Table 1: Mitigation Monitoring and Reporting Program

NOTE: Each mitigation measure in this document applies to the proposed project and variant, unless noted otherwise. Furthermore, each responsible project sponsor as identified in this Table 1 shall only be responsible for implementation of the applicable mitigation measure related to their particular property within the project site.

Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
Transportation and Circulation Mitigation Measures				
Mitigation Measure M-TR-3P: Implement Transit Capacity Improvements (Proposed Project) The project sponsors of the 700 Innes property shall fund and/or implement transit capacity improvements as described below. Implementation of one of the two options described below would mitigate the transit capacity impact of the proposed project to less than significant. • **Option 1—Fund Temporary Transit Service Improvements Until the Applicable Portion of the Candlestick Point/Hunters Point Shipyard Phase II Transportation Plan is in Operation** The project sponsors of the 700 Innes property shall fund, and SFMTA shall provide, temporary increased frequencies on the 44 O'Shaughnessy for the period of time until similar improvements required as part of the CPHPS Transportation Plan are in operation. Specifically, the frequency of the 44 O'Shaughnessy shall be increased from every 8 minutes to every 6.5 minutes in the a.m. peak period and from every 9 minutes to every 7.5 minutes in the p.m. peak period. This increased frequency is set at the level where project-generated transit trips would no longer result in a significant transit capacity impact. The project sponsors' funding contributions are based on the cost to serve the relative proportion of transit trips generated by each of the four properties that make up the project site, and would include the cost to requisition and operate any additional buses needed to increase the frequencies as specified. Under the project-level analysis for the proposed project, all transit trips generated at the project site result from the proposed development at the 700 Innes property. Under Option 1, the increased frequency on the 44 O'Shaughnessy would result in increased passenger capacity along the route (because more buses would be provided per hour), thereby lowering the average passenger load per bus below the 85 percent capacity utilization threshold. Mitigation Measure M-TR-3P, Option 1 would be implemented prior to the issuance of the building permits for the incremental amount of development at the 700 Innes property (20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour) that would cause the significant impact. This incremental amount of development would be a subset of the first phase of construction.	Project sponsor of 700 Innes property (Option 2) and SFMTA (Option 1)	Option 1 would be implemented prior to the issuance of the building permits for the incremental amount of development at the 700 Innes property under the first phase of construction that would cause the significant impact (20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour). Option 2 would be implemented prior to the issuance of the Temporary Certificates of Occupancy (TCO) for the incremental amount of development at the 700 Innes property under the first phase of construction that would cause the	SFMTA (Option 1) or project sponsor of the 700 Innes property (Option 2). Under Option 2, the project sponsor for the 700 Innes property shall also be required to monitor ridership on the shuttle annually and produce a report to SFMTA describing the level of service provided and associated ridership.	Considered complete upon payment of fair share contribution to SFMTA (Option 1) or after shuttle service has been implemented and is in operation for the period of time until similar improvements required as part of the CPHPS Transportation Plan are in operation (Option 2). Under Option 2, the project sponsor for the 700 Innes property shall also be required to conduct annual monitoring and reporting activities for the shuttle for the period of time until improvements required as part of the CPHPS Transportation Plan are in operation.

Table 1: Mitigation Monitoring and Reporting Program

NOTE: Each mitigation measure in this document applies to the proposed project and variant, unless noted otherwise. Furthermore, each responsible project sponsor as identified in this Table 1 shall only be responsible for implementation of the applicable mitigation measure related to their particular property within the project site.

Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
• **Option 2—Implement a Temporary Shuttle Service Until the Applicable Portion of the Candlestick Point–Hunters Point Shipyard Phase II Transportation Plan is in Operation** If for any reason SFMTA determines that providing increased transit frequency as described under Option 1 is not feasible at the time its implementation would be required, the project sponsors for the 700 Innes property shall implement a temporary shuttle service to supplement existing nearby transit service by providing connections to local and regional rail service. The shuttle would connect the project site (at a stop on Innes Avenue at Arelious Walker Drive or a stop on New Hudson Avenue/New Griffith Street near Innes Avenue) with Muni light rail (T Third Street), Caltrain, and BART. A shuttle service operating at 20-minute headways in the a.m. and p.m. peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively) could accommodate the estimated demand, although a maximum headway of 15 minutes is recommended in order to provide an adequate level of service for urban commuters. Shuttle operations would be extended outside of these defined periods, if necessary, to adequately serve the peak period of project travel demand. The shuttle would be required to operate only until the CPHPS Transportation Plan's transit service improvements are in place. If Option 2 is implemented, the shuttle shall operate within all applicable SFMTA and City regulations and programs. The project sponsors for the 700 Innes property shall be required to monitor ridership on the shuttle annually and produce a report to SFMTA describing the level of service provided and associated ridership. If ridership on the overcrowded Muni route is more than 85 percent of overall service capacity as routinely monitored by the SFMTA, additional shuttle frequency shall be provided by the project sponsors for the 700 Innes property to reduce passenger loads to below 85 percent utilization on the corresponding Muni route. Under Option 2, the shuttle service would supplement existing transit routes by providing sufficient capacity to accommodate the demand generated by the proposed project above the 85 percent utilization threshold, with a 20 percent contingency factor. Mitigation Measure M-TR-3P, Option 2 would be implemented prior to the issuance of the Temporary Certificates of Occupancy (TCO) for the incremental amount of development at the 700 Innes property (20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour) that would cause the significant impact. This incremental amount of development would be a subset of the first phase of construction.		significant impact (20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour)		

