



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

Case No.: 2016-004905ENV
 Project Address: 1052-1060 Folsom Street and 190-194 Russ Street
 Zoning: NCT (SOMA Neighborhood Commercial Transit) Use District and
 RED (Residential Enclave) Use District
 Youth and Family Zone Special Use District
 65-X Height and Bulk District
 Block/Lot: 3731/021, 023, and 087
 Lot Size: 11,500 square feet (0.26 acres)
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: Paul Iantorno, Golden Properties LLC, (415) 440-0201
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PROJECT DESCRIPTION


The project site is located on the northwest corner of the intersection of Folsom Street and Russ Street, on a block that sits between two mid-block alleys—Russ Street to the northeast and Moss Street to the southwest— in the South of Market neighborhood of San Francisco. It has frontages along two streets – approximately 75 feet along Folsom and 140 feet along Russ streets. The site consists of three adjacent lots totaling 11,500 square feet (sq. ft.) and contains five existing buildings. Lot 87 (190 Russ Street) contains a one-story commercial building constructed in 1938 and an existing surface parking lot. Lot 21 contains three buildings: 1052-1058 Folsom Street which was constructed in 1916 and is occupied by an existing two-story residential building with a ground-floor retail space; 192-194 Russ Street, which was also constructed in 1916, and is occupied by an existing three-story building with residential flats on the upper floors and storage on the ground-floor; and 200 Russ Street (formerly 196 Russ Street) which was also constructed in 1916, and is occupied by a one-story commercial building. Lot 23 (1060 Folsom Street) is occupied by an existing two-story commercial building constructed in 1924. The project site has two existing curb cuts located along the Russ Street frontage of the site: one at 1058 Folsom Street (approximately 10 feet in width) and one in front of 190 Russ Street (approximately 10 feet). (Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

DETERMINATION

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



 Lisa Gibson
 Environmental Review Officer

12/11/18

 Date

cc: Alice Barkley, Project Sponsor; Supervisor Jane Kim, District 5; Doug Vu, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The proposed project would demolish the existing buildings on the project site, merge the three lots into a single lot, and construct a new seven-story, approximately 59,000-gross-square-foot mixed-use building with 63 dwelling units and approximately 2,800 square feet of ground floor retail use. The proposed unit mix for the 63 dwelling units consists of three studio units, 23 one-bedroom units, and 37 two-bedroom units. Four units would be designated as replacement for the four existing rent-controlled units (in the 1052-1060 Folsom Street and 192 Russ Street buildings), 15 units would be designated as below market rate units, and the remaining 44 dwelling units would be market rate. The proposed building would be approximately 64 feet, 6 inches tall per the San Francisco Planning Code (with an additional 15 feet to the top of the rooftop elevator and stair penthouses and mechanical equipment). The project would provide approximately 6,800 sq. ft. of common open space within the second floor deck and a rooftop deck, and a combined total of approximately 2,100 sq. ft. of private open space for units on the 1st through 7th floors. The project would also include an at-grade garage for 17 vehicles and 63 bicycle parking spaces (Class I) and 10 Class II bicycle parking spaces would be installed on the sidewalks along the Folsom Street and Russ Street frontages of the project site.

The ground floor of the proposed project would include about 2,800 sq. ft. for three retail spaces fronting Folsom Street, three ground-floor residential units fronting on Russ Street, and about 800 sq. ft. for 63 Class I bicycle parking spaces. Also, 10 Class II bicycle parking spaces would be provided on the Folsom Street and Russ Street sidewalks.¹ The ground floor would also include approximately 4,500 sq. ft. for building services and an at-grade garage with 17 off-street vehicle parking spaces in stackers (including one handicapped-accessible parking space and one car share parking space) that would be accessible via Russ Street. The project would construct a new 10-foot-wide curb cut on Russ Street and a driveway into the aforementioned at-grade garage, restore sidewalk to standard heights where curb cuts are removed, and install street trees along the Folsom Street and Russ Street frontages. The existing 13'-1" wide sidewalk along Folsom Street and the 14'-11" wide sidewalk along Russ Street would remain. A complete set of plans (site plan, floor plans, elevations, and sections) is included in Planning Case File Number 2016-004905ENV and attached to this document. The proposed ground-floor dwelling units would be accessed through individual entrances/exits along the Russ Street frontage of the project site. All other dwelling units would be accessed through a residential lobby also located on the ground floor with an entrance/exit on Russ Street. Access to the proposed ground-floor retail units would be through individual entrances/exits located along the Folsom Street frontage of the site, and an additional entrance/exist would be located on Russ Street for one corner retail unit.

