



Notice of Exemption

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

From: (Lead Agency)
San Francisco Bay Area Rapid Transit District
2150 Webster Street, Oakland, CA 94612
(510) 464-6000

County Clerk, Counties of:

- Alameda
- Contra Costa
- San Francisco
- San Mateo
- Santa Clara

Project Title: Daly City Mobility Hub Project

Project Applicant: San Francisco Bay Area Rapid Transit District (BART)

Project Location - Specific: Daly City BART Station, 500 John Daly Boulevard, Daly City

Project Location – County: San Mateo

Project Location – Cities: Daly City

Description of Nature, Purpose and Beneficiaries of Project:

The Daly City BART Station is an important regional transit center for San Mateo County and has been identified in the Metropolitan Transportation Commission’s Mobility Hub typology as a *Regional Downtown Hub*. BART is proposing several key station improvements to increase accessibility, convenience, and integration between BART and other transportation modes. Primary features of the project include bicycle access improvements, station lighting, wayfinding, and additional bus transfer shelters. The project modifications are designed to provide safer, more efficient, and more convenient access to BART for all users.

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

Name of Person or Agency Carrying Out Project: San Francisco Bay Area Rapid Transit District

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: 15301 and 15301(c), Class 1, Existing Facilities, and 15303, Class 3, New Construction or Conversion of Small Structures
- Statutory Exemptions: _____

Reasons why project is exempt:

None of the exceptions listed in CEQA Guidelines Section 15300.2, which would prohibit the use of a categorical exemption, apply to the project. The program is a replacement and upgrade of existing

transit facilities. The program modifications would occur primarily within BART right-of-way. No expansion of current space or current use is proposed. No disruption of existing transit service would take place.

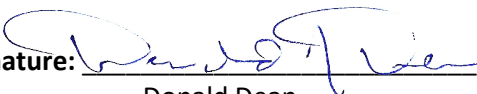
Lead Agency

Contact Person: Donald Dean

Phone/Email: 510-287-4844 / ddean@bart.gov

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:** 3/31/2026 **Title:** Mgr. of Environmental Review
Donald Dean

Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110. Public Resources Code.
Reference: Sections 21108, 21152, and 2112.1, Public Resources Code.

Date Received for filing at OPR: _____



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, Oakland, CA 94612

NOTICE OF CEQA EXEMPTION

Project Name: Daly City Mobility Hub Project
Project Address: 500 John Daly Boulevard, Daly City 94014
County: San Mateo
BART Project No.: NA
BART Contract No.: NA
Project Sponsor: BART
Project Contact: Issac Lim, Senior Manager of Engineering Programs
(510) 464-6150, ILim@bart.gov
Date of CE Determination: March 31, 2026

This CE will be filed internally

This CE will be filed with
the State Clearinghouse

This CE will be filed with the County Clerk:

- Alameda
 - Contra Costa
 - San Francisco
 - San Mateo
 - Santa Clara
-

PROPOSED PROJECT

Project Location

The San Francisco Bay Area Rapid Transit District (BART) is proposing the Daly City Mobility Hub Project (Project) for the Daly City BART Station and the surrounding streets. The station’s street address is 500 John Daly Boulevard, Daly City.

Project Background

The Daly City BART Station is an important transit center for San Mateo County and the entire Bay Area. It has been identified in the Metropolitan Transportations Commission’s Mobility Hub typology as a *Regional Downtown Hub*, connecting commuters to various regional destinations and local transit services. These services include rail (four BART lines—Blue, Yellow, Red, and Green Lines), intercity bus (Flixbus), local bus (SF Muni and SamTrans), shuttles (Commuter.org, Seton Medical Center, Skyline College), bike share (Bay Wheels), as well as auto parking, bike parking, carshare, ride-apps, and taxi services. Also, it is a short walk to the local business district and cinema. BART not only manages the train service at this site but also coordinates all

aspects of the mobility hub operations, including property infrastructure, wayfinding, coordination with all non-BART operators, loading zones and waiting areas, parking and car-share, signage, lighting, and customer information.

Project Description

As part of ongoing efforts to enhance its role as a multimodal mobility hub, BART is proposing several key improvements to increase accessibility, convenience, and integration with other transportation modes. The following are the primary features of the proposed project.

Bicycle Improvements. Bike racks, on-demand BikeLink lockers, and Bay Wheels bike sharing docks are currently provided at the Daly City station. The following improvements would support increased active transportation:

- Replace older bike racks with 15 of BART's current standard racks.
- Adding two of the latest, extra-large electronic BikeLink bicycle lockers, powered for electric bicycle charging.
- Install e-bike lockers in BART's Junipero Serra parking lot.
- Add bicycle stairway channels to the pedestrian tunnel under John Daly Boulevard, so customers can push instead of lifting their bikes up and down the stairs.
- Electrify the existing Bay Wheels bike share station to charge Bay Wheels e-bikes on-site.
- Construct a new bikeway in BART's Junipero Serra Boulevard parking lot that would lead to the tunnel under John Daly Boulevard to create a safer and more direct route for cyclists coming to BART on Junipero Serra from the south.
- Stripe advisory bike lanes on St. Charles Avenue.
- Mark a bike route on the Niantic Avenue busway.
- Create wayfinding for e-bike lockers from De Long Street via Niantic Avenue.

