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Certificate of Determination
Exemption from Environmental Review

Case No.:	2015-005492ENV
Project Title:	SFMTA Bay Area Bicycle Share Project
Project Location:	Citywide in San Francisco, primarily within the public right-of-way
Project Sponsor:	Heath Maddox, San Francisco Municipal Transportation Agency (415) 701-4789
Staff Contact:	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

PROJECT DESCRIPTION:

Summary

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement a citywide bicycle sharing system in San Francisco as part of the regional Bay Area Bicycle Share (BABS) system described in detail below. The current regional bicycle share system in San Francisco is a pilot project managed by the Bay Area Air Quality Management District (BAAQMD). The regional BABS system will transfer to the Metropolitan Transportation Commission (MTC) for program oversight at the end of 2015. As part of a BABS pilot project initiated on August 29th, 2013, the system operator installed approximately 35 bicycle share stations with input from the SFMTA, comprising 350 bicycles within the public right-of-way, located generally in the northeast section of the City.

(*Continues on next page.*)

EXEMPT STATUS:

Categorical Exemption, Class 3 (California Environmental Quality Act (CEQA) Guidelines Section 15303).

REMARKS:

See next page.

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.

Sarah B. Jones
Environmental Review Officer

October 19, 2015
Date

cc: Heath Maddox, SFMTA
Erik Jaszewski, SFMTA
Shelley Caltagirone, Preservation Planner
Historic Preservation Distribution List
Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

The proposed project would maintain and upgrade the existing 35 pilot bicycle share stations, and expand the BABS system within San Francisco to comprise a total of approximately 450 stations and 4,500 bicycles across the City and County of San Francisco (San Francisco).

Background

Bicycle sharing is a membership-based system for short-term bicycle use. Members can check a bicycle out from a network of automated bicycle stations, ride to a destination, and return the bicycle to a different station. Typically, the station network provides twice as many docking points as there are bicycles in order to ensure a dock is available when it is time to return the bicycle.

The BAAQMD launched a pilot regional bicycle sharing system in the San Francisco Bay Area on August 29, 2013 as the first public bicycle sharing service in California and the first polycentric,[1] multi-city bicycle sharing program in the United States, comprising approximately 70 stations and 700 bicycles. As BAAQMD's local partner and the project sponsor within San Francisco, the system operator at the direction of the SFMTA installed 35 BABS stations and 350 bicycles as part of the pilot program, which was found to be Categorically Exempt from CEQA under CEQA Guidelines Section 15306, Class 6 Information Collection[2] on May 18, 2012. See Figure 1, Pilot Locations.

In partnership with an approved vendor, MTC is funding a permanent regional bicycle sharing system. This would be an expansion of the existing pilot regional bicycle share system from 70 permanent stations and 700 bicycles to approximately 710 stations and 7,100 bicycles. Of the total number of proposed stations for the regional program, approximately 450 stations and 4,500 bicycles would service San Francisco. The remaining bicycles may be distributed between San Jose, Oakland, Emeryville, Berkeley, Mountain View, Palo Alto, and Redwood City. Responsible agencies for jurisdictions besides San Francisco would separately comply with CEQA for this bicycle sharing system within their jurisdictions. This environmental review determination applies solely to the approximately 450 stations located within the boundaries of the City and County of San Francisco (San Francisco).

Proposed Project

As previously discussed, the SFMTA proposes to install approximately 450 stations and 4,500 bicycles throughout San Francisco. Of these totals, 35 stations and 350 bicycles were tested as part of a pilot project that was initiated on August 29, 2013, and these test locations were centered generally in the northeast section of San Francisco (Figure 1-Pilot Locations). The proposed project would maintain and upgrade these 35 pilot stations, and would install approximately 415 additional stations and 4,150 bicycles citywide.