Table 1: Mitigation Monitoring and Reporting Program

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
Mitigation Measure M-TR-3V: Implement Transit Capacity Improvements (Variant) The project sponsors of the 700 Innes property shall fund and/or implement transit capacity improvements as described below. Implementation of one of the two options described would mitigate the transit capacity impact of the variant to less than significant. • **Option 1—Fund Temporary Transit Service Improvements Until the Applicable Portion of the Candlestick Point–Hunters Point Shipyard Phase II Transportation Plan is in Operation** The project sponsors of the 700 Innes property shall fund, and SFMTA shall provide, temporary increased frequencies on the 44 O'Shaughnessy and 48 Quintara–24th Street (which will replace the 19 Polk's route along Evans Avenue, Hunters Point Boulevard, and Innes Avenue) for the period of time until similar improvements required as part of the CPHPS Transportation Plan are in operation. Specifically, the frequency of the 44 O'Shaughnessy shall be increased from every 8 minutes to every 6.5 minutes in the a.m. peak period and from every 9 minutes to every 7.5 minutes in the p.m. peak period. The frequency of the 48 Quintara–24th Street shall be increased from every 15 minutes to every 10 minutes during both the a.m. and p.m. peak periods. These increased frequencies are set at the level where project-generated transit trips would no longer result in a significant transit capacity impact. The project sponsors' funding contributions are based on the cost to serve the relative proportion of transit trips generated by each of the four properties that make up the project site, and would include the cost to requisition and operate any additional buses needed to increase the frequencies as specified. Under the project-level analysis for the variant, all transit trips generated at the project site result from the proposed development at the 700 Innes property. Under Option 1, the increased frequency on the 44 O'Shaughnessy and 48 Quintara–24th Street would result in increased passenger capacity along these routes (because more buses would be provided per hour), thereby lowering the average passenger load per bus below the 85 percent capacity utilization threshold. Mitigation Measure M-TR-3V, Option 1 would be implemented prior to the issuance of building permits for the incremental amount of development at the 700 Innes property (187 transit trips inbound to the project site on the 19 Polk during the weekday a.m. peak hour, 152 transit trips outbound from the project site on the 19 Polk during the weekday p.m. peak hour, 20 transit	Project sponsor of 700 Innes property (Option 2) and SFMTA (Option 1)	Option 1 would be implemented prior to the issuance of the building permits for the incremental amount of development at the 700 Innes property under the first phase of construction that would cause the significant impact (187 transit trips inbound to the project site on the 19 Polk during the weekday a.m. peak hour, 152 transit trips outbound from the project site on the 19 Polk during the weekday p.m. peak hour, 20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour, or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour). Option 2 would be implemented prior to the issuance of the Temporary	SFMTA (Option 1) or project sponsor of 700 Innes property (Option 2). Under Option 2, the project sponsors for the 700 Innes property shall also be required to monitor ridership on the shuttle annually and produce a report to SFMTA describing the level of service provided and associated ridership.	Considered complete upon payment of fair share contribution to SFMTA (Option 1) or after shuttle service has been implemented and is in operation for the period of time until similar improvements required as part of the CPHPS Transportation Plan are in operation (Option 2). Under Option 2, the project sponsors for the 700 Innes property shall also conduct annual monitoring and reporting activities for the shuttle for the period of time until improvements required as part of the CPHPS Transportation Plan are in operation.

