



## NOTICE OF EXEMPTION

**Submitted to:**

San Francisco Office of the County Clerk  
City Hall, Room 160  
One Dr Carlton B Goodlett Place  
San Francisco, CA 94102

Office of Planning and Research  
*Submitted electronically via CEQASubmit*

**From:** San Francisco Unified School District  
135 Van Ness Avenue  
San Francisco, CA 94102

**PROJECT TITLE:** *SFUSD Food Hub and Shops*

**Project Address:**  
San Francisco Unified School District  
801 and 834 Toland Street  
San Francisco, CA 94124

**Assessor's Parcel Numbers:**  
5589A-003; 5588A-001;  
**County of:**  
San Francisco

**Project Description:** The project site is located at 801 and 834 Toland Street in the Bayview Hunters Point Area of the City of San Francisco. The site is bounded on the north by McKinnon Avenue, Barneveld Avenue to the west, Newcomb Avenue to the south and Selby Street and Interstate 280 to the east. The two parcels are separated by Toland Street with 801 Toland Street to the east and 834 Toland Street to the west. The San Francisco Unified School District (SFUSD) currently owns and operates a large central warehouse facility at 801 Toland Street and three buildings at 834 Toland Street used for administrative, maintenance, and workshop functions. The building at 801 Toland Street also houses SCRAP, a local non-profit whose lease of this site supports SFUSD's waste diversion program.

SFUSD will construct the Student Nutrition Services Food Hub + Shops Project to provide expanded space for several of SFUSD's operations and student services departments. The project includes demolition of the existing buildings at 801 Toland Street and 834 Toland Street and the construction of a new warehouse at 834 Toland Street and a new building at 801 Toland Streets to house SFUSD's Buildings & Grounds, Student Nutrition Services and Transportation departments, as well as a multi-level parking structure.

The project includes the following elements:

- Demolition of the existing buildings at 801 Toland Street (approximately 112,900 square feet) and 834 Toland Street (approximately 27,800 square feet).
- Construction of a new two-story building at 801 Toland Street that will house the Student Nutrition Services and Buildings and Grounds divisions, which includes a commercial kitchen, dry/refrigerated/freezer storage, distribution facilities, workshops, and offices (approximately 143,800 square feet). This building will include two truck loading docks facing north (McKinnon Street) that provide three long-haul truck spaces each and one dock facing east (Selby Street) with eight small box truck spaces.
- Construction of a four-level parking structure at 801 Toland Street (approximately 76,900 square feet) with 158 parking spaces for employees and SFUSD fleet vehicles. The parking

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structure will provide parking for both the 801 Toland Street and the 834 Toland Street parcels. Vehicles will enter and exit the parking structure from a driveway on Toland Street, near McKinnon Avenue.

- Construction of a single-story building at 834 Toland Street to house the Facilities department and a waste diversion tenant (approximately 53,800 square feet). The building will include three truck loading docks and a van loading dock.
- Project construction will be phased. Demolition and construction at 801 Toland will require approximately 14 months and is expected to begin in fall 2026. Staff and operations currently at 834 Toland Street will be relocated to 801 Toland once construction is complete. Demolition and construction at 834 Toland will require approximately 12 months and is expected to begin in spring 2028.
- The project will implement a dust control plan in accordance with the City/County of San Francisco Construction Dust Control Ordinance. The dust control plan will include all provisions established in Section 106.3.2.6.3 of the Municipal Code and applicable enhanced site-specific dust control measures.
- The construction contractor will demonstrate that all 50-horsepower or greater diesel-powered equipment is powered with Tier 4 Final engines certified by the California Air Resources Board (CARB) and that all such equipment shall be used during Project construction unless equipment with Tier 4 Final engines is not reasonably available and commensurate reductions in criteria air pollutant emissions can be achieved from other combinations of construction equipment.
- The project buildings will be all-electric. No natural gas will be used. The project does not include a permanent back-up generator.
- Additional off-road equipment (i.e., forklift) used during operations on the project site will be zero-emission or electric.
- The project includes implementation of the following best management practices to minimize construction noise:
  - To the extent feasible construction activities will be scheduled to avoid concurrent operation of several pieces of construction equipment proximate to an offsite noise-sensitive receptor.
  - All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers.
  - Construction noise will be reduced by shutting off idling equipment and using electric air compressors and similar power tools, rather than diesel equipment, where feasible.
  - Construction hours, allowable workdays, and the phone number of the job superintendent will be clearly posted at all construction entrances to allow

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surrounding property owners to contact the job superintendent if necessary. In the event the SFUSD receives a complaint, appropriate corrective actions will be implemented and a report of the action provided to the reporting party.