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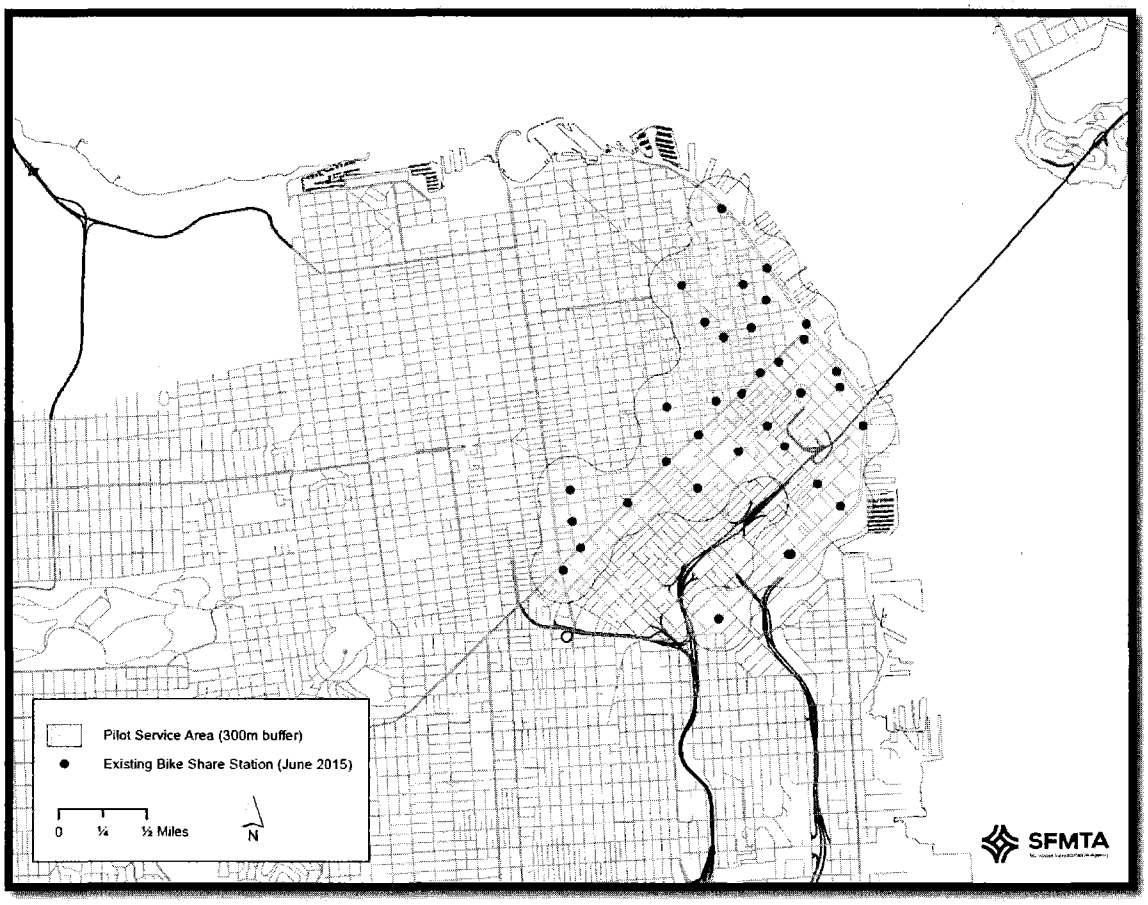
[1] Polycentric means having more than one center (as of development or control).

[2] A Class 6 Categorical Exemption was issued May 18, 2012 for the pilot under Case 2012.0573E. This Categorical Exemption is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco in the case file listed or in Case File 2015-005492ENV.

Figure 1 - Pilot Locations



Source: San Francisco Municipal Transportation Agency

The proposed individual stations are portable, modular, and would be solar and battery powered (Figure 2, Typical Station), and would thus not involve excavation or utility connections. Each station would consist of bicycle docks, a kiosk for financial transactions and dynamic customer information, a solar mast providing power, and a panel displaying static information. Purpose-built,[3] tamper-proof bicycles would be docked in the stations. The stations would employ wireless smartcards and wireless networking technologies to coordinate and track bicycle pick-up, drop-off, and subscriber information. Stations can vary in length based on bicycle capacity from about 50 feet for 19 bicycle docks to 150 feet for about 59 bicycles. The stations would not exceed approximately 7 feet in depth and 14 feet 6 inches in height due to the solar panel. Due to a change in the bicycle sharing vendor operating the local program in San Francisco, the pilot stations would require minor retrofitting to work with the new system's back end.

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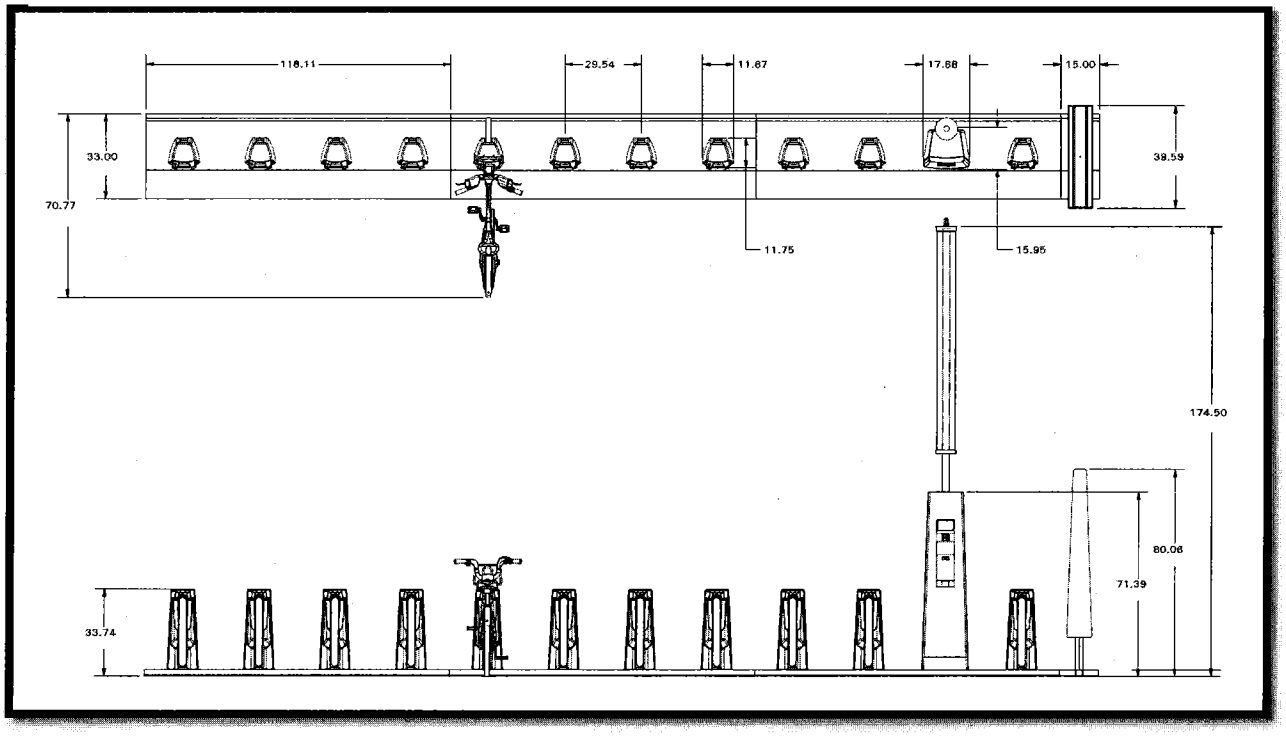
[3] Purpose-built means that the bikes are specifically designed and manufactured to be bike share bikes. These bikes are of a proprietary design and are not available on the open market.