Table 1: Mitigation Monitoring and Reporting Program

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour, or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour) that would cause the significant impact. This incremental amount of development would be a subset of the first phase of construction. • **Option 2—Implement a Temporary Shuttle Service Until the Applicable Portion of the Candlestick Point–Hunters Point Shipyard Phase II Transportation Plan is in Operation** If for any reason SFMTA determines that providing increased transit frequency as described under Option 1 is not feasible at the time its implementation would be required,, the project sponsors for the 700 Innes property shall implement a temporary shuttle service to supplement existing nearby transit service by providing connections to local and regional rail service. The shuttle would connect the project site (at a stop on Innes Avenue at Arelious Walker Drive or a stop on New Hudson Avenue/New Griffith Street near Innes Avenue) with Muni light rail (T Third Street), Caltrain, and BART. A shuttle service operating at 20-minute headways in the a.m. and p.m. peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively) could accommodate the estimated demand, although a maximum headway of 15 minutes is recommended in order to provide an adequate level of service for urban commuters. Shuttle operations would be extended outside of these defined periods, if necessary, to adequately serve the peak period of project travel demand. The shuttle would be required to operate only until the CPHPS Transportation Plan's transit service improvements are in place. If Option 2 is implemented, the shuttle shall operate within all applicable SFMTA and City regulations and programs. The project sponsors for the 700 Innes property shall be required to monitor ridership on the shuttle annually and produce a report to SFMTA describing the level of service provided and associated ridership. If ridership on the overcrowded Muni routes is more than 85 percent of overall service capacity as routinely monitored by the SFMTA, additional shuttle frequency shall be provided by the project sponsors of the 700 Innes property to reduce passenger loads to below 85 percent utilization on the corresponding Muni routes. Under Option 2, the shuttle service would supplement existing transit routes by providing sufficient capacity to accommodate the demand generated by the variant above the 85 percent utilization threshold, with a 20 percent contingency factor.		Certificates of Occupancy (TCO) for the incremental amount of development at the 700 Innes property under the first phase of construction that would cause the significant impact (187 transit trips inbound to the project site on the 19 Polk during the weekday a.m. peak hour, 152 transit trips outbound from the project site on the 19 Polk during the weekday p.m. peak hour, 20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour, or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour)		

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
Mitigation Measure M-TR-3V, Option 2 would be implemented prior to the issuance of the Temporary Certificates of Occupancy (TCO) for the incremental amount of development at the 700 Innes property (187 transit trips inbound to the project site on the 19 Polk during the weekday a.m. peak hour, 152 transit trips outbound from the project site on the 19 Polk during the weekday p.m. peak hour, 20 transit trips outbound from the project site on the 44 O'Shaughnessy during the weekday a.m. peak hour, or 18 transit trips inbound to the project site on the 44 O'Shaughnessy during the weekday p.m. peak hour) that would cause the significant impact. This incremental amount of development would be a subset of the first phase of construction.				
Mitigation Measure M-TR-8V: Implement Passenger Loading Strategies for the School (Variant) Once school enrollment reaches 22 students, the school proposed for the 700 Innes property under the variant shall provide and enforce a pick-up/drop-off plan subject to review and approval by SFMTA to minimize disruptions to traffic, bicycle, and pedestrian circulation associated with school pick-up/drop-off activities and ensure safety for all modes. This plan shall include elements such as the size and location of loading zone(s), parking monitors, staggered drop-offs, a number system for cars, one-way circulation, encouragement of carpools/ride-sharing, and a safety education program. The safety education program shall be targeted at school students, guardians, and staff, as well as residents and businesses near the school site. Informational materials targeted to guardians and nearby residents and employees shall focus on the importance of vehicular safety, locations of school crossings, and school zone speed limits and hours.	Project sponsor for 700 Innes property and school administrator.	Once school enrollment reaches 22 students, the project sponsors and school administrator are required to submit a pick-up/drop-off plan to SFMTA for approval.	School administrator and SFMTA.	Plan is required once school enrollment reaches 22 students and is deemed complete once the plan is approved by SFMTA and the plan is implemented and enforced.

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
Mitigation Measure M-C-TR-2: Implement Transit-Only Lanes SFMTA shall convert one of the two travel lanes in each direction of the Evans Avenue–Hunters Point Boulevard–Innes Avenue–Donohue Avenue corridor from a mixed-flow lane to a transit-only lane between the Jennings Street/ Evans Avenue/Middle Point Road and Donahue Street/Robinson Street intersections. The transit-only lanes would be located in the curbside lanes, similar to those identified for Evans Avenue between Third Street and Jennings Street as part of the CPHPS EIR, and would improve bus travel speed and travel time reliability along the corridor. The project sponsors shall fund, and the SFMTA shall implement, this measure prior to the time the proposed project or variant would result in an increase in transit travel time to 18 minutes, 14 seconds during the weekday a.m. peak hour or 18 minutes, 39 seconds during the weekday p.m. peak hour, whichever comes first. The SFMTA shall monitor transit service and travel time along the corridor to assess when this threshold is met and the project sponsors shall pay their respective fair share amounts after invoicing by SFMTA. The project sponsors' fair-share portion of this cumulative mitigation measure under either the proposed project or the variant shall be based on the relative proportion of vehicle-trips contributed by the proposed project or the variant to cumulative traffic conditions such that mitigation would be needed. In this case, the fair share was determined by calculating the ratio of the total trips added by the project at the three study intersections adjacent to the 700 Innes property to the sum of eastbound and westbound through traffic without the project. Since the impact would occur during both the weekday a.m. and p.m. peak periods, the higher of the ratios for each individual peak period was conservatively selected to determine the fair-share contribution. This fair-share contribution would be 38 percent for the proposed project and 50 percent for the variant. Responsibility among the project sponsors for the four properties would then be further subdivided based on the relative proportion of vehicle-trips generated by each of the four properties. In this case, 1 percent of the vehicle-trips would be generated by the India Basin Shoreline Park property, 0 percent would be generated by the 900 Innes property, 1 percent would be generated by the India Basin Open Space property, and 98 percent would be generated by the 700 Innes property.	SFMTA	The project sponsors shall fund, and the SFMTA shall implement, this measure prior to the time the proposed project or variant would result in an increase in transit travel time to 18 minutes, 14 seconds during the weekday a.m. peak hour or 18 minutes, 39 seconds during the weekday p.m. peak hour, whichever comes first.	SFMTA	The SFMTA shall monitor transit service and travel time along the corridor to assess when the threshold in M-C-TR-2 is met and the project sponsors shall pay their respective fair share amounts after invoicing by SFMTA.