This project has been **approved by** and **will be carried out by** the San Francisco Unified School District.

**Lead Agency Contact Person:** *LeeAnn Bailey, SFUSD Grants and Compliance Manager,*  
*bailey1@sfusd.edu 415-241-6000*

**Signature:** *LeeAnn Bailey* **Date:** 3/25/25

### EXEMPT STATUS

- Ministerial Project (Section 21080(b)(1); 15268)
- Categorically Exempt **Class: 32** (Section 15332)
- Declared Emergency (Section 21080(b)(3); 15269(a))
- Emergency Project (Section 21080(b)(4); 15269(b)(c))
- Statutory Exemption (Code/Section \_\_\_\_\_)
- The project clearly will not have a significant effect on the environment (15061(b)(3))

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### ENVIRONMENTAL ANALYSIS

Reason Project is Exempt: This project consists of the demolition of existing buildings and the construction of new buildings on existing SFUSD properties and within the developed urban area of the City of San Francisco. The project is exempt under CEQA Guidelines Section 15332 - In-Fill Development Projects (Class 32).

The project meets the conditions for this exemption as explained below.

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Infill Development Projects (Class 32). This applies to projects characterized as in-fill development meeting the following conditions:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
  - b) The project site is within city limits, is five acres or less, and is substantially surrounded by urban uses.
  - c) The project site has no value as habitat for endangered, rare or threatened species.
  - d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
  - e) The site can be adequately served by all required utilities and public services.
- a. The project site is designated under the General Plan as Light Industrial (LM) and is zoned as Core Production, Distribution, and Repair (PDR-2), which encourages “intensification ... of a wide range of light and contemporary industrial activities.” The project is consistent with all applicable San Francisco General Plan policies and applicable zoning regulations, such as, but not limited to, building height, floor-area-ratio (including replacement of floor-area-ratio in the PDR zone), parking, design standards regarding the street frontage and public realm, and standards for bird-safe buildings.
  - b. The project site is 3.9 acres and located within the city limits of San Francisco (San Francisco Planning 2024a). Industrial buildings are present on all sides of the 801 Toland parcel, and an elevated section of I-280 is present along the southeast boundary. Industrial buildings are present to the north and west of the 834 Toland parcel, and the building to the south is occupied by the Good Samaritan Worship Center, a vinyl sign shop, and a printshop.
  - c. A Biological Resources Technical Memorandum was prepared for the SFUSD Food Hub + Shops Project which found that the project site is composed of urban/developed land cover and natural vegetation is completely absent. No potentially jurisdictional aquatic resources occur on site. Based on research done using industry standard databases and sources and a site visit, project biologists determined that the site does not have the potential to support any special-status species due to the lack of suitable habitat within or adjacent to the site, the lack of documented occurrences near the site, and/or the site being outside of the species’ known geographic or elevation range. The project site is not

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located in any U.S. Fish and Wildlife Service designated critical habitat units for federally listed plant or wildlife species (Dudek 2024a).

The project site could support nesting birds and roosting bats. This is a common condition for many projects throughout the state. Nesting birds are protected by the Migratory Bird Treaty Act and roosting bats are protected by the California Fish and Game Code. SFUSD and its contractors will ensure that construction complies with the Migratory Bird Treaty Act by initiating site preparation and demolition work outside of the bird nesting season (February 1 to September 30) or by retaining a qualified biologist to conduct a pre-construction nesting survey no sooner than 14 days prior to construction. If an active nest is identified, SFUSD and its contractors will comply with the Migratory Bird Treaty Act by postponing construction activities within 50 feet of the active nest until young have fledged.

SFUSD and its contractors will also ensure that construction complies with the California Fish and Game Code related to roosting bats by retaining a qualified biologist to conduct a bat survey no more than 30 days prior to initiating site preparation and demolition to determine if roosting bats or maternity colonies exist in any of the structures within the project site. If any active roosts are observed, consultation with the California Department of Fish and Wildlife (CDFW) will be sought to potentially develop an exclusion plan under the direction of CDFW. If maternity roosts are observed, demolition will be postponed until the maternity colonies have dispersed, usually between late August and the end of September.

Because the project site does not support any unique biological resources and all state and federal regulatory requirements will be met, the project will have no adverse effect on biological resources.