Figure 2 - Typical Station (Plan view and Elevation)



Source: San Francisco Municipal Transportation Agency

Note: Station dimensions are shown in centimeters. Graphic provided for informational purposes only, actual station size may differ.

Locations for the additional 415 stations have not yet been identified. However, SFMTA staff has developed a set of *Bike Share Station Placement Recommendations*[4] that would guide the station siting within the public right-of-way, which would be used in conjunction with guidelines established in the *Better Streets Plan* and the *SFMTA Bicycle Parking Standards, Guidelines & Recommendations.* Placement of the majority of stations would be within the public right-of-way, pursuant to review by the San Francisco Public Works (Public Works) Bureau of Street Use and Mapping for conformance to City guidelines, as well as the Mayor's Office on Disability (MOD), as applicable. Most stations would be located in the on-street parking lane similar to the placement of bicycle corrals, and, though less common, on the sidewalk; however, stations could also be placed on other public or private properties, as appropriate.

If a station is placed within the parking lane, it could displace up to four (4) vehicle parking spaces. Placement of on-street stations would take into consideration existing yellow commercial freight loading zones, and would typically not displace commercial loading zones. If proposed stations would displace a commercial loading zone, SFMTA's *Bike Share Station Placement Recommendations* require relocation of the

[4] San Francisco Municipal Transportation Agency (SFMTA). 2015. On-Street Bike Share Placement Recommendations; Sidewalk Bike Share Station Placement Recommendations. These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of case 2015-005492ENV.

commercial loading zone to an alternate location within a reasonable distance of the original location, as necessary.

Stations placed on sidewalks would allow for adequate clear space to meet the City's urban design and accessibility requirements. For private properties, the station siting would conform to any legal requirement based on the location. The stations would be placed in the open where they would be seen and easily accessed by members of the public, and would be required to comply with local, State and Federal requirements. In addition to the peer-review of bicycle share station locations on the sidewalk by Public Works and MOD, proposed station locations within or adjacent to properties identified in Articles 10 and 11 of the *San Francisco Planning Code*[5] would require notification to the Planning Department Preservation Coordinator and the San Francisco Historic Preservation Commission (HPC). All stations would adhere to minimum horizontal clearance guidelines, as shown in Table 1 below, to ensure that the station placement would not impede travel on public streets, block access to utilities, or otherwise limit the use of public rights-of-way.

In addition to the *Bike Share Station Placement Recommendations*[6] to guide the station siting within the public right-of-way, the service area for bicycle sharing within the City was informed by a site suitability analysis. The bicycle sharing site suitability analysis considers factors such as proximity to transit stops, employment density, retail job density, proximity to bicycle infrastructure, bicycle commuters per square mile, pedestrian commuters per square mile, slope, population density, zoning, proximity of tourist sites, and per capita income when considering where to place bicycle sharing stations. In terms of station spacing, the pilot system resulted in about 14 stations per square mile. The current goal for the bicycle

Table 1 – Minimum Horizontal Clearance Guidelines

Minimum Horizontal Clearance	Object
2 feet	In-ground utilities, utility covers, man holes
3 feet	Driveway or wheelchair ramp
1.5 feet	Adjacent to curb when placed on the sidewalk
6 feet	Bus shelter
5 feet	Blue zone
5 feet	Crosswalk
8 feet	Fire escape/exit (including building entrances and transit portals)
5 feet	Low pressure fire hydrant
7.5 feet	High pressure fire hydrant

Source: San Francisco Municipal Transportation Agency

[5] Article 10 of the *San Francisco Planning Code (Planning Code)* specifies regulations for the Preservation of Historical Architectural and Aesthetic Landmarks, and Article 11 of the *Planning Code* specifies regulations for the Preservation of Buildings and Districts of Architectural, Historical, and Aesthetic Importance in the C-3 Districts.

[6] SFMTA. 2015. On-Street Bike Share Placement Recommendations; Sidewalk Bike Share Station Placement Recommendations. These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of case 2015-005492ENV.

share program expansion is to have about 20 stations per square mile in San Francisco. Ideally, a station would be every few blocks in the densest parts of the City. It is likely that no station would be further than 0.25 miles from the next nearest station.