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
Mitigation Measure M-AQ-1f: Prepare and Implement Transportation Demand Management To reduce operational mobile source emissions, the project sponsors shall prepare and implement a transportation demand management (TDM) plan. The TDM plan shall have a goal of reducing estimated aggregate daily one-way vehicle trips associated with the 700 Innes and India Basin Open Space properties by at least 15 percent compared to the aggregate daily one-way vehicle trips identified in the project-related Transportation Impact Study dated July 2017 and the Supplement to the Transportation Impact Study, dated April 27, 2018, (together, the "Final Transportation Impact Study") and included in EIR Appendix D as calculated before the imposition of TDM measures. To ensure that this reduction goal could be reasonably achieved, the project sponsors shall have a TDM plan with a goal of reducing the daily one-way vehicle trips to and from the project site by 15 percent for all buildings that have received a certificate of occupancy and that are at least 75 percent occupied, relative to the aggregate daily one-way vehicle trips anticipated for those buildings based on the trip generation rates contained within the Final Transportation Impact Study as calculated before the imposition of TDM measure. The calculations shall use the baseline scenario trip generation rates contained in the Final Transportation Impact Study until the point at which SFMTA provides 1,000 passenger capacity per weekday PM peak hour along Innes Avenue, at which point the calculations shall use the Cumulative scenario trip rates in the Final Transportation Impact Study. There shall be a transportation management association that would be responsible for the administration, monitoring, and adjustment of the TDM plan. The project sponsors shall be responsible for monitoring implementation of the TDM plan and proposing adjustments to the plan if its goal is not being achieved, in accordance with the following provisions. The TDM plan may include but is not limited to the types of measures summarized below by way of example. Actual TDM measures selected should include those from the City's adopted TDM Program Standards, which describe the scope and applicability of candidate measures in detail and include: • **Active Transportation**: Streetscape improvements to encourage walking, secure bicycle parking, shower and locker facilities for cyclists, subsidized bikeshare memberships for project occupants, bicycle repair and maintenance services, and other bicycle-related services.	Project sponsors of 700 Innes and India Basin Open Space properties and transportation consultant to prepare the TDM Plan, which will be implemented by the TDM Coordinator and building management and will be binding on all development parcels within 700 Innes and India Basin Open Space properties.	TDM Coordinator and/or project sponsors to prepare TDM Plan and submit to Planning Department and SFMTA staff prior to approval of the site permit application for first building. The TDM plan shall have been approved by the Planning Department before site permit application for the first building, and the plan shall be implemented for each new building upon the issuance of the certificate of occupancy for that building. The TDM plan shall remain a component of the proposed project and variant to be implemented for the duration of the proposed project or variant.	TDM Coordinator to submit the TDM Plan to Planning Department And SFMTA staff for review and approval. Transportation Coordinator to submit monitoring report per reporting periods to Planning Department staff and implement TDM Plan Adjustments (if required).	The TDM Plan is required for the duration of the proposed project or variant. Monitoring reports would be on-going during project buildout, or until eight consecutive reporting periods show that the fully-built project has met its reduction goals. If after eight reporting periods the sponsor achieves TDM Plan reduction goal, the eighth monitoring report can be deemed the final TDM Plan report. However, if the TDM Plan reductions cannot be met, the project sponsors can elect to pay an additional offset fee. Specifically, in addition to paying the emission offset fees set forth in Mitigation Measure M-AQ-1d, the project sponsors may pay an additional offset fee in accordance with Mitigation Measure M-AQ-1d. This additional offset fee would be the amount required to address both the shortfall in reduction during the previously monitored years and the anticipated shortfall in the remaining expected years of project operations.