- d. The project will not result in any significant effects related to traffic, noise, air quality, and water quality, as summarized in the following paragraphs.

The Trip Generation and Vehicle Miles Traveled Screening Analysis prepared for the project found that the project site is located within close proximity of four major bus routes, of which three of them (Routes 9, 9R, and 24) have headways of 15 minutes or less. Therefore, the project will not result in a significant vehicle miles travelled (VMT) impact because the project meets the Proximity to Transit Stations criteria (Dudek 2024b).

The Noise Technical Memorandum prepared for the project found that the project will not result in significant noise impacts during construction or operation. Modeled construction noise levels are below 80 the A-weighted decibel equivalent noise level (dBA  $L_{eq}$ ) over a 1-hour period at 100 feet from the site and at the nearest noise sensitive

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receptor (340 feet to the north of the project site). Project-generated traffic will be substantially less than the existing average daily traffic volumes for roadways in the vicinity, thus project-generated traffic will not create a noticeable increase in traffic noise levels. Operation of mechanical equipment for building heating, cooling, and ventilation will generate noise levels less than the ambient noise level in the vicinity, and thus will comply with the City's threshold that noise levels must not be more than 8 dBA over the local ambient noise levels. The project does not include major producers of ground-borne vibration (Dudek 2024c).

The Air Quality Technical Memorandum prepared for the project found that The project will not result in any significant air quality impacts because the project will not conflict with or obstruct implementation of the applicable air quality plan, the project will not exceed the BAAQMD significance thresholds during construction or operation, the project will not result in any potentially significant contribution to local or regional concentrations of nonattainment pollutants and will not result in a significant contribution to the adverse health impacts associated with those pollutants, and the project will not generate odors (Dudek 2024d).

The stormwater runoff from the site flows into the San Francisco Public Utilities Commission (SFPUC) storm drain system. Stormwater management for the project site has been designed in compliance with SFPUC standards, including provisions to protect water quality. The project will not increase the amount of impervious surface at the project site or introduce new land uses or activities that could introduce new sources of potential surface water or stormwater pollution.

- e. SFPUC provides water, power, and sewer services to the project site. The existing buildings at each parcel are currently connected to the water, power, and sewer services infrastructure. The project may require replacement of onsite pipelines and service infrastructure, but any such work will occur within the project site boundaries or within the public right-of-way on the adjacent streets and the project will not substantially increase demand for any of these utilities and services.

**Exceptions to Use of a Categorical Exemption:** The project does not have the potential to trigger any of the exceptions identified in CEQA Guidelines Section 15300.2 prohibiting the use of a categorical exemption.

- a. Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted

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pursuant to law by federal, state, or local agencies.

This exception does not apply to the project because it does not apply to a Class 32 Exemption. However, it is noted that the Biological Resources Technical Memorandum demonstrates that the project site is not in a biologically sensitive environment and no critical biological resources have been mapped at or adjacent to the site (Dudek 2024a). Further, the site is not within an Alquist-Priolo earthquake zone (DOC 2024) or a Sea Level Rise Vulnerability Zone (City of San Francisco 2020).

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- b. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

SFUSD does not anticipate any future projects of the same type at this project site. There is a separate project proposed at the property adjacent to the northeastern boundary of the 801 Toland Street site - the SF Gateway Project at 749 Toland Street. This project proposes to demolish four existing single-story buildings and replace them with two multi-story buildings (2,160,000 gross square feet in total). The Draft EIR prepared for the SF Gateway Project found that it would cause or contribute to significant cumulative impacts, but all such impacts would be reduced to less than significant levels with the implementation of mitigation measures (City of San Francisco 2023). As the SFUSD Food Hub + Shops project will not result in any significant impacts associated with air quality, biological resources, noise, traffic, and water quality and there are no unusual circumstances at the project site that could lead to other significant impacts, this project will not cause or contribute to any significant cumulative impacts.

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- c. Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project site and surrounding neighborhood are located within an urbanized area that is relatively flat and has been developed since the 1940s and 1950s (Dudek 2024e). The project site is not known to contain sensitive biological or cultural resources (Dudek 2024a, 2024f). There are no unusual circumstances or conditions that indicate the project could result in a significant environmental effect at the project site or in the surrounding area. Furthermore, there is nothing unusual about the design of the proposed new warehouses and parking structure that could result in a significant effect on the environment due to unusual circumstances. Therefore, this exception does not apply to the project because there is no reasonable possibility that the proposed project will have a significant effect on the environment due to unusual circumstances.