With respect to installation, the station components would be transported on 24-foot flatbed trucks. A truck with an articulating boom or crane would also be used to place the station components on the ground. At this time it is anticipated that there would be four batches of station installations or deployment as indicated in Table 2. Proposed Deployment Schedule.

Table 2. Proposed Deployment Schedule

Proposed Launch Date	Bikes	Stations*
June 2016	1037	80
October 1 2016	622	48
April 1 2017	1245	96
November 1 2017	1245	96
Total	***4149***	***320***

* estimated

The rate of installation varies, depending upon on a number of factors, including travel time, specific site conditions, the hours that deployment is allowed, and the station size. The vendor's recent deployments of comparable scale bicycle sharing systems in other cities have installed an average of five to seven stations per day resulting in one round trip per station, so two total trips per station. There would likely be 10-14 truck trips per day depending on the number of stations deployed, and each batch of installations would be between 5 and 10 days in duration. Based on the Proposed Deployment Schedule shown in Table 2, the installation would occur over an 18-month period beginning in June 2016. The proposed installation would be reviewed by the SFMTA's Transportation Advisory Staff Committee (TASC), an interdepartmental committee which also includes representatives from the San Francisco Fire Department, San Francisco Police Department, and San Francisco Public Works, that discusses proposed legislation or proposed street changes prior to implementation.

The proposed project would involve daily bicycle redistribution activities for stations once installed. These activities involve the use of utility vans or similar vehicles on an as-needed basis to rebalance the number of bicycles at station locations throughout the system in order to maintain an operable number of bicycles at every station. These vans would utilize existing commercial loading zones for such activities. The redistribution of bicycles between stations would overlap with the a.m. and p.m. peak commute periods, approximately 7 a.m. to 11 a.m. in the morning and 4 p.m. to 8 p.m. in the evening.

Project Approvals

Approval Action: The City of San Francisco, through the San Francisco Board of Supervisors (BOS) and SFMTA, would be a local partner in the Bay Area Bicycle Share Program with the Metropolitan Transportation Commission (MTC). Pursuant to Section 31.04 of the *San Francisco Administrative Code*, the

first decision by a City department or official that would rely on this exemption that would commit the City to a definite course of action in regard to the proposed project would be the execution of a coordination agreement by the BOS with MTC, other local partners in the East and South Bay, and the bicycle share operator. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the *San Francisco Administrative Code.*

Subsequently, the SFMTA would consider issuance of *Bicycle Sharing Station Permits* for the specific bicycle sharing station locations, and the operator would be required to obtain a temporary occupancy permit from San Francisco Public Works for the actual installations. San Francisco *Transportation Code Division II, Section 909* establishes the Director of Transportation's authority to grant a revocable permit to install and maintain a bicycle sharing station.

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines Section 15300.2, subdivision (b), provides that a categorical exemption shall not be used where the cumulative impact of successive projects of the same type in the same place, over time, is significant. As discussed below under Cumulative Impacts, there is no possibility of a significant cumulative effect on the environment due to the proposed project.

Guidelines Section 15300.2, subdivision (c), provides that 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. As discussed below, there is no possibility of a significant effect on the environment due to unusual circumstances.

CEQA Guidelines Section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under Historic Resources, there is no possibility that the proposed project would have a significant effect on a historical resource.

CEQA Guidelines Section 15303, or Class 3, provides an exemption from environmental review for the construction and location of limited numbers of new, small 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. The proposed project would install up to 450 bicycle sharing stations throughout San Francisco, primarily within the public right-of-way and on some parcels. Therefore, the proposed project would be exempt from environmental review under Class 3.

Aesthetics

In determining whether the proposed project would be exempt from environmental review, the Planning Department analyzed the potential for aesthetic impacts.

Bicycle facilities and infrastructure are common sights within the urban environment. The bicycle sharing station equipment is also small in scale and massing relative to surrounding buildings or sites so

that there will be minimal visual impact to the character or setting of the places where these would be located. Furthermore, the height of the bicycle docking structure, which is the primary station feature, would be below typical eye-level, so the stations would not have substantial impacts to views of historic resources. The information panels and payment kiosks are similar in scale and visual character to existing parking payment kiosks and wayfinding signage currently installed throughout the City, and they would have no substantial impact to the character of streetscapes.

As stated, the 450 bicycle sharing stations would primarily be located within the public right-of-way, typically in the parking lane, and less commonly on sidewalks. In rarer circumstances, stations could be placed on other public or private property. Besides the 35 pilot stations that were included in the pilot project, the precise locations of the additional proposed 415 stations have not been identified. However, these stations would be dispersed throughout the City with a density of between 14 and 20 bicycle sharing stations per square mile. Therefore, in any particular area of the City, the number of stations installed would be limited. The program goal is to have a station every few blocks in the densest parts of the City, but no further than 0.25 miles from the next nearest station.

Therefore, for the above reasons the proposed project would not cause an adverse visual impact since the stations would not result in a substantial impact to the character of streetscapes nor would they be located in such close proximity to one another as to result in a cumulative adverse visual impact.

Historic Resources

In determining whether the proposed project would be exempt from environmental review, the Planning Department analyzed the potential for historic resource impacts.

