact or disturbance to the residents, commercial businesses, and schools adjacent to the work area, unless special permits are obtained. The SFMTA has performed public outreach meetings to inform the community in the West Portal, Forest Hill, and Castro neighborhoods. Further meetings will be held prior to beginning construction.