San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

PUBLIC NOTICE

AVAILABILITY OF A NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

PROJECT INFORMATION

Date:	July 2, 2025
Project Title:	Pier 92 Modernization and Plant Replacement Project
Project Address:	480 Amador Street
Case No.:	2024-005922ENV
Block/Lot No.:	4502A/002
Zoning District(s):	M-2 Heavy Industrial Use District 40-X Height and Bulk District
Neighborhood:	Bayview
Project Sponsor:	Martin Marietta Materials, Inc.
EIR Coordinator:	Jennifer McKellar; (628) 652-7563 CPC.Pier92EIR@sfgov.org

PUBLIC SCOPING MEETING INFORMATION

Date:	July 16, 2025
Time:	6:00 p.m.
Location:	Southeast Community Center 1550 Evans Avenue San Francisco

The San Francisco Planning Department (department) has issued a notice of preparation (NOP) of an environmental impact report (EIR) in connection with this project. Next, the department will begin the preparation of an EIR as required by the California Environmental Quality Act (CEQA). The department welcomes your comments regarding the scope of the EIR. Refer to the Project Description and Purpose of Notice sections below for more information.

Project Description

The Pier 92 Modernization and Plant Replacement Project (proposed project) project site occupies a 190,299-square-foot area within Assessor's Block 4502A, Lot 002, in San Francisco's Bayview neighborhood. The project site is also located within the Port of San Francisco's (Port's) Maritime Eco-Industrial Center and the Southern Waterfront area of the Port's Waterfront Plan. The project site is bounded by Islais Creek Channel to the north, the Pier 94 wetlands to the east, Seawall Lot (SWL) 352 and Piers 94 and 96 to the south, and Amador Street to the west. At its southern end, the project site includes a right-of-way that provides public access to the Pier 94 wetlands. The project site is within a designated California Senate Bill 1000 (SB 1000)

environmental justice community and within a designated California Assembly Bill 617 (AB 617) community, the Bayview Hunters Point/Southeast San Francisco Community.

The project site is currently developed with a facility that has been used for marine sand offloading and processing since at least 1982. Marine sand is delivered to the facility by barge via Islais Creek Channel. The facility offloads and processes the sand using a system of conveyors, sprinklers, front-end loaders, sand washing and screening equipment, and stockpiles. The sand products are then loaded onto customer trucks for delivery offsite. As the trucks exit the facility, they pass through a wheel wash system and track-out control mat to reduce material track-out and emissions. The facility also includes two office trailers for administrative uses and storage areas and containers for hazardous materials (mainly used oil) and non-hazardous materials (scrap metal, wood, etc.). Parking for at least ten employees and/or visitors is also provided at the site. The sand offloaded and processed at the Pier 92 facility is used in a variety of applications in many different projects throughout San Francisco and the Bay Area. Sand is a crucial component in concrete and asphalt and essential for development, infrastructure, and restoration projects, including beach and shoreline restoration projects.

Martin Marietta Materials, Inc—the owner of the facility since 2021—proposes to undertake the proposed project. The proposed project would increase the area leased by the facility from the Port by about 34,371 square feet (from 190,299 to 224,600 square feet). This added area would include the existing public right-of-way, which would be relocated about 700 feet south of the project site. The proposed project would install new equipment and/or upgrade existing equipment to improve the facility's environmental controls. A new enclosed warehouse would be constructed to store the washed sand product; associated truck loadout activities would occur within the warehouse. The new warehouse would be approximately 140 feet by 220 feet and 63 feet tall at its peak. The outer walls and roof would consist of metal siding (26 gauge). Some translucent panels on the roof would allow natural light into the structure. Fixtures for artificial lighting would also be installed within the new structure.

The proposed project would also pave areas of the site where mobile equipment, such as front-end loaders and customer trucks, would operate (60,000 square feet) and proposed employee/visitor parking spaces (3,330 square feet) would be located. No changes to Amador Street access or curbs are proposed. A modern stormwater management system would also be installed; the proposed drainage pattern would remain similar to the existing pattern and use drainage channels, valley gutters, and underground conveyance to direct flows to the existing discharge pond. The facility would also seek approval of an Authority to Construct and Permit to Operate from the Bay Area Air District, which would include a throughput limit of 800,000 tons per year.

Construction of the proposed project is anticipated to take up to seven months and would involve 3,305 cubic yards of soil excavation/disturbance. Sand offloading and processing activities would continue during construction.

Purpose of Notice

The planning department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

Preparation of an NOP or EIR does not indicate a decision by decision makers to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

You are not required to take any action. If you wish to comment on the scope of the EIR, you may do so in either or both of the following ways:

WRITTEN COMMENTS

Planner:	Jennifer McKellar
Via Mail:	49 South Van Ness Ave, Suite 1400 San Francisco, CA 94103
Via Email:	CPC.Pier92EIR@sfgov.org
From	July 2, 2025, to 5 p.m. on August 1, 2025

COMMENTS AT THE PUBLIC SCOPING MEETING

Location:	Southeast Community Center 1550 Evans Avenue San Francisco
Date, Time:	July 16, 2025, at 6:00 p.m.