The proposed 450 stations would primarily be located within the public right-of-way, typically in the parking lane, and less commonly on sidewalks. In rarer circumstances, stations could be placed on other public or private property. Besides the existing 35 stations that were included in the pilot project, the precise locations of the additional proposed 415 stations have not been identified. Therefore, it is possible that stations could be installed within or adjacent to properties listed on local, state, or national historic resource registers or properties eligible for listing on local, state, or national registers. Installation located within landmark properties or districts that identify the public right-of-way as a character defining feature would require either Certificates of Appropriateness or Permits to Alter pursuant to *San Francisco Planning Code (Planning Code)* Articles 10 and 11.

The proposed project could affect public rights-of-way or publicly-accessible spaces located adjacent to or within individual historic resources or historic districts listed or eligible for listing on local, state or national historic resource registries. A Historic Resource Evaluation Response (HRER) was prepared for this project.[7]

[7] Planning Department. 2015. *Historic Resource Evaluation Response for Bay Area Bicycle Share Expansion.* A copy of this document is attached.

The proposed stations are portable, modular, and would be solar and battery powered, thus not involving bolting to existing paving materials, excavation or utility connections.[8] The stations would consist of bicycle docks, a kiosk, a solar mast, and an information panel. Stations vary in size based on bicycle capacity, though they would not exceed approximately 7 feet in depth, 14'-6" in height (solar panel and mast), and up to 150 feet in length.

SFMTA has developed a set of *Bike Share Station Placement Recommendations* to guide station siting, to be used in conjunction with the *Better Streets Plan* and the SFMTA *Bicycle Parking Standards, Guidelines & Recommendations*. Placement of the majority of stations would be within the public right-of-way, typically in the parking lane, and less commonly on the sidewalk. In rarer circumstances, stations could be placed on other public or private properties.

Given the limited size and number of the stations per City neighborhood, in addition to the requirements to ensure station placement is compatible with nearby historic properties and districts, the Planning Department has determined that the project would conform to the *Secretary of the Interior's Standards and Guidelines for the Treatment of Historical Properties* as discussed in more detail below. Therefore, the proposed project will not cause a significant adverse impact to any historic resources. Based on information submitted by the project sponsor, it appears that the installation of the bike share stations will specifically conform to Standards 9 and 10:

> ***Standard 9.***
> *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*
>
> ***Standard 10.***
> *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Station equipment would not be bolted to the ground, so that no historic paving materials would be altered by the project. The equipment would also be small in scale and massing relative to historic buildings or sites so that there would be minimal visual impact to the character or setting of the places. In most cases, station equipment would be a minimum distance of 6 feet from any building wall. In the relatively few situations in which stations are located immediately adjacent to a building wall of a historic property, all equipment would be held a minimum of 8 feet from entrances. Entrances are typically character-defining features of historic buildings, but this distance would buffer any visual impact to the historic feature. Furthermore, the height of the bicycle docking structure, which is the primary station feature, would be below typical eye-level, so the stations would not have substantial impacts to views of historic resources. The information panels and payment kiosks would be similar in scale and visual character to existing parking payment kiosks and wayfinding signage currently installed throughout the

[8] Installation of a station requires that a truck physically place the station in its proposed location. Due to the weight of these stations, no other construction activities are required for installation.

City, and they would have no substantial impact to the character of streetscapes adjacent to or within historic sites and districts. Lastly, all of the bicycle share station equipment could be removed without leaving any trace of its installation so that the work would be entirely reversible. For these reasons, the proposed project would not result in a significant adverse impact to historic resources.

Pursuant to the *Bike Share Station Placement Recommendations* to guide station siting, to be used in conjunction with the *Better Streets Plan* and the SFMTA *Bicycle Parking Standards, Guidelines & Recommendations*, any installation(s) on the property of, or adjacent to properties or public rights of way in Articles 10 or 11 of the *Planning Code* would be required to send notice to the Preservation Coordinator of the San Francisco Planning Department and the Historic Preservation Commission. Such installations may require issuance of a Certificate of Appropriateness or approval of a Permit to Alter, which would be reviewed by Planning Department Preservation staff and in some cases by the Historic Preservation Commission.

In light of the above, the proposed project would not result in a significant impact to historic resources.

Transportation

In determining whether the proposed project would be exempt from environmental review, the Planning Department analyzed the potential for transportation-related project impacts.

Traffic

The proposed project would involve the use of vans in order to redistribute bicycles throughout the BABS system on a daily basis. During the pilot project's one-year evaluation period of September 2013 to August 2014, BAAQMD found that redistribution trucks generated 16,879 vehicle trips (a median of 46 vehicle trips per day) and 84,397 vehicles miles traveled (VMT) within San Francisco over the duration of the bicycle sharing pilot project. The proposed project would result in a more than ten-fold increase in the number of BABS stations and bicycles, from 35 stations and 350 bicycles in the pilot to 450 stations and 4,500 bicycles proposed as part of the project. As such, the proposed project would generate vehicle trips beyond the levels found in the pilot project. Conservatively scaling the daily trips as a result of the pilot in proportion to the increase in the number of stations, an estimated 591 daily vehicle trips would be generated by the proposed project. The redistribution trips would be split between two periods, 7 a.m. to 11 a.m. in the morning and between 4 p.m. to 8 p.m. in the evening, overlapping with daily commute periods. However, these trips would be geographically dispersed throughout San Francisco, and would not result in a substantial traffic increase citywide or in any one City area relative to the existing capacity of San Francisco's street system. The traffic increase at specific intersections would not be substantial or noticeable, nor would this increase in vehicle volumes contribute considerably to existing poor operating conditions at intersections.