Table 1: Mitigation Monitoring and Reporting Program

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
• **Car-Share**: Car-share parking spaces and subsidized memberships for project occupants. • **Delivery**: Amenities and services to support delivery of goods to project occupants. • **Family-Oriented Measures**: On-site childcare and other amenities to support the use of sustainable transportation modes by families. • **High-Occupancy Vehicles**: Carpooling/vanpooling incentives and shuttle bus service. • **Information and Communications**: Multimodal wayfinding signage, transportation information displays, and tailored transportation marketing services. • **Land Use**: On-site affordable housing and healthy food retail services in underserved areas. • **Parking**: Unbundled parking, short-term daily parking, parking cash-out offers, and reduced off-street parking supply. The TDM plan shall describe each measure, including the degree of implementation (e.g., how long will it be in place, how many tenants or visitors it will benefit, on which locations within the site it will be placed) and the population that each measure is intended to serve (e.g., residential tenants, retail visitors, employees of tenants, visitors). The TDM plan shall commit to monitoring of vehicle trips to and from the project site to determine the plan's effectiveness, as described in "TDM Plan Monitoring and Reporting" below. The TDM plan shall have been approved by the Planning Department before site permit application for the first building, and the plan shall be implemented for each new building upon the issuance of the certificate of occupancy for that building. The TDM plan shall be submitted to the Planning Department for approval to ensure that components of the plan intended to meet the reduction target are shown in the plan and/or ready to be implemented upon the issuance of each certificate of occupancy. The TDM plan shall remain a component of the proposed project and variant to be implemented for the duration of the proposed project or variant. **TDM Plan Monitoring and Reporting**: The TDM Coordinator shall collect data, prepare monitoring reports, and submit them to the Planning Department. To ensure that the goal of reducing by at least 15 percent the aggregate daily one-way vehicle trips is reasonably achievable, the project sponsor shall				

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
monitor daily one-way vehicle trips for all buildings that have received a certificate of occupancy and that are at least 75 percent occupied, and shall compare these vehicle trips to the aggregate daily one-way vehicle trips anticipated for those buildings based on the trip generation rates contained within the project's Final Transportation Impact Study. **Timing**. The TDM Coordinator shall collect monitoring data and shall begin submitting monitoring reports to the Planning Department 18 months after issuance of the first certificate of occupancy for buildings that are at least 75 percent occupied on the 700 Innes property that include off-street parking or the establishment of surface parking lots or garages. Thereafter, annual monitoring reports shall be submitted (referred to as "reporting periods") until five consecutive reporting periods show that the fully built project has met the reduction goal. From that point on, monitoring data shall be submitted to the Planning Department once every three years. Each trip count and survey (see below for description) shall be completed within 30 days after the end of the applicable reporting period. Each monitoring report shall be completed within 90 days after the applicable reporting period. The timing of monitoring reports shall be modified so that a new monitoring report is submitted 12 months after adjustments are made to the TDM plan to meet the reduction goal, as may be required under the "TDM Plan Adjustments" heading, below. In addition, the Planning Department may modify the timing of monitoring reports as needed to consolidate this requirement with other monitoring and/or reporting requirements for the proposed project or variant, such as annual reporting under the proposed project's or variant's development agreement. **Term**. The project sponsors shall monitor, submit monitoring reports, and make plan adjustments until the earlier of: (i) the expiration of the development agreement, or (ii) the date the Planning Department determines that the reduction goal has been met for up to eight consecutive reporting periods. **Components:** The monitoring and reporting, including trip counts, surveys and travel demand information, shall include the following components or comparable alternative methodology and components, as approved, accepted or provided by Planning Department staff: (1) Trip Count and Intercept Survey: Provide a site-wide trip count and intercept survey of persons and vehicles arriving and leaving the project site for no less than two days during the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday on which San Francisco public schools are in session during one week				