The notice of preparation and other project-related materials are available here: sfplanning.org/sfceqadocs. You may also request a memory stick or paper copy of the NOP by contacting Jennifer McKellar (see above).

General Information about Procedures

Members of the public are not required to provide personal identifying information when they communicate with San Francisco Planning Commission or staff. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

Date:	July 2, 2025
Comment Deadline:	August 1, 2025
Case No.:	2024-005922ENV
Project Title:	Pier 92 Modernization and Plant Replacement Project
Project Address:	480 Amador Street
Zoning:	M-2 Heavy Industrial Use District
Height/Bulk:	40-X Height and Bulk District
Block/Lot:	4502A/002
Lot Size:	190,229 square feet (4.37 acres)
Neighborhood:	Bayview
Supervisor District:	District 10
Cross Streets:	Illinois Street and Cargo Way
Staff Contact:	Jennifer McKellar; (628) 652-7563 CPC.Pier92EIR@sfgov.org

Introduction

The San Francisco Planning Department (department) prepared this notice of preparation of an environmental impact report (EIR) and notice of a public scoping meeting in connection with the proposed Pier 92 Modernization and Plant Replacement Project (proposed project). The California Environmental Quality Act (CEQA) requires public agencies to evaluate environmental impacts prior to approving any project and to reduce those impacts to the degree feasible. The purpose of an EIR is to:

(1) provide information about potential significant physical environmental effects of a proposed project,

(2) identify possible ways to reduce the significant effects, and

(3) describe and analyze possible alternatives to the project that could reduce significant environmental effects.

This notice informs the public, responsible and trustee agencies, and interested parties that the department is preparing an EIR in compliance with CEQA and the State CEQA Guidelines. This notice describes the proposed project, the EIR process, and how to provide input on the environmental review. This notice also identifies environmental issues anticipated to be analyzed in the EIR. The comments received during the public scoping process will be considered during preparation of the EIR for this project.

An in-person public scoping meeting will be held at 6:00 p.m. on July 16, 2025, at the Southeast Community Center, 1550 Evans Avenue. Comments will be accepted in person at the scoping meeting and in writing until 5:00 p.m. on August 1, 2025. Written comments should be sent to Jennifer McKellar, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.Pier92EIR@sfgov.org.

This notice is available for public review on the department's website at sfplanning.org/sfceqadocs and at the San Francisco Permit Center's document viewing room on the second floor of 49 South Van Ness Avenue, San Francisco, CA 94103.

Project Overview

Introduction

The Pier 92 Modernization and Plant Replacement Project (proposed project) consists of the reconstruction and modernization of the existing sand processing facility on Pier 92 at the Port of San Francisco (Port). The proposed project would install and operate a new sand processing system with new equipment, enhanced environmental controls, and other site upgrades. A key element of the project modernization is the installation of enhanced dust control measures. This would be achieved by retrofitting or replacing conveyors with covers and covering the finished material stockpile and truck-loading areas to reduce particulate emissions and fugitive dust from transfer and storage of the material. The essential nature of the existing operations at the facility would not change under the proposed project.