Station Lighting. Improved LED lighting would replace old fluorescent tubes and metal halide bulbs in all key areas, including platforms, entrances, bus transfer areas, and bicycle facilities. This will not only improve visibility and security for all users but also create a more welcoming and comfortable environment for commuters traveling at different times of the day.

Wayfinding. To improve transit information, navigation throughout the station area, accessibility, and the overall customer experience, the Project would implement the following wayfinding improvements:

- Upgrade station signage to be consistent with the forthcoming *Regional Mapping & Wayfinding Project* standards - including interior and exterior station access signage, pedestrian, and vehicular wayfinding. The Project includes new sign types such as bus bay numbers to support transfers between services, and greater use of pictograms and translations for users with cognitive disabilities and limited English proficiency.
- Install tactile signage at bus bays for blind/low vision users.
- Provide digital displays with real-time information about BART schedules, bus arrivals, and important updates.

Bus Transfer Shelters. Additional bus transfer shelters (likely three) would be constructed at passenger stops within Daly City BART station property. Specific locations for shelters will be confirmed with bus operators. The shelters would be designed to be comfortable, accessible, and weather-resistant, offering a safer and more pleasant transfer experience.

Permits

Work conducted outside of BART's right-of-way would require encroachment permits from the City of Daly City.

References

- San Francisco Bay Area Rapid Transit District, *BART Bicycle Preferred Path of Travel Capital Plan, Station Profiles and Recommendations*: Daly City, August 5, 2024.
- San Francisco Bay Area Rapid Transit District, *Annotated Transit Stops Map*, Daly City Mobility Hub Project Proposal, January 31, 2024.

Attachments

Figure 1: Daly City BART Station Transit Stops Map-Annotated

ENVIRONMENTAL EVALUATION

Project modifications at the Daly City BART station would affect the station platforms, the station concourse, access points, parking lots, and adjacent streets.

Bicycle Improvements. The Project would implement improvements intended to provide more efficient and safer station access for bicyclists, including striped bike lanes, a new bike path in the parking lot adjacent to Junipero Serra Boulevard, additional and improved bike lockers, and bike channels at stairways. Some of these improvements would take place at the BART Station concourse and adjacent BART-owned parking lots, but some would involve marking and striping of local city streets. Any modifications to local streets would require the cooperation of the City of Daly City. In either case, most of the bicycle-related improvements would require little or relatively minor construction, and all would take place on previously developed property. Most of these improvements also were envisioned in the *BART Bicycle Preferred Path of Travel Capital Plan (PPoT)*, which guides BART's goal of safer and more inviting travel routes to stations. The PPoT and its projects were evaluated under the California Environmental Quality Act (CEQA) and determined to be exempt in 2024.¹

Lighting. Replacement of older lighting (fluorescent tubes and metal halide bulbs) with modern LED lighting would improve visibility and safety in the station and surrounding areas. Modern LEDs also have the advantage of being more energy efficient and sustainable. The original lighting fixtures would be retained wherever possible, so there would be no obvious visual

¹ San Francisco Bay Area Rapid Transit District, Notice of CEQA Exemption, BART Preferred Path of Travel Program, October 10, 2024.

changes to the stations. Due to the minor nature of the lamp replacement, and because the replacements would occur within the developed area of a BART station, no environmental impacts are anticipated. Visual impacts related to the new lighting may be noticeable but would not detract from the overall station experience. Systemwide replacement of lighting was environmentally evaluated and determined to be categorically exempt from CEQA in 2024.²

Wayfinding. New wayfinding signage would be placed within the station structure, station property, and the surrounding area. Although some new signs may be added to improve identification, wayfinding, or information for patrons, most of the wayfinding improvements involve the replacement of existing signs. The new standardized signs would replace old, faded, non-standardized signs displaying out-of-date information. Few, if any, of the existing signs to be replaced are original to the BART system. Most are earlier replacements to old, faded, or damaged signs, which themselves may not have been original. The new signs will not be substantially different in size or station placement from existing signs. Therefore, any visual changes related to the sign program would be minimal at best. Patrons would benefit from enhanced wayfinding, but most observers would not notice any substantial difference to the station environment. Systemwide wayfinding and signage upgrades were reviewed in 2024³ and 2025⁴ and determined to be exempt from CEQA.

Bus Shelters. Bus shelters (likely three) would be added on BART property adjacent to the station. The exact locations have yet to be determined and would be made in coordination with transit providers. The shelters themselves could vary in size, but would typically be 4 feet wide, 12 feet long, and 8 feet tall; similar to other recently installed shelters. Therefore, they would not be out of character with the existing structures and surroundings.