Table 1: Mitigation Monitoring and Reporting Program

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
without federally recognized holidays, and another day shall be a Tuesday, Wednesday, or Thursday on which San Francisco public schools are in session during another week without federally recognized holidays. The trip count and intercept survey shall be prepared by a qualified transportation or survey consultant, and the Planning Department shall approve the methodology prior to the Project Sponsors conducting the components of the trip count and intercept survey. The Planning Department anticipates it will have a standard trip count and intercept survey methodology developed and available to project sponsors at the time of data collection. (2) Travel Demand Information: The above trip count and survey information shall be able to provide the travel demand analysis characteristics (work and non-work trip counts, origins and destinations of trips to/from the project site, and modal split information), as outlined in the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review, October 2002, or subsequent updates in effect at the time of the survey. (3) Documentation of Plan Implementation: The TDM coordinator shall work in conjunction with the Planning Department to develop a survey (online or paper) that can be reasonably completed by the TDM coordinator and/or Transportation Management Association (TMA) staff members to document implementation of TDM program elements and other basic information during the reporting period. The project sponsors shall include this survey in the monitoring report submitted to the Planning Department. (4) Assistance and Confidentiality: The Planning Department will assist the TDM coordinator with questions regarding the components of the monitoring report and will assist the TDM coordinator in determining ways to protect the identity of individual survey responders. **TDM Plan Adjustments**. The project sponsors shall adjust the TDM plan based on the monitoring results if three consecutive reporting periods demonstrate that measures in the TDM plan are not achieving the reduction goal. The TDM plan adjustments shall be made in consultation with Planning Department staff and may require refinements to existing measures (e.g., change to subsidies, increased bicycle parking), inclusion of new measures (e.g., a new technology), or removal of existing measures (e.g., measures shown to be ineffective or induce vehicle trips). If the Planning Department determines that the reduction goal has been met for eight consecutive reporting				

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Mitigation Measures Adopted as Conditions of Approval	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/Responsibility (Public Agency)	Monitoring Schedule
periods, the TDM Plan in place at the time of the eighth consecutive successful reporting period shall be considered the final TDM Plan. If the monitoring results from three consecutive reporting periods demonstrate that measures in the TDM plan are not achieving the reduction goal, the TDM plan adjustments shall occur within 270 days after the last consecutive reporting period. The TDM plan adjustments shall occur until the monitoring results of three consecutive reporting periods demonstrate that the reduction goal is achieved. If after implementing TDM plan adjustments, the project sponsors have not met the reduction goal for up to eight consecutive reporting periods, as determined by the Planning Department, then the project sponsors may, at any time thereafter, elect to use another means to address the shortfall in meeting the TDM plan reduction target. Specifically, in addition to paying the emission offset fees set forth in Mitigation Measure M-AQ-1d, the project sponsors may pay an additional offset fee in accordance with Mitigation Measure M-AQ-1d. This additional offset fee would be the amount required to address both the shortfall in reduction during the previously monitored years and the anticipated shortfall in the remaining expected years of project operations. The anticipated shortfall shall be based on the shortfall that occurred in the most recently monitored year. Calculations of emissions to be offset shall be based on the total amount of emissions anticipated to be reduced by achieving the 15 percent TDM goal, adjusted for the actual percentage of aggregate daily one-way vehicle trip reduction achieved in the most recently monitored year. After paying this additional offset fee, the project sponsors shall continue to monitor, report and adjust their TDM Plan in accordance to this Mitigation Measure M-AQ-1f, to ensure that the shortfall from the reduction goal does not increase significantly over time for the duration of the term defined herein. At the end of that term, the project sponsors' monitoring, reporting, and adjusting obligations of MM-AQ-1f shall terminate, but the project sponsors shall continue to implement the final TDM Plan for the life of the project. The final TDM Plan shall be either a) the TDM Plan that met the reduction goal for eight consecutive reporting periods; or b) if the project sponsors have paid an additional offset fee, the TDM plan that achieved the highest reduction goal for any reporting period.				

Table 2: Improvement Monitoring and Reporting Program

NOTE: Each improvement measure in this document applies to the proposed project and variant, unless noted otherwise.

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting/ Responsibility (Public Agency)	Monitoring Schedule
Aesthetics Improvement Measure				
Improvement Measure I-AE-1: Prepare and Implement Construction Staging, Access, and Parking Plan to Reduce Impacts on Visual Character/Quality During Construction. As an improvement measure to further reduce impacts of project construction activities on the visual character/quality of the site, construction documents should require all construction contractors to provide for the cleanliness of construction equipment stored or driven outside of the limits of the construction work area. Construction equipment, including equipment used for staging, should be parked on the project site. Staging areas should be screened from view at street level with solid wood fencing or a green fence for areas under construction for extended periods of time. Before the issuance of building permits, the project sponsors (through the construction contractor[s]) should submit a construction staging, access, and parking plan to the San Francisco Department of Building Inspection for review and approval. Construction worker vehicles should not be parked at on-street parking spaces.	Project sponsor and contractor	Before the issuance of building permits and during construction.	Department of Building Inspection to monitor contractor compliance.	Considered complete after construction activities have ended.
Transportation and Circulation Improvement Measures				
Improvement Measure I-TR-2V: Reconfigure Southbound Approach at Jennings Street/Evans Avenue/Middle Point Road under the Variant To improve vehicular mobility at the Jennings Street/Evans Avenue/Middle Point Road intersection under the variant, the project sponsors should fund, and SFMTA should implement, improvements to reconfigure the southbound Jennings Street approach of the Jennings Street/Evans Avenue/Middle Point Road intersection to include a 100-foot left-turn pocket. Adding this turn pocket to the intersection would require that SFMTA restrict parking along the west side of Jennings Street, resulting in the removal of approximately five parking spaces. The project sponsors should fund their fair-share cost of the design and implementation of this improvement. Responsibility for funding the implementation of the improvement measure under the variant would be based on the relative contribution of each of the four project site properties to the increase in traffic volumes at the intersection. At this	SFMTA, in coordination with FivePoint (developer of the Shipyard project)	Fair share payment to SFMTA: Later of (i) issuance of the certificate of occupancy for the first building on the 700 Innes property, or (ii) start of construction of transit improvements described in I-TR-2V	SFMTA	Project sponsor's obligations deemed complete once fair share payment is made. SFMTA's obligations deemed complete once construction activities are finished.