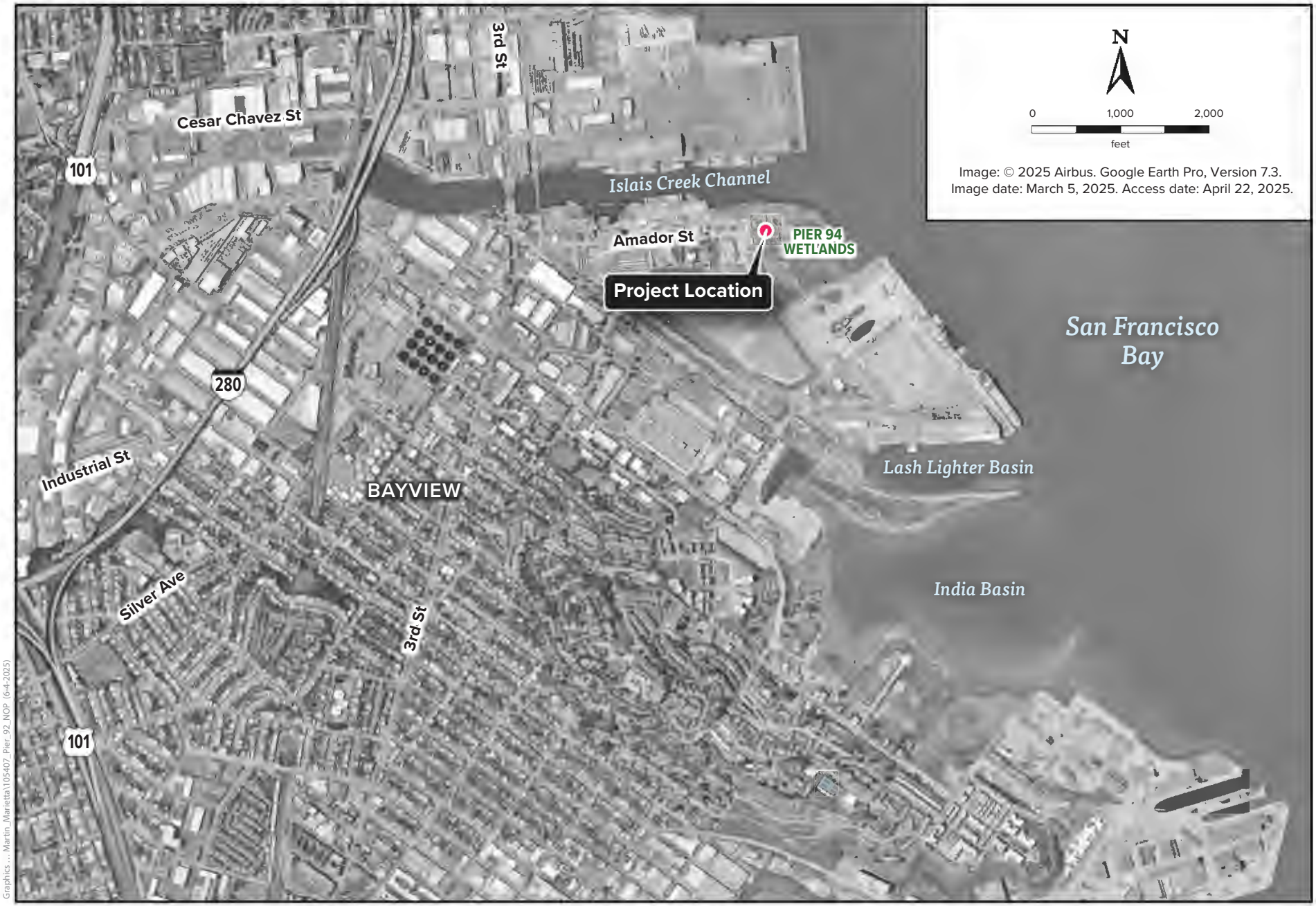
Project Setting and Site Characteristics

PROJECT SITE AND ADJACENT LAND USES

The Pier 92 facility is located at 480 Amador Street in San Francisco's Bayview neighborhood (see Figure 1, p. 3). The project site is also in the Port's Maritime Eco-Industrial Center and the Southern Waterfront area of the Port's Waterfront Plan. The site occupies a portion of Assessor's Block 4502A, Lot 002 in an M-2 Heavy Industrial Use District and 40-X Height and Bulk District. The project site is bounded by Islais Creek Channel to the north, the Pier 94 wetlands to the east, Seawall Lot (SWL) 352 and Piers 94 and 96 to the south, and Amador Street to the west. At its southern end, there is a right-of-way that provides public access to the Pier 94 wetlands. Surrounding land uses include Darling Ingredients, Inc.; CEMEX; and Central Concrete Supply to the west and vehicle parking to the south. The project site is within an environmental justice community, per Senate Bill (SB) 1000.[1] The site is also within an Assembly Bill (AB) 617 community: Bayview Hunters Point/Southeast San Francisco.[2]

[1] SB 1000 requires jurisdictions that have disadvantaged communities to incorporate environmental justice into their general plans upon the next revision to two or more elements. The project site is not within a disadvantaged community, based on the definition in SB 1000, but communities are encouraged to conduct analysis to define additional areas facing environmental and health challenges. The San Francisco Planning Department conducted additional analysis to identify areas in the city that face a disproportionate burden of environmental health challenges, informed by state and local data, resulting in the Environmental Justice Communities Map. For more information, see https://sfplanning.org/project/environmental-justice-framework-and-general-plan-policies#ej-communities.

[2] An AB 617 community is affected by a high cumulative exposure burden from toxic air contaminants and criteria air pollutants (Source: Bay Area Air District, 2022 CEQA Guidelines, Chapter 2, Best Practices for Centering Environmental Justice, Health, and Equity. Available: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-2-environmental-justicefinal-pdf.pdf?rev=724445e52f394fe1ab3d3b1636b6d023&sc_lang=en).



Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 1
Project Location

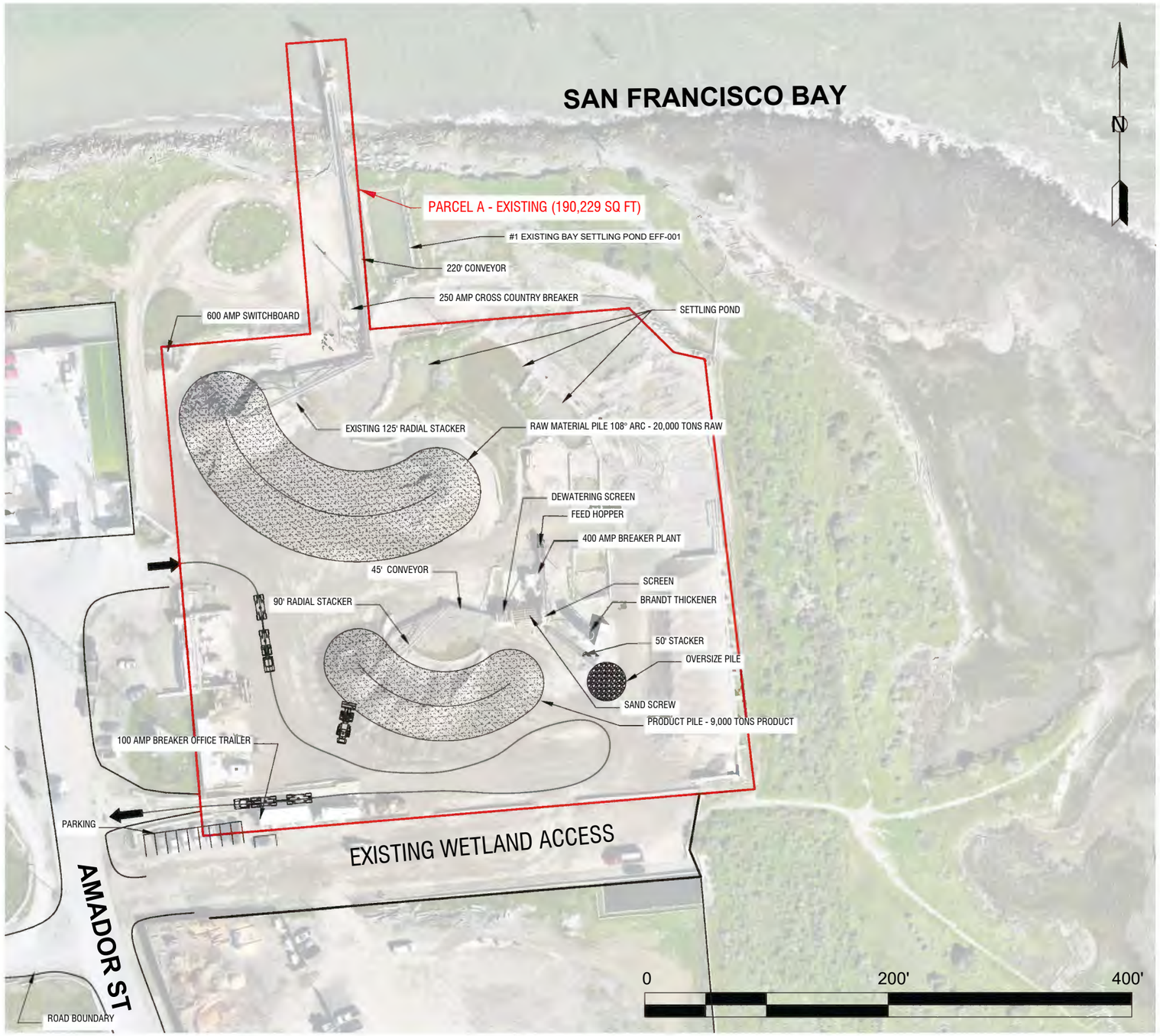
EXISTING SITE CHARACTERISTICS

The 190,229-square-foot Pier 92 facility has been used for marine sand offloading and processing since at least 1982. The site is currently unpaved, with the exception of the area after the scale, which is paved. The sand offloaded at Pier 92 is used in a variety of applications in many different projects throughout the city and the Bay Area. Sand is a crucial component in concrete and asphalt and is essential for development, infrastructure, and restoration projects, including beach and shoreline restoration projects.

Marine sand is delivered to the Pier 92 facility by barge from the Islais Creek Channel along the northern boundary of the project site (see Figure 2, p. 5). The essential operations of the facility are as follows:

> Step 1. Marine sand is offloaded and stockpiled: Marine sand is offloaded via conveyor from the barge to the shore. The sand is saturated with water upon arrival and during unloading. The unloading conveyor moves the sand south onto the site where it is stored in a stockpile (raw material stockpile) using a radial stacker and is kept wet with sprinklers. Unwashed sand for sale is transferred by loader to customers' trucks for delivery offsite.
>
> Step 2. Raw material is transferred to the wash plant: Wet sand is moved from the raw material stockpile to the wash plant by a front-end loader. The loader scoops sand from the stockpile and places it into a feed hopper at the wash plant.
>
> Step 3. Raw material is screened and washed at the wash plant: The wash plant consists of a feed hopper and specifically designed conveyor with sand washing equipment that submerses the sand in water. Sand is screened in the wash plant and oversized sand is moved to the oversized stockpile via a stacker. Washed sand is conveyed over screens that remove any non-sand material, such as oversize pea gravel and shells. The remaining sand is processed further in the wash plant. The processing screen and stockpiles are not required to be covered, per Bay Area Air Quality Management District (Air District) regulations.
>
> Step 4. Product sand is transferred to the product stockpile: The washed sand (product sand) is transferred to the product stockpile using a conveyor and radial stacker, which are not required to be covered per Air District regulations.
>
> Step 5. Product sand is transferred to customer trucks: Sand from the product stockpile is transferred via loader to customers' trucks for delivery offsite. Martin Marietta does not own nor operate any haul trucks. Customers transport the material or contract for delivery to end users and construction sites presently located throughout the city and San Mateo County. As trucks depart the site, they pass through environmental controls to reduce track out of sand and fugitive dust emissions, including a wheel wash and track-out control mat. Trucks return to Amador Street near the southwest corner of the property.