Construction of the propose project would occur for approximately 12 months and would consist of demolition of the existing structures, excavation and subgrade work, framing, building constructions, and architectural finishing. Project-related excavation would be required to a depth of approximately six feet below existing ground surface and would involve the removal of approximately 340 cubic yards of soil for the installation of a drilled pier and slab foundation system. Pile driving would not be required.

¹ Class I bicycle parking are long-term bicycle parking for residents and/or employees that are typically located within designated off-street spaces such as bicycle lockers or bicycle storage rooms. Class II bicycle parking are short-term parking for visitors that are typically located in commonly-accessible areas, such as bicycle racks on sidewalks fronting the project site.

PROJECT APPROVAL

The proposed project would require the following approvals:

San Francisco Planning Commission

- Approval of a Large Project Authorization from the Planning Commission is required per Planning Code Section 329 for the new construction of a building greater than 25,000 gross square feet and for an exception from the rear yard requirements.
- Approval of a Conditional Use Authorization from the Planning Commission is required per Planning Code Section 121.1, 317 and 303 for development on a lot greater than 10,000 sq. ft. in area and removal of a dwelling unit, respectively.
- Approval of a variance application from the light and air access requirements of Section 140.
- Findings, upon the recommendation of the Recreation and Park Director and/or Commission, that shadow would not adversely affect public open spaces under Recreation and Park Commission jurisdiction (Section 295).

Department of Building Inspection

- Review and approval of demolition and building permits.

Department of Public Works, Bureau of Street Use and Mapping

- Review and approval of condominium map
- Review and approval of sidewalk closure and street use permits

Department of Public Health

- Review for compliance with the Maher Ordinance, article 22A of the Health Code.
- Review for compliance with enhanced ventilation, article 38 of the Health Code.
- Review and approval of a Dust Control Plan.

San Francisco Municipal Transportation Agency

- Review and approval of removal of two curb cuts along Folsom Street and approval of one new curb cut.
- Review and approval of Class II bicycle parking spaces on the sidewalks of Folsom and Russ Streets.
- Approval of associated street and sidewalk permits;

San Francisco Public Utilities Commission

- Approval of a stormwater management plan that complies with the city's stormwater design guidelines.

San Francisco Recreation and Parks Department:

- Determination that shadow would not adversely affect open spaces under Commission jurisdiction.

Approval Action: The approval of the Large Project Authorization by the Planning Commission would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 1052-1060 Folsom Street and 190-194 Russ Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)². Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{3,4}

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred

² Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

³ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

⁴ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁵

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to SoMa NCT (Neighborhood Commercial Transit) District and RED (Residential Enclave) District. The SoMa NCT and RED districts are intended to protect the balance and variety of ground-floor retail uses along the ground floor, and promote housing in the floors above. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Checklist, under Land Use. The 1052-1060 Folsom Street and 190-194 Russ Street site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site with building up to 65 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1052-1060 Folsom Street and 190-194 Russ Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1052-1060 Folsom Street and 190-194 Russ Street project, and identified the mitigation measures applicable to the 1052-1060 Folsom Street and 190-194 Russ Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.⁶ Therefore, no further CEQA evaluation for the 1052-1060 Folsom Street and 190-194 Russ Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site vicinity is characterized by a mix of residential, commercial, and recreational uses and features low- to mid-density scale of development. The project site is a corner lot and along the Folsom

⁵ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

⁶ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1052-1060 Folsom Street and 190-194 Russ Street, December 2018.

Street frontage, the site is directly adjacent to an existing three-story office building with a ground-floor commercial use to the southwest (1062 Folsom Street). Along the Russ Street frontage of the site, adjacent buildings are a mix of two- to three-story residential buildings and a five-story residential building. Along the Folsom Street frontage of the site, adjacent buildings include a mix of two- to five-story mixed use buildings. Victoria Manalo Draves Park is across the street from the project site, located along Sherman Street between Folsom and Harrison streets. Bessie Carmichael Elementary School and the Ukrainian Orthodox Church of St. Michael are located south of the project site, south of Cleveland Street. The project site is located within a quarter mile of several local transit lines including Muni lines 12, 14, 14R, 14X, 19, 27, 47, 8, 83X, 8AX and 8BX. The project site is located one and a half blocks northwest of the Interstate 80 freeway, and a westbound on-ramp is located one and a half block to the south, at the intersection of Harrison and Seventh. The major arterial streets surrounding the subject block (Folsom, Seventh, Sixth, and Howard streets) are multi-lane streets that serve as primary access routes to and from the Interstate 80, Interstate 280, and Highway 101 freeway. The project site is located within the SoMA Neighborhood Commercial Transit (NCT) Zoning District, 65-X Height and Bulk District, and the South of Market Youth and Family Special Use District.

