

Additional Conditions of Approval

IMPROVEMENT MEASURES

The following conditions consist of improvement measures that were suggested in the Final Environmental Impact Report as methods to improve some of the transportation challenges in the neighborhood surrounding the Moscone Center. While neither required by nor authorized under the California Environmental Quality Act, the Planning Department environmental staff and the expert consultants suggested inclusion of these components as a way of improving the transportation experiences in the area. The Project Sponsor and the City may consider the inclusion of these measures in the Project in order to improve the Project and reduce any potential inconveniences or other negative effects in the area.

Accordingly, the improvement measures would be implemented as described below.

1. Improvement Measure IM-TR-1A: Transportation Demand

As a way to encourage use of alternate modes and reduce the unmet parking demand, the proposed project could develop and implement a Transportation Demand Management (TDM) Plan designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. The TDM plan could include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:

- Develop bicycle safety strategies along the Howard Street side of the property (e.g., avoiding conflicts with event shuttle buses and taxis accessing the on-site passenger loading/unloading zone).
- Provide Bikeshare tickets for attendees.
- Facilitate access to the Howard Street bicycle route through on-site signage.
- Include signage indicating the locations of Class 1 bicycle parking.
- Class 2 bicycle parking for event attendees could be provided.
- Bicycle rental/loaner for event attendees for local travel could be provided.
- A TDM contact person could be designated to be responsible for conducting employee surveys, coordinating carpool/ridematch services, and conducting annual TDM events.
- Provide information to employees and visitors on transit options and locations where transit passes can be purchased.
- Transit pass subsidies for employees purchasing transit passes could be provided.
- Moscone Center could encourage event organizers to provide an option for attendees registering online to purchase a one, three, or seven day Muni Passport or pre-loaded Clipper Card.
- Moscone Center could have Muni Passports and pre-loaded Clipper Cards available for purchase.

- Moscone Center could provide information on the facility website about how to access the convention center and nearby hotels and attractions via transit, walking, and bicycling.

The Convention Facilities Department shall coordinate with other City agencies to facilitate implementation of these improvements. Several of these measures are already in place, while others can be implemented following further discussion and coordination with appropriate City agencies and partners. While there is no certain available funding for these measures, the Convention Facilities Department will work with City department and outside funding sources, including users and event organizers of Moscone Center, to provide funding for these measures.

2. Improvement Measure IM-TR-1B: Improved Fifth & Mission/Yerba Buena Center Garage Signage

As a way to reduce queuing on Fifth and Mission Streets associated with access to the Fifth & Mission/Yerba Buena Center Garage during very large events such as the San Francisco International Auto Show, the project sponsor could provide a new and more visible "GARAGE FULL" signs at the Fifth & Mission/Yerba Buena Center Garage.

The Convention Facilities Department will coordinate with the SFMTA and the Fifth & Mission/Yerba Buena Center Garage to implement this improvement measure. The implementation will be contingent upon the ability to secure future funding.

3. Improvement Measure IM-TR-4A: Fund the Design and Construction of Sidewalk Widening along Sidewalks Adjacent to Moscone Center

Consistent with the requirements of the Better Streets Plan and Planning Code Section 138.1, the following sidewalk segments could be widened adjacent to the Moscone Center, consistent with ongoing planning efforts. Once the relevant planning effort has concluded and the relevant EIR has been certified and the project is approved, the project sponsor, other users or the City could fund the design and implementation of the sidewalk widening projects listed below, if approved, totaling four block faces:

- Fourth Street east sidewalk between Market and Howard streets by five to seven feet, resulting in sidewalk widths of between 15 and 25 feet (upon certification of the Central SoMa Plan EIR and if the Plan is approved): two block faces.
- Third Street west sidewalk between Mission and Howard streets to 15 feet (upon certification of the Central SoMa Plan EIR and if the Plan is approved): one block face.
- Mission Street south sidewalk between Third and Fourth streets to 15 feet (upon certification of the Better Market Street EIR and if the project is approved): one block face.

The project sponsor will coordinate with other City agencies to enable these improvements if they are approved as part of the Central SoMa Plan or the Better Market Street Plan following completion of environmental review. The implementation will be contingent upon the ability to secure future funding.

4. Improvement Measure IM-TR-4B: Fund the Design and Implementation of Upgraded Crosswalks at Intersections Adjacent to Moscone Center

Crosswalks could be widened and restriped to the Continental design, consistent with the Better Streets Plan. The project sponsor, other users or the City could reimburse SFMTA for costs associated with the design and implementation of upgrading all crosswalks at the following intersections:

- Fourth/Mission
- Third/Mission
- Fourth/Howard
- Third/Howard
- Fourth/Folsom
- Third/Folsom
- Fourth/Minna
- Yerba Buena Lane/Mission

The project sponsor will coordinate with other City agencies to implement these improvements. The implementation of the improvements, as well as their scope, will be contingent upon the ability to secure future funding.

5. Improvement Measure IM-TR-4C: Fund the Design and Implementation of Red Turn Arrow Signals at the Intersections of Fourth/Howard and Fourth/Folsom.

At the intersection of Fourth Street/Howard Street, red arrow traffic signal aspects could be installed for both the southbound Fourth Street approach to Howard Street, and also for the westbound Howard Street approach to Fourth Street, which both currently have No Right/Left Turn on Red restrictions. At the intersection of Fourth Street/Folsom Street, red arrow traffic signal aspects could be installed for both the southbound Fourth Street approach to Folsom Street and for the eastbound Folsom Street approach to Fourth Street, which both currently have Right/Left on Red restrictions. The project sponsor, other users or the City could reimburse SFMTA for costs associated with the design and implementation of the additional signal.

This scope of work was partially funded as of July 2014 to start design development; DPW intends to fund the Red Turn Arrow Signals at the intersections of Fourth/Howard and Fourth/Folsom.

6. Improvement Measure IM-TR-8: Construction Measures

Traffic Control Plan for Construction. As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and autos at the Project site, the contractor could prepare a traffic control plan for Project construction. The project sponsor and construction contractor(s) could meet with DPW, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (not anticipated, but if determined necessary) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during construction of the proposed project. The contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic. In addition, to minimize the construction-related disruption of the general traffic flow on adjacent streets during the

a.m. and p.m. peak periods, truck movements and deliveries should be limited during peak hours (generally 7 to 9 a.m. and 4 to 6 p.m., or other times, as determined by SFMTA and its TASC). The proposed project's traffic control plan for construction should be reviewed by SFMTA's Street Operations and Special Events Office to minimize impacts to Third Street and its Muni transit service during Phase I of the Moscone construction effort.

Carpool and Transit Access for Construction Workers. As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include methods to encourage carpooling and transit access to the Project site by construction workers in the Construction Management Plan.

Project Construction Updates for Adjacent Businesses and Residents. As an improvement measure to minimize construction impacts on access for nearby institutions and businesses, the DPW could require the project sponsor to provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures.

The project sponsor and construction contractor(s) could meet with DPW, the Traffic Engineering Division and Muni Division of the SFMTA, the Fire Department, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion. Prior to construction, the Project contractor could coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit vehicles.

The Project contractor will work with City agencies to develop traffic plan logistics. The Project contractor will encourage carpooling and transit for all workers. The Project contractor will insert language into bid packages and contract documents to encourage this, and will include maps showing the closest transit stop locations and carpool suggestions. The Project Contractor will make good faith efforts to limit delivery during peak hours to the extent possible, although the Planning Commission recognizes that regular construction hours are between those hours, and it will be difficult to schedule deliveries during different hours. The Project contractor will provide neighbors with regularly updated information regarding construction activities.