The volume of sand processed at the Pier 92 facility has varied substantially over the past 25 years, reflecting the cyclical nature of the construction industry. A peak of approximately 664,000 tons of sand was processed in 2018, while only 118,000 tons was processed in 2011. Based on historical sales data, Martin Marietta estimates that approximately 65 to 75 percent of the sand offloaded at the facility is transported by truck to the two adjacent ready-mix concrete facilities located on Pier 92.



PARCEL BOUNDARY

EXISTING STOCKPILES

EXISTING OVERSIZE STOCKPILE

Source: Martin Marietta, 2025

Graphics ... Martin Marietta\105407 Pier 92 EIR (6.18.2025)

Pier 92 Modernization and Plant Replacement Project
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Figure 2
Existing Operation

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PROPOSED PROJECT CHARACTERISTICS

The proposed project would modernize and reconstruct the existing sand processing facility by installing new equipment, constructing a new warehouse, and paving and reconfiguring the site (see Figure 3, p. 9). No changes are proposed to Pier 92 infrastructure or facilities located outside of the project site's boundaries. The essential nature of the existing operations at the facility would not change. Rather, the proposed project would allow for the existing operation to continue on a redesigned site with modern equipment and improved environmental controls. To accommodate these changes, the project is also proposing an increase in site size under a new lease with the Port of San Francisco and has applied for a permit to construct/permit to operate from the Air District. Table 2-1 presents a comparison of existing facility characteristics and proposed changes.

Table 2-1: Existing vs. Proposed Project Summary

Use/Feature	Existing	Proposed	Net Change
Industrial use (square feet [sf])	190,229	224,600	34,371
Number of building(s)[a]	0	1	1
Building stories	0	1	1
Building height (feet)	0	63[b]	63
Building area (sf)	0	30,800	30,800
Annual sand processing throughput (U.S. tons)[c]	349,078	800,000	450,922
Number of employees	5	6	1
Site surface paving (sf)	0	63,330	63,330
Vehicle parking spaces (employee/visitor)	10	10	0

Notes:

a. Refers to permanent buildings. Does not include temporary structures such as trailers or storage containers.

b. Height noted is highest roof point and does not necessarily reflect the building height as measured, per the San Francisco Planning Code. In addition, Section 260(b)(2)(M) of the San Francisco Planning Code (Code) exempts from the height requirement all structures and equipment necessary for the operation of industrial plants, where structures and equipment do not contain separate floors and where permitted as principal or conditional uses by the Code.

c. Given the cyclical nature of the facility's operations, existing conditions are based on the facility's average activity over the most recent 5-year operating period (years 2020–2024), not maximum activity achieved over the facility's history. Proposed conditions are based on the maximum annual throughput requested by the project sponsor in its application to the Air District for a permit to operate.

Approximately 34,371 square feet is proposed to be added to the existing 190,229-square-foot parcel (Parcel A), increasing its size to 224,600 square feet. Two areas would be added to Parcel A: 1) an adjacent L-shaped rectangular area to the south, adding 34,091 square feet, and 2) a smaller adjacent area to the north that would be realigned to include an existing stormwater retention pond (EFF-001), changing the overall net square footage in this area by 280 square feet (see Figure 4, p. 10).

The area to the south is currently used by the public to access the Pier 94 wetlands area east of the project site. Access to the Pier 94 wetlands would be relocated approximately 700 feet southeast of the project site on Amador Street. The Port would be responsible for implementing the improvements associated with the relocated access gate, which includes adding a new access gate on Amador Street and another access gate to the wetlands (see Figure 5, p. 11).

Wet marine sand would continue to be delivered to the facility via barge from the Islais Creek Channel. The following describes the proposed facility process changes (see Figures 6 through 14, pp. 12 through 20, for diagrams of new equipment proposed by the project):

Step 1. Marine sand is offloaded and stockpiled: The saturated sand would continue to be offloaded and moved onto the site via an uncovered conveyor belt/radial stacker and stored in an uncovered raw material stockpile. A new overhead water spray system would be installed above the raw material stockpile to replace the existing sprayer. Unwashed sand for sale would continue to be transferred by loader to customers' trucks for delivery offsite.