Recently approved and proposed projects within one block include:

- 40 Cleveland Street, which would replace the existing building on the lot with a new 40-foot-tall, 4-story, 5-unit, 5,658-square-foot residential condominium building. Approximately 1,000 square feet of private and common open space would be provided in the rear yard, private decks, and a common roof deck. The new building would include a single parking space and six Class 1 bicycle parking spaces within a bicycle storage room in the ground floor garage.
- 1075-1089 Folsom Street, which would demolish the existing buildings on the site and construct a six-story, approximately 25,756-gross-square-foot building with 48 single room occupancy (SRO) units on the first through sixth floors, as well as commercial space, a residential lobby, a community room, a bicycle storage room, and a trash room on the first floor. The commercial space would be approximately 1,141 square feet (sf) in size.
- 280 7th Street, which would demolish a vacant two-story nightclub and replace it with two new buildings: a 65-foot-tall mixed-use residential building and a five-story, 52-foot-tall residential building (collectively measuring approximately 25,659 gross square feet) with up to 20 dwelling units and no parking.
- 262 7th Street, which would demolish the existing warehouse and construct a 65-foot-tall, seven story, mixed-use building approximately 39,222 square feet in size with 96 single room occupancy residential units and 906 square feet of ground-floor commercial retail space.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1052-1060 Folsom Street and 190-194 Russ Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the

Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1052-1060 Folsom Street and 190-194 Russ Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would not contribute to significant and unavoidable impacts on land use, historic architectural resources, transportation and circulation, and shadow.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed.	Not Applicable.
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment.	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: the regulations and procedures set forth by Title 24 would ensure that existing ambient noise levels would not adversely affect the proposed residential uses on the project site.	Not Applicable.
F-4: Siting of Noise-Sensitive Uses	Not Applicable: the regulations and procedures set forth by Title 24 would ensure that existing ambient noise levels would not adversely affect the proposed residential uses on the project site Not Applicable.	Not Applicable.
F-5: Siting of Noise-Generating Uses	Not Applicable: the proposed project would not include noise-generating uses.	Not Applicable.
F-6: Open Space in Noisy Environments	Not Applicable: CEQA no longer requires the consideration of the effects of existing environmental conditions on a proposed	Not Applicable.

Mitigation Measure	Applicability	Compliance
	project's future users if the project would not exacerbate those environmental conditions.	
G. Air Quality		
G-1: Construction Air Quality	Applicable: the proposed project would include construction within the Air Pollutant Exposure Zone.	The project sponsor has agreed to develop and implement a Construction Emissions Minimization Plan to reduce construction emissions under Project Mitigation Measure 2.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: this mitigation measure has been superseded by Health Code Article 38, and the project sponsor has enrolled with the Department of Public Health in the Article 38 program.	Not Applicable.
G-3: Siting of Uses that Emit DPM	Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of DPM.	Not Applicable.
G-4: Siting of Uses that Emit other TACs	Applicable: the proposed residential and commercial building includes a back up generator for the elevator.	The project sponsor has agreed to develop and implement a best available control technology for diesel generators under Project Mitigation Measure 4.
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: the project site was not evaluated in any previous studies.	Not Applicable.
J-2: Properties with no Previous Studies	Applicable: the project site is located in an area with no previous studies. Project would implement Testing mitigation measure based on the preliminary archeological review.	The project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #3 (Testing) in compliance with this mitigation measure under Project Mitigation Measure 1.
J-3: Mission Dolores Archeological District	Not Applicable: the project site is not located within the	Not Applicable.

Mitigation Measure	Applicability	Compliance
	Mission Dolores Archeological District.	
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department.	Not Applicable.
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable.
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable.
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: the project involves the demolition of existing buildings.	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to demolishing the existing buildings under Project Mitigation Measure 5.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable.
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable.
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable.
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable.
E-5: Enhanced Transit Funding	Not Applicable: plan level	Not Applicable.

Mitigation Measure	Applicability	Compliance
	mitigation by SFMTA.	
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on October 16, 2018 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Two individuals submitted comments. One individual requested a copy of the environmental document. The second individual shared their concerns about the proposed project’s potential to shadow the Victoria Manalo Draves Park and the Gene Friend Recreation Center. This topic is further discussed in initial study checklist topic 8, Wind and Shadow. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁷:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;

⁷ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-004905ENV.

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.