Table 2: Improvement Monitoring and Reporting Program

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location, 1 percent of the added vehicle-trips would be generated by the India Basin Shoreline Park property, 0 percent would be generated by the 900 Innes property, 1 percent would be generated by the India Basin Open Space property, and 98 percent would be generated by the 700 Innes property. FivePoint (developer of the Shipyard project) has committed to signalizing the intersection as part of the Shipyard project, and the improvements described above should be coordinated with this effort. Should the changes required at this location as part of the Shipyard project be completed before a decision to implement the proposed left-turn pocket, the project sponsors would be responsible for funding and implementing the improvement measure.				
Improvement Measure I-TR-6: Implement Queue Abatement Strategies It should be the responsibility of the owner/operator of any off-street parking facility located on the 700 Innes property with more than 20 parking spaces (excluding loading and carshare spaces) to ensure that recurring vehicle queues do not occur regularly on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). Suggested abatement methods include, but are not limited to, the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of "LOT FULL" signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional	Property owner/garage operator of any off-street parking facility located on the 700 Innes property with more than 20 parking spaces, and Planning Department.	On-going through the life of the project.	The owner/operator of the parking garage and the Planning Department.	On-going through the life of the project.

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bicycle parking, customer shuttles, or delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking. If the Planning Director, or his or her designee, reasonably believes that a recurring queue is present, the Planning Department should notify the property owner in writing. The Property Owner would have no less than 45 days to take reasonable measures to abate the queues. If, after 45 days, the Planning Director, or his or her designee, reasonably believes, upon further examination, that the abatement measures have not been effective, then the Planning Director may suggest additional measures or may request that the owner/operator hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. The consultant would prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator would have 90 days from the date of the written determination to implement measures to abate the queue.				
Improvement Measure I-TR-7: Implement an Active Loading Management Plan If the project sponsor for the 700 Innes property proposes to provide fewer loading spaces than required under the Special Use District (SUD) for the proposed project or variant, the project sponsor should, at their discretion, develop an Active Loading Management Plan for review and approval by the Planning Department to address operational loading activities. The Active Loading Management Plan would facilitate efficient use of loading spaces and may incorporate the following ongoing actions to address potential ongoing loading issues: • Direct residential and commercial tenants to schedule all move-in and move-out activities and deliveries of large items (e.g., furniture) with the management for their respective building(s). • Direct commercial and retail tenants to schedule deliveries, to the extent feasible. • Reduce illegal stopping of delivery vehicles by directing	Project sponsor for 700 Innes, building operator, Planning Department, and SFMTA.	If implemented, the final Active Loading Management Plan would be approved prior to receipt of the first Certificate of Occupancy for the first parking/loading garage.	The Final Active Loading Management Plan (if implemented) would be evaluated by a qualified transportation professional, retained by the project sponsors and approved by the Planning Department, after the combined occupancy of the commercial and residential uses reaches 50 percent and once a year going forward.	If implemented, monitoring of the Final Active Loading Management Plan would be required until the Planning Department determines that the evaluation is no longer necessary or may be done at less frequent intervals.

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building lobby attendants and retail tenants to notify any illegally stopped delivery personnel (i.e., in the red zones) that delivery vehicles should be parked in the on-street commercial loading spaces. • Design the loading areas to include sufficient storage space for deliveries to be consolidated for coordinated deliveries internal to project facilities (i.e., retail and residential). • Design the loading areas to allow for unassisted delivery systems (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end), particularly for use when the receiver site (e.g., retail space) is not in operation. Examples include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business, or in a secured area that is separated from the business but accessible from a public ROW. A final Active Loading Management Plan and all subsequent revisions, if implemented, would be reviewed and approved by the Planning Department. The Final Active Loading Management Plan would be approved prior to receipt of the first Certificate of Occupancy for the first parking/loading garage. The Final Active Loading Management Plan (if implemented) would be evaluated by a qualified transportation professional, retained by the project sponsors and approved by the Planning Department, after the combined occupancy of the commercial and residential uses reaches 50 percent and once a year going forward until the Planning Department determines that the evaluation is no longer necessary or may be done at less frequent intervals. The content of the evaluation report would be determined by Planning Department staff, in consultation with SFMTA, and generally may include an assessment of on-site and on-street loading conditions, including actual loading demand, observations of loading operations, and an assessment of how the project meets this improvement measure. The evaluation report would be reviewed by Planning Department staff, who would make the final determination whether there are conflicts associated with loading activities. In the event of such conflicts, the project sponsors may propose modifications to the above Final Active Loading Management				