Historical Resources. Elements of the original BART system are more than 50 years old, and therefore are eligible to be considered for their historical significance under CEQA. The BART system has historical significance related to its history as one of the first large-scale postwar transit systems in the United States, and to its role inducing new development in urban and suburban settings throughout the San Francisco Bay Area. It is also an outstanding example of post-World War II Modernist architectural design and innovative transit engineering principles. Based on the role BART has played in the Bay Area, the original 33-station “core” BART system, including the Daly City Station, is eligible to be considered a historic district.

Although the station designs are varied and many have undergone some degree of modernization and change since their completion, the BART system clearly conveys its era of design and modernist aesthetic. BART stations contain a number of potentially historic elements and character-defining features. Character-defining features relevant to the Project

² San Francisco Bay Area Rapid Transit District, Notice of CEQA Exemption, Sustainable Station Lighting Replacement, August 6, 2024.

³ San Francisco Bay Area Rapid Transit District, Notice of CEQA Exemption, Station Access Signage and Wayfinding Upgrade Program, January 9, 2024.

⁴ San Francisco Bay Area Rapid Transit District, Notice of CEQA Exemption, BART Wayfinding Improvements, December 3, 2025.

include the overall site layout (how the primary station facility relates to pedestrian and multimodal circulation), physical accessibility of the station from the surrounding community, interior layout of the concourse level (containing paid and free areas), location of fare collection gates, raised train platforms, and parking lots. None of the Project elements would affect the character-defining features of the system, and there would be no impact to any historical resources.

Construction. Much of the work conducted for the station concourse areas (lighting and wayfinding signage) could be done during standard daytime work hours. However, all work on BART platforms would be performed during off hours when there is no train service (Monday through Friday, 1:30 am to 4:30 am; Saturday, 1:30 am to 5:30 am; and Sunday, 1:30 am to 7:30 am). For concourse work during normal BART operating hours, contractors would create temporary barriers, such as using caution tape and cones, etc. to protect the work area but not restrict customer access. All temporary barriers in use during operating hours will meet accessibility requirements. For work on station platforms during non-revenue hours, contractors will ensure all work and cleanup is completed by the end of the non-revenue hours.

Construction work on project modifications outside of the BART station concourse could be performed during normal daytime working hours (7 a.m. to 7 p.m.). Therefore, no conflicts are anticipated with the neighborhood closest to the station, that is the residents east of De Long Avenue. All work would be conducted consistent with the BART Facilities Standards (BFS),⁵ which provide guidance on best practices and safeguarding the public.

Summary. The Project modifications are designed to provide safer, more efficient, and more convenient access to BART for all users. Individually and collectively, these modifications would be minor compared to the size and extent of the station infrastructure and surrounding facilities. The BART facilities themselves would not be expanded. Due to the minor nature of the modifications, and because the work would occur within the developed area of a BART station and local roadways, no impacts to the natural environment (for ex., soils, water, air quality) are anticipated. Changes to the human environment (noise, energy, transportation, etc.) would also be negligible. No historic resources would be affected.

Possible Exceptions to CE

If a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. In these cases, the CEQA exemption would not apply to a project.

⁵ BART Facilities Standards provide guidance and minimum standards for BART facilities and practices and for safeguarding patrons, the public, and employees, as well as safeguarding property and on-going operations. The Standards regulate and control the design, construction, quality of materials, equipment, and installation of facilities within the jurisdiction of the BART system.

Yes	No	Would the project be precluded from a Categorical Exemption due to the following exception per Guidelines Section 15300.2?
	X	(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
	X	(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
	X	(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
	X	(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
	X	(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
	X	(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Relevant Exemptions

The project would meet the criteria of CEQA Guidelines Section 15301 and 15301(c) - Existing Facilities, a Class 1 exemption, and Section 15303 - New Construction or Conversion of Small Structures, a Class 3 exemption.

	Statutory Exemption:
	Ministerial Exemption
X	Categorical Exemptions: 15301 and 15301(c), Class 1, Existing Facilities 15303, Class 3, New Construction or Conversion of Small Structures
	Emergency Exemption
	Other Exemption

15301. Existing Facilities

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

15301(c)

Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, ... and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes;

15303. New Construction or Conversion of Small Structures

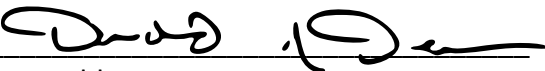
Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

Based on the foregoing evaluation, the project is determined to meet the qualifications for a Categorical Exemption for the following reasons among others:

1. None of the exceptions listed in CEQA Guidelines Section 15300.2, which would prohibit the use of a categorical exemption, apply to the project.
2. The program is a replacement and upgrade of existing transit facilities.
3. The program modifications would occur primarily within BART right-of-way.
4. No expansion of current space or current use is proposed.
5. No disruption of existing transit service would take place.

DETERMINATION

No further environmental review is required. The project is categorically exempt under CEQA. An exemption from environmental review pursuant to the provisions of CEQA has been considered and approved:


By Donald Dean
BART Manager of Environmental Review

3/31/2026
Date

Figure 1
Proposed Mobility Hub Improvements



Source: BART, January 2024