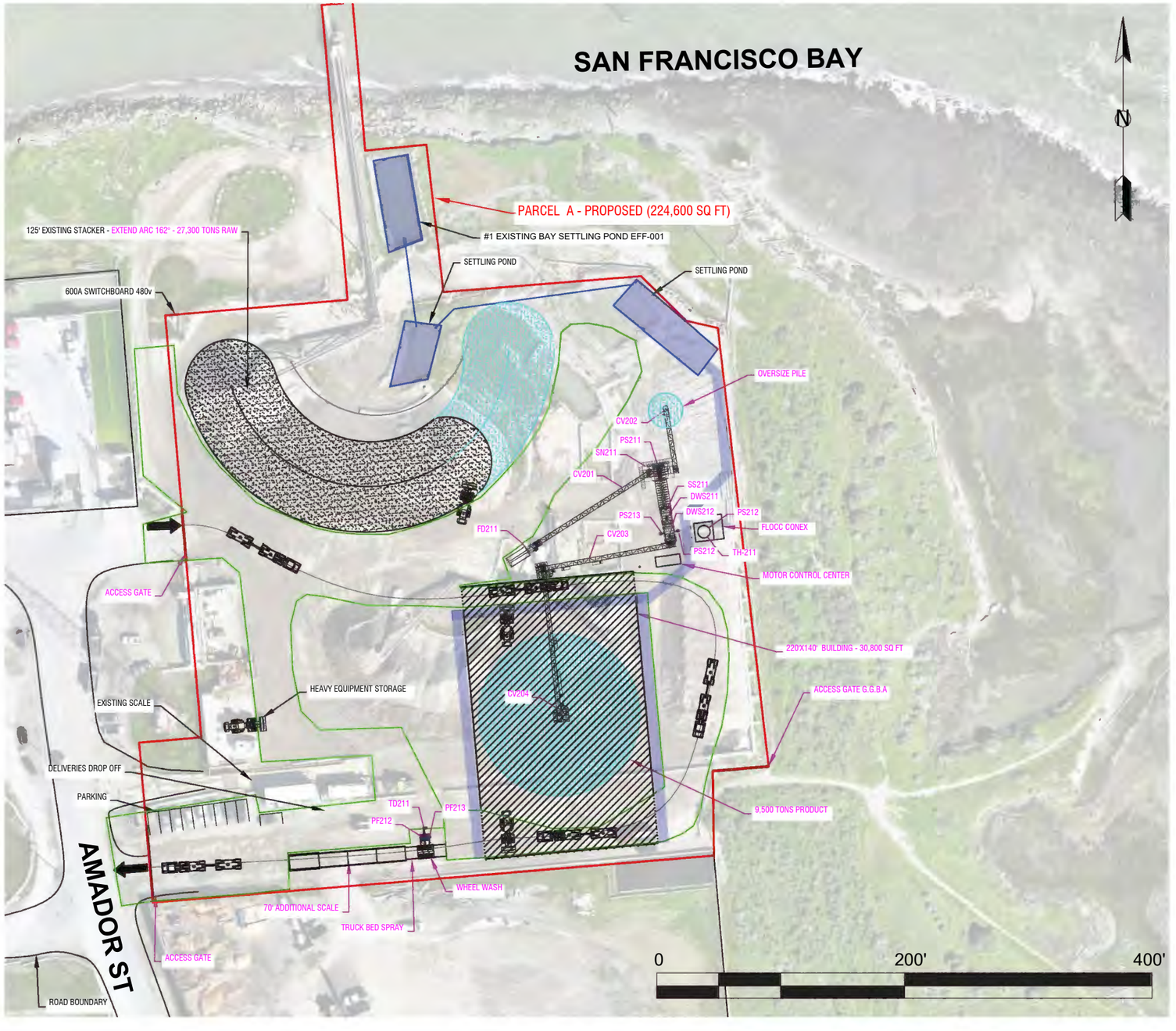
Step 2. Raw material is transferred to the wash plant: There would be no changes to step 2; wet sand would continue to be moved from the raw material stockpile to the wash plant by a front-end loader.

Step 3. Raw material is screened and washed at the wash plant: The processing screen in the wash plant would be replaced with a fully enclosed screen. Additionally, all wash plant conveyors would be replaced or retrofitted with covers.

Step 4. Product sand is transferred to the product stockpile: Newly covered conveyors would transfer the washed sand to the product stockpile. Unlike existing conditions, the washed sand stockpile would now be stored in a new enclosed warehouse. The warehouse would be approximately 140 feet by 220 feet and 63 feet tall at its peak.[3] The outer walls and roof would consist of metal siding (26 gauge). Some translucent panels on the roof would allow natural light into the structure. In addition, fixtures for artificial lighting would be installed within the structure. The concrete footings that would support the warehouse would be embedded not more than 5 feet below surface grade. Approximately 400 cubic yards of concrete would be necessary for the footings. The anticipated soil cut volume for the foundation is approximately 300 cubic yards.

Step 5. Product sand is transferred to customer trucks: All truck loadout activities involving the washed sand would occur within the enclosed warehouse. A revised onsite circulation pattern would be implemented. Trucks would continue to enter the site from the same location on Amador Street. Customers would receive sand within the warehouse and exit onto Amador Street, slightly south of the existing exit gate. A new wheel wash system would be installed at the exit from the stockpile and truck-loading enclosure. This area also would include a new truck-bed water spray system.