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Plan requirements to reduce conflicts and improve performance under the Plan (such as hour and day restrictions or restrictions on the number of loading vehicle operations permitted during certain hours). The project sponsors would submit any proposed modifications to the Plan for review and approval by the Planning Department.				
Improvement Measure I-TR-10: Implement Construction Management Strategies As an improvement measure to further reduce impacts of project construction activities, the project sponsors should implement the following measures: • **Prepare a Traffic Control Plan for Construction.** To reduce potential conflicts between construction activities and pedestrians, transit, and automobiles during construction activities, the project sponsors should require that the construction contractor(s) prepare a traffic control plan for major phases of construction (e.g., demolition, construction, or renovation of individual buildings). The project sponsors and their construction contractor(s) should meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion during major construction phases, including temporary relocation of transit stops and other measures to reduce potential traffic and transit disruption and to ensure bicycle and pedestrian safety in the immediate vicinity of the project site. For any work within the public right-of-way, the contractor would be required to comply with SFMTA's Regulations for Working in San Francisco Streets, which establish rules and permit requirements to assure that construction activities are completed safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic. [The construction time frames of the major phases may overlap with those of other development projects adjacent to the project site. Should overlapping occur, the project sponsors should coordinate with City agencies through the Transportation Advisory Staff Committee and the adjacent developer(s) to minimize the severity of any disruption to adjacent land uses and transportation facilities by overlapping construction-related transportation impacts. The project	Project sponsors and construction contractor.	The traffic control plan(s) would be prepared prior to each major phase of construction. Provisions to require contractors to adopt measures to reduce single-occupant vehicle mode share among construction workers would be included as part of construction contracts. Updates on project construction for nearby residents and adjacent businesses would be conducted on a regular basis via a newsletter and/or website.	SFMTA	Project sponsor's obligations deemed complete once construction activities are finished.

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sponsors, in conjunction with the adjacent developer(s), could propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts to the extent feasible and commercially reasonable in light of noise regulations, labor and contract requirements, available daylight hours, and critical-path construction schedules. The plan could include measures such as coordinating material drop-offs and offering collective worker parking and transit to the job site. • **Reduce Single-Occupant-Vehicle Mode Share for Construction Workers.** To minimize parking demand and vehicle-trips by construction workers, the project sponsors should require that the construction contractor include methods in the construction traffic control plan to encourage workers to walk, bicycle, carpool, or use transit to access the project site. • **Provide Project Construction Updates to Adjacent Residents and Businesses.** To minimize construction impacts on access for nearby residences, institutions, and businesses, the project sponsors should provide regular updates on project construction to nearby residents and adjacent businesses via a newsletter and/or website. The updates could describe construction activities, peak construction vehicle activities (e.g., concrete pours), and travel lane closures.				
Improvement Measure I-C-TR-1: Reconfigure Eastbound Approach at Jennings Street/Evans Avenue/Middle Point Road To improve vehicular mobility at the Jennings Street/Evans Avenue/Middle Point Road intersection under either the proposed project or the variant, the project sponsors should fund, and SFMTA should implement, improvements to reconfigure the eastbound Evans Avenue approach of the Jennings Street/Evans Avenue/Middle Point Road intersection from one 100-foot left-turn pocket, one shared through/left lane, and one shared through/right lane to one 100-foot left turn pocket, one through lane, and one shared through/right lane. No additional right-of-way would be required to implement this improvement. The project sponsors should fund their fair-share cost of the design and implementation of this improvement.	SFMTA.	Fair share payment to SFMTA: Later of (i) issuance of the certificate of occupancy for the first building on the 700 Innes property, or (ii) start of construction of transit improvements described in I-C-TR-1.	SFMTA	Project sponsors' obligations deemed complete once fair share payment is made. SFMTA's obligations deemed complete once construction activities are finished.

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Responsibility for funding the implementation of this improvement measure would be based on the relative contribution of each of the four properties to the increase in traffic volumes at the intersection. At this location, 1 percent of the added vehicle-trips would be generated by the India Basin Shoreline Park property, 0 percent would be generated by the 900 Innes property, 1 percent would be generated by the India Basin Open Space property, and 98 percent would be generated by the 700 Innes property. This improvement is feasible pending endorsement and subsequent funding commitment from SFMTA.				