Because the BABS stations would be located primarily in the curb parking lane or on the sidewalk, implementation of BABS would not substantially affect traffic operating conditions or travel lane operations. In light of the above, the proposed project would result in less-than-significant impacts related to traffic.

Transit

The proposed project would expand the BABS system implemented under the pilot project to approximately 450 stations and 4,500 bicycles, which would be located in the public right-of-way, primarily in curb parking lanes or on sidewalks. Thus, installation of BABS stations would not substantially affect transit operations citywide. The SFMTA's *Bike Share Station Placement Recommendations* identify conditions under which stations could be placed on the sidewalk within a bus zone without impeding bus stop operations, such as passengers waiting at the bus stop, boarding or alighting. The recommendations outline minimum and preferred clearances for station siting near bus shelters, which are six (6) feet and eight (8) feet, respectively. Therefore, the proposed project would not significantly impact transit operations.

Pedestrians

The proposed project would place approximately 450 stations comprising 4,500 bicycles throughout the City, some of which would be placed on the sidewalk. SFMTA's *Bike share Station Placement Recommendations* indicate that the proposed stations must maintain a minimum of six (6) feet of width for a clear path of pedestrian travel, free of obstacles, including bicycles docked at the station. The recommendations also require that BABS stations not obstruct curb ramps; not obstruct crosswalks; comply with Americans with Disabilities Act (ADA) requirements; and minimize potential pedestrian tripping hazards. The station locations would also be evaluated post-implementation and could potentially be removed or relocated to maintain desirable conditions for pedestrian circulation. Therefore, the proposed project, implemented in accordance with the aforementioned recommendations, would result in less-than-significant impacts related to pedestrians.

Bicycles

Bicyclists would benefit from the implementation of the BABS system. The stations would provide bicyclists with an additional transportation option, as well as allow for increased bicycling opportunities when connecting with other modes of transportation where storage or transport of one's personal bicycle may be a hindrance. The additional 4,150 bicycles for a total of 4,500 bicycles would be utilized for short-term trips and would be dispersed throughout the City such that existing bicycle facilities would not be overwhelmed or result in hazardous conditions for bicyclists. Thus, the proposed project would not result in significant impacts on bicyclists.

Loading

In addition to the 35 pilot stations implemented as part of the 2013 pilot, the proposed project would install approximately 415 BABS stations for a total of 450 stations and 4,500 bicycles, which would be primarily located within curbside parking lanes or on sidewalks. As previously discussed, the proposed project would necessitate daily redistribution activities, which would involve utility vans or similar vehicles picking up bicycles at certain stations and dropping them off at other stations. These vans would utilize existing commercial loading zones for such activities. The redistribution of bicycles between stations would typically overlap with the a.m. and p.m. peak commute periods, approximately 7 a.m. to 11 a.m. in the morning and 4 p.m. to 8 p.m. in the evening. Loading data was collected as part of the 2013 BABS pilot, and is summarized in Table 3, Loading Activities.

Table 3 - Loading Activities Related to the Redistribution of Bicycles between Bicycle Share Stations

Location	Average Number of Stops per Day	Average Time (min) per Stop
All SF Stations	0.93	5.80
Stations with a High Number of Redistribution Stops (6)	2.84	4.08
Stations with a Medium Number of Redistribution Stops (11)	0.87	8.51
Stations with a Low Number of Redistribution Stops (18)	0.34	8.79
Stations with High Avg Time per Stop (5)	0.54	18.40
Stations with Med Avg Time per Stop (13)	0.57	8.05
Stations with Low Avg Time per Stop (17)	1.32	4.69

Source: San Francisco Municipal Transportation Agency

As shown in Table 3 above, the vans averaged approximately one daily stop per station across the network, with stop duration averaging about six minutes. Vans stopped at some stations up to approximately four times in a day, likely indicating those stations had high bicycle turnover rates. In addition, some stations required vans to stop for up to approximately 18 minutes. About half of the pilot locations did not require a van stop every day. Additionally, for about half of the pilot locations, the van was at the location for about 5 minutes or less. These loading activities are not atypical for San Francisco and are the best available indication for loading activities that would result from the proposed project, although such activities would be more frequent given the increased number of stations citywide. It is likely that loading activities for the proposed project would be sufficiently accommodated by existing loading zones citywide. If loading activities expand to a greater degree than could be accommodated by existing loading zones, the SFMTA would install additional commercial loading zones as needed to support the bicycle redistribution necessary to maintain the program. The addition of commercial loading zones would be achieved by the conversion of on-street parking spaces into commercial loading zones.

If a station is placed within the parking lane, it could displace up to four (4) vehicle parking spaces. Placement of on-street stations would take into consideration existing yellow commercial freight loading zones, and would typically not displace commercial loading zones. If proposed stations would displace a commercial loading zone, SFMTA's *Bike Share Station Placement Recommendations* require relocation of the commercial loading zone to an alternate location within a reasonable distance of the original location, as necessary. Therefore, the proposed project would result in a less-than-significant impact on commercial loading.