[3] Section 260(b)(2)(M) of the San Francisco Planning Code (Code) exempts from the height requirement all structures and equipment necessary for operation of industrial plants, and where structures and equipment do not contain separate floors, where permitted as principal or conditional uses by the Code.



PAVING LIMITS

UNDERGROUND CONVEYANCE

VALLEY GUTTERS/CHANNELS

PARCEL BOUNDARY

WAREHOUSE STRUCTURE

WATER CONTAINMENT AREA

RELOCATED OR EXTENDED STOCKPILES

EXISTING STOCKPILES

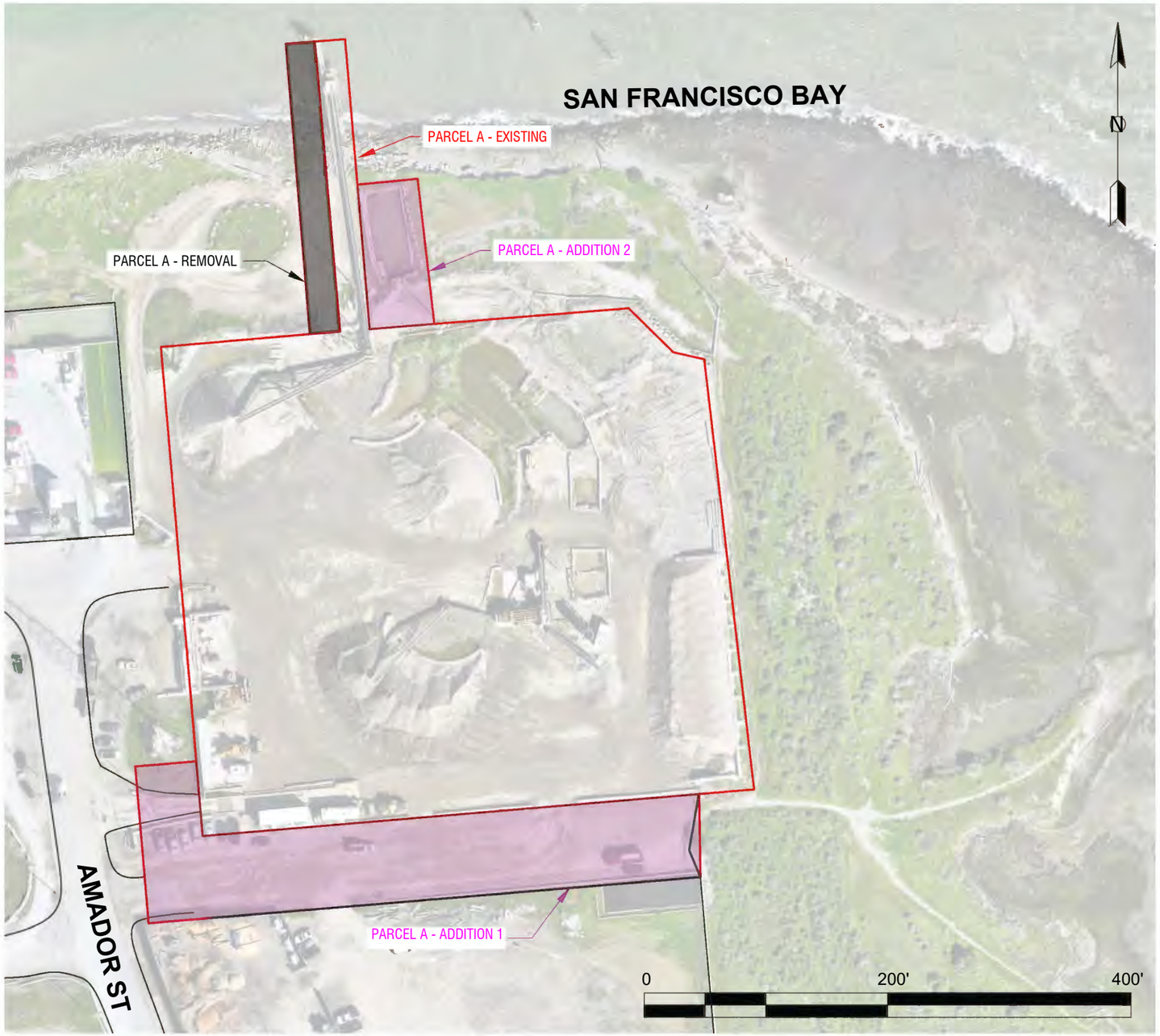
New Equipment	ID Tag
Feed Hopper Skid Mounted	FD211
Screen 1 1D5x16	SN211
Sand Screw 1	SS211
Dewatering Screen 1	DWS211
Dewatering Screen 2	DWS212
Screen Feed Conveyor 30"x 110'	CV201
Oversize Conveyor 30"x 50'	CV202
Building Feed Conveyor 30" x 110'	CV203
Building Conveyor 30" x 128'	CV204
Screw Recirculating Pump	PS211
Thickener Feed Pump	PS212
Cyclone Feed Pump	PS213
Thickener Mud Pump	PS214
Makeup Water Pump	PS211
Wheel Wash Pump 1	PS212
Wheel Wash Pump 2	PS213
Wheel Wash Drag Chain	TD211
Wheel Wash Water Sump	TK211
Flocc Dosing Pump	
Brandt Thickener	TH211
Underflow Density Meter	
Flocc Dosing Pump 1	
CAT Dosing Pump 2	