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- d. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources including, but not limited to, trees, historic buildings, rock

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outcroppings or similar resources, within a highway officially designated as a state scenic highway.

The project site is adjacent to I-280, which is an eligible state scenic highway (Caltrans 2024). In this location, I-280 is an elevated highway with two decks where the upper deck serves southbound traffic, and the lower deck serves northbound traffic. The upper deck provides views of hillsides on both sides of the highway and the bay to the east. Views from the lower deck include these elements but they are somewhat obstructed by the upper deck and its support structures as well as buildings and equipment on both sides of the highway. The existing building at 801 Toland is partially visible from the lower deck, while only the roof is visible from the upper deck. There are no trees, historic buildings, rock outcroppings or other scenic elements at the project site, thus no such elements will be damaged by the project. Further, the proposed building height is similar to existing buildings in the vicinity and consistent with the Municipal Code standards and is not expected to obscure any existing views of distinct scenic elements or alter the existing visual conditions in the site vicinity.

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- e. Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code.

According to the California State Water Resources Control Board Geotracker database and the California Department of Toxic Substances Control Envirostor database, there are no active hazardous materials sites within or adjacent to the project site. Thus, no hazardous conditions are known to exist on the site or in the immediate vicinity. The project is not located on a site where hazardous materials or hazardous waste have been identified, nor is it located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code (SWRCB 2024, DTSC 2024) and this exception does not apply to the project.

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- f. Historical Resources. A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource.

CEQA requires evaluation of structures and other human-built features for potential historic significance when such features are at least 50 years old. The project includes the demolition of existing buildings that are over 45 years old, thus a Built Environment Inventory and Evaluation Report was prepared. This report found that the existing buildings at the project site do not meet the criteria for the National Register of Historic Properties or California Register of Historic Resources, and thus the buildings are not historic resources. Additionally, there are no known historic resources adjacent to the site. Further the project design has similar massing to the existing buildings and therefore is compatible with surrounding properties. As such, project activities will not diminish the physical characteristics or viewshed setting that could contribute to the potential historical or architectural significance of



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surrounding properties (Dudek 2024e). Thus, the project will not cause a substantial adverse change in the significance of a historical resource and this exception does not apply to the project.

### REFERENCES

- Bay Area Air Quality Management District (BAAQMD). 2023. CEQA Air Quality Guidelines. April 20, 2023.
- California Department of Transportation (Caltrans). 2024. California State Scenic Highways System Map. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed December 31, 2024.
- California Department of Toxic Substances Control (DTSC). 2024. Envirostor. <https://www.envirostor.dtsc.ca.gov>. Accessed December 31, 2024.
- California Department of Conservation (DOC). 2024. Earthquake Zones of Required Investigation. <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>. Accessed December 31, 2024.
- City of San Francisco. 2020. Sea Level Rise Vulnerability and Consequences Assessment. Available: <https://sfplanning.org/sea-level-rise-action-plan#info>. December 31, 2024.
- Dudek 2024a. Biological Resources Technical Memorandum for the SFUSD Food Hub + Shops Project, San Francisco, California. October 2024.
- Dudek 2024b. Trip Generation and Vehicle Miles Traveled Screening Analysis for the SFUSD Food Hub + Shops Project, San Francisco, California. December 2024.
- Dudek 2024c. Noise Technical Memorandum for the SFUSD Food Hub + Shops Project, San Francisco, California. December 2024.
- Dudek 2024d. Air Quality and Greenhouse Gas Emissions Technical Memorandum for the SFUSD Food Hub + Shops Project, San Francisco, California. December 2024.
- Dudek 2024e. Built Environment Inventory and Evaluation Report for the SFUSD Food Hub + Shops Project, San Francisco, California. November 2024.
- Dudek 2024f. Archaeological Resources Letter Report for the SFUSD Food Hub + Shops Project, San Francisco, California. December 2024.
- San Francisco Planning 2024a. Property Information Map. <https://sfplanninggis.org/pim/?pub=true>. Accessed December 31, 2024.



Bond Program  
San Francisco Unified School District  
135 Van Ness Avenue, Room 207  
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San Francisco Planning 2024b. Draft Environmental Impact Report San Francisco Gateway Project 749  
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<https://sfplanning.org/project/sf-gateway-749-toland-street>

State Water Resources Control Board (SWRCB). 2024. GeoTracker.  
<https://geotracker.waterboards.ca.gov/>. Accessed December 31, 2024.