Emergency Access

In addition to the 35 pilot stations implemented as part of the pilot, the proposed project would expand the BABS system by 415 stations to approximately 450 stations and 4,500 bicycles, which would be located in the public right-of-way primarily within curb parking lanes or on sidewalks. Thus, the installation of BABS stations would not affect emergency operations within travel lanes. SFMTA's *Bike*

Share Station Placement Recommendations outlines conditions for station placement in regards to emergency access. The stations would not be placed in front of fire hydrants, positioned over water valves, or installed to obstruct access to fire protection equipment. Therefore, the proposed project would not result in a significant impact on emergency access.

Transportation-related Construction

In addition to the 35 pilot stations implemented as part of the pilot, the proposed project would install approximately 415 BABS stations for a total of 450 stations and 4,500 bicycles, which would be primarily located within curb parking lanes or on sidewalks. As indicated in the project description, the installation would not require construction. Instead, station components would be transported on 24-foot flatbed trucks, and a truck with an articulating boom or crane would also be used to place the station components on the ground. It is anticipated that there would be four batches of station installations or deployment as indicated in Table 2 above. Each of the four batches would be installed over a five to ten day period and would result in 10-14 truck trips per day depending on the number of stations deployed. The truck trips would be dispersed throughout the City with about two trips per location. This work is limited in duration, and as described above would be coordinated through TASC. Therefore, the installation of the proposed project would result in less-than-significant transportation-related construction impacts.

Parking

In addition to the 35 pilot stations implemented as part of the pilot, the proposed project would install approximately 415 BABS stations for a total of 450 stations and 4,500 bicycles, which would be primarily located within curb parking lanes or on sidewalks. There would be no loss of parking for stations located on the sidewalk or on a parcel. Each station within the parking lane could displace up to four (4) vehicle parking spaces. While the number of on-street locations for such stations has not yet been determined, the loss of up to four (4) vehicle parking spaces at each potential location would result in the removal of up to 1,350 parking spaces citywide. This would be a minor reduction in the total number of on-street parking spaces relative to the overall on street parking supply Citywide.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting. The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General

Plan Polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

In light of the above, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians. Therefore, the proposed project would not result in significant impacts related to parking.

Air Quality

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. The BABS expansion project would not exceed criteria air pollutant screening levels for construction.[9]

Once operational, the proposed project would involve the use of utility vans in order to redistribute bicycles throughout the BABS system on a daily basis. The BAAQMD *CEQA Air Quality Guidelines* (May 2011) air quality screening criteria address types of land use development but do not address projects such as the BABS expansion project. Based upon information collected by the SFMTA during the pilot project, the redistribution vehicle trips may be concentrated in the northeast quadrant of the City as well as in and around Golden Gate Park. As discussed in the Transportation section above, redistribution activities for the proposed project would result in approximately 591 daily vehicle trips split between two time periods each day, 7 a.m. to 11 a.m. and 4 p.m. to 8 p.m. However, the emissions from this volume of daily vehicle trips would be dispersed throughout the City and would not be considered substantial in the context of regional air quality.

[9] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Section 3-5.

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The potential BABS station locations could be located within the City's Air Pollutant Exposure Zone. The Article 38 requirements for land use development would not apply to the proposed project. The installation of the stations would not require construction or excavation, but would require the use of a 24-ft flatbed truck and crane to place each station. This equipment would emit diesel particulate matter (DPM), a TAC. However, these emissions would be short-term and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,[10] which would further reduce nearby sensitive receptors exposure to temporary and variable TAC emissions. Therefore, TAC emissions during the deployment activities would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

In conclusion, the proposed project would not result in significant impacts related to air quality.

Cumulative Impacts

CEQA State Guidelines Section 15300.2(b) provides that a categorical exemption shall not apply if significant impacts would result over time from successive projects of the same type in the same place. In addition to the 35 pilot stations implemented as part of the pilot project, the proposed project would involve the installation of approximately 415 stations and 4,150 bicycles for a total of 450 stations and 4,500 bicycles throughout the City when the bicycle share project is fully implemented. As discussed above, the installation and operation of the BABS system (stations, associated bicycles, and redistribution activities) would not result in significant impacts related to aesthetics, historic resources, transportation, or air quality. The environmental impacts of the project would not have the potential to result in cumulative impacts since all of the proposed expansion stations would be installed at separate locations that would comply with the *Bike Share Station Placement Recommendations* in conjunction with the *Better Streets Plan* and the SFMTA *Bicycle Parking Standards, Guidelines & Recommendations*, and be distributed to result in a station density of between 14 and 20 bicycle sharing stations per square mile. For the reasons set forth above, this project would not result in a significant cumulative impact or a cumulatively

[10] California Code of Regulations, Title 13, Division 3, § 2485. This regulation applies to on-road heavy duty vehicles and not off-road equipment.

considerable contribution to a significant cumulative impact on historic resources, aesthetics, transportation, or air quality, or on other environmental topics.