Source: Martin Marietta, 2025

Graphics - Martin_Marietta\105407_Pier_1_EIR (6-18-2025)

Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 3
Proposed Project



EXISTING LEASE PARCEL A - 190,229 SQ FT

PROPOSED LEASE PARCEL A - 224,600 SQ FT

PARCEL A - LEASE AREA REMOVAL

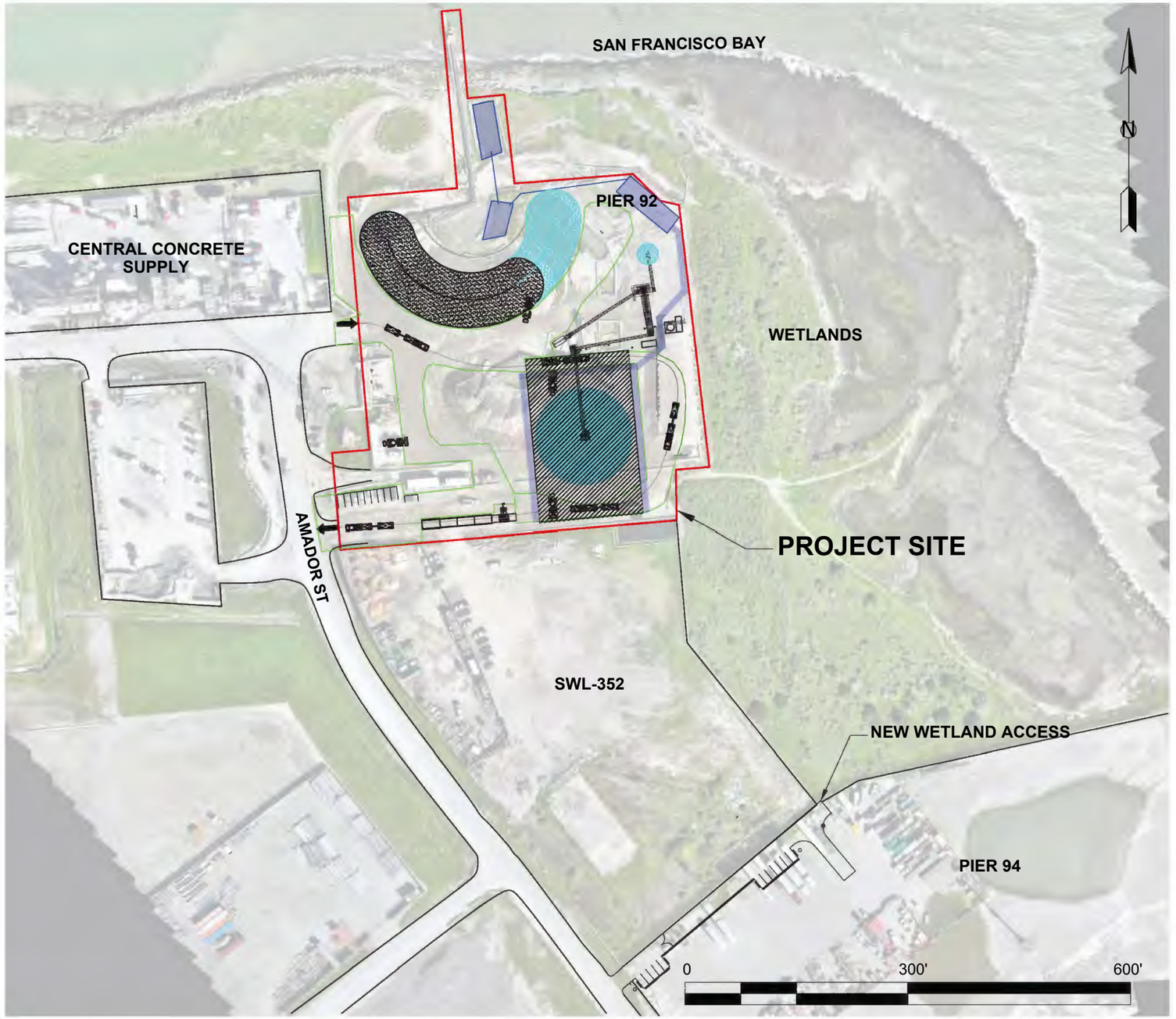
PARCEL A - LEASE AREA ADDITION

Source: Martin Marietta, 2025

Graphics ... Martin Marietta\105407 Pier 92 EIR (6-19-2025)

Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 4
Proposed Lease Parcel Changes