Conclusion

The proposed project satisfies the criteria for exemption under the above-cited classification. In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

SAN FRANCISCO
PLANNING DEPARTMENT **MEMO**

Historic Resource Evaluation Response

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Project Address:	**Bay Area Bicycle Share Expansion (450 Locations)**
Block/Lot:	Various Blocks and Lots
Case No.:	**2015-005492ENV**
Date of Review:	September 4, 2015

PART I: HISTORIC RESOURCE EVALUATION

Building and Property Description

The Bay Area Bicycle Share Expansion Project involves installation of 450 bike share stations and 4,500 bicycles throughout the City and County of San Francisco. Of these totals, 35 stations and 350 bicycles currently exist in the northeast section of the City as part of a pilot project initiated on August 29, 2013. Placement of the majority of stations would be within the public right-of-way, typically in the parking lane, and less commonly on the sidewalk. In rarer circumstances, stations could be placed on other public or private properties.

Pre-Existing Historic Rating / Survey

Locations for the 450 bicycle share stations have not been identified; therefore, it is assumed that stations could be installed within or adjacent to properties listed on local, state, or national historic resource registers or properties eligible for listing on local, state, or national registers. Installation located within landmark properties or districts that identify the public right-of-way as a character defining feature would require either Certificates of Appropriateness or Permits to Alter pursuant to Planning Code Articles 10 and 11.

CEQA Historical Resource(s) Evaluation

Step A: Significance

Under CEQA section 21084.1, a property qualifies as a historic resource if it is "listed in, or determined to be eligible for listing in, the California Register of Historical Resources." The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources or not included in a local register of historical resources, shall not preclude a lead agency from determining whether the resource may qualify as a historical resource under CEQA.

The proposed project could affect public rights-of-way or publicly-accessible spaces located adjacent to or within individual historic resources or historic districts listed or eligible for listing on local, state or national historic resource registries.

CEQA Historic Resource Determination

☒ Historical Resource Present
- ☐ Individually-eligible Resource
- ☐ Contributor to an eligible Historic District
- ☐ Non-contributor to an eligible Historic District

☐ No Historical Resource Present

PART I: SENIOR PRESERVATION PLANNER REVIEW

Signature: _____ Date: 9-1-2015

Tina Tam, *Senior Preservation Planner*

PART II: PROJECT EVALUATION

Proposed Project ☐ **Demolition** ☒ **Alteration**

Project Description

The Bay Area Bicycle Share Expansion Project involves installation of 450 bike share stations and 4,500 bicycles throughout the City and County of San Francisco. Of these totals, 35 stations and 350 bicycles currently exist in the northeast section of the City as part of a pilot project initiated on August 29, 2013. The proposed stations are portable, modular, and would be solar and battery powered, thus not involving bolting to existing paving materials, excavation or utility connections. The stations would consist of bicycle docks, a kiosk, a solar mast, and an information panel. Stations vary in size based on bicycle capacity, though they would not exceed approximately 6'-11" in depth, 14'-6" in height (solar panel and mast), and 150' in length.

SFMTA has developed a set of Bike Share Station Placement Recommendations to guide station siting, to be used in conjunction with the Better Streets Plan and the SFMTA Bicycle Parking Standards, Guidelines & Recommendations. Placement of the majority of stations would be within the public right-of-way, typically in the parking lane, and less commonly on the sidewalk. In rarer circumstances, stations could be placed on other public or private properties.

Project Evaluation

If the property has been determined to be a historical resource in Part I, please check whether the proposed project would materially impair the resource and identify any modifications to the proposed project that may reduce or avoid impacts.

Subject Property/Historic Resource:

☒ The project will not cause a significant adverse impact to the historic resource as proposed.

☐ The project will cause a significant adverse impact to the historic resource as proposed.

California Register-eligible Historic District or Context:

☒ The project will not cause a significant adverse impact to a California Register-eligible historic district or context as proposed.

☐ The project will cause a significant adverse impact to a California Register-eligible historic district or context as proposed.

The Department finds that the project meets the Secretary of the Interior Standards and, therefore, will not cause a significant adverse impact to any historic resources. Based on information submitted by the project sponsor, it appears that the installation of the bike share stations will specifically conform to Standards 9 and 10:

> *Standard 9.*
> *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be*

differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard 10.
New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Station equipment will not be bolted to the ground, so that no historic paving materials would be altered by the project. The equipment is also small in scale and massing relative to historic buildings or sites so that there will be minimal visual impact to the character or setting of the places. In most cases, station equipment will be a minimum distance of 6' from any building wall. In the relatively few situations in which stations are located immediately adjacent to a building wall, all equipment would be held a minimum of 8' distant from entrances. Entrances are typically character-defining features of historic building, but this distance would buffer any visual impact to the historic feature. Furthermore, the height of the bicycle docking structure, which is the primary station feature, would be below typical eye-level, so the stations would not have substantial impacts to views of historic resources. The information panels and payment kiosks are similar in scale and visual character to existing parking payment kiosks and wayfinding signage currently installed throughout the City, and they would have no substantial impact to the character of streetscapes adjacent to or within historic sites and districts. Lastly, all of the bicycle share station equipment can be removed without leaving any trace of its installation so that the work is entirely reversible. For these reasons, the proposed project would have no significant adverse impact to historic resources.

PART II: SENIOR PRESERVATION PLANNER REVIEW

Signature: _____ Date: 9-1-2015

Tina Tam, *Senior Preservation Planner*

cc: Virnaliza Byrd, Environmental Division/ Historic Resource Impact Review File


One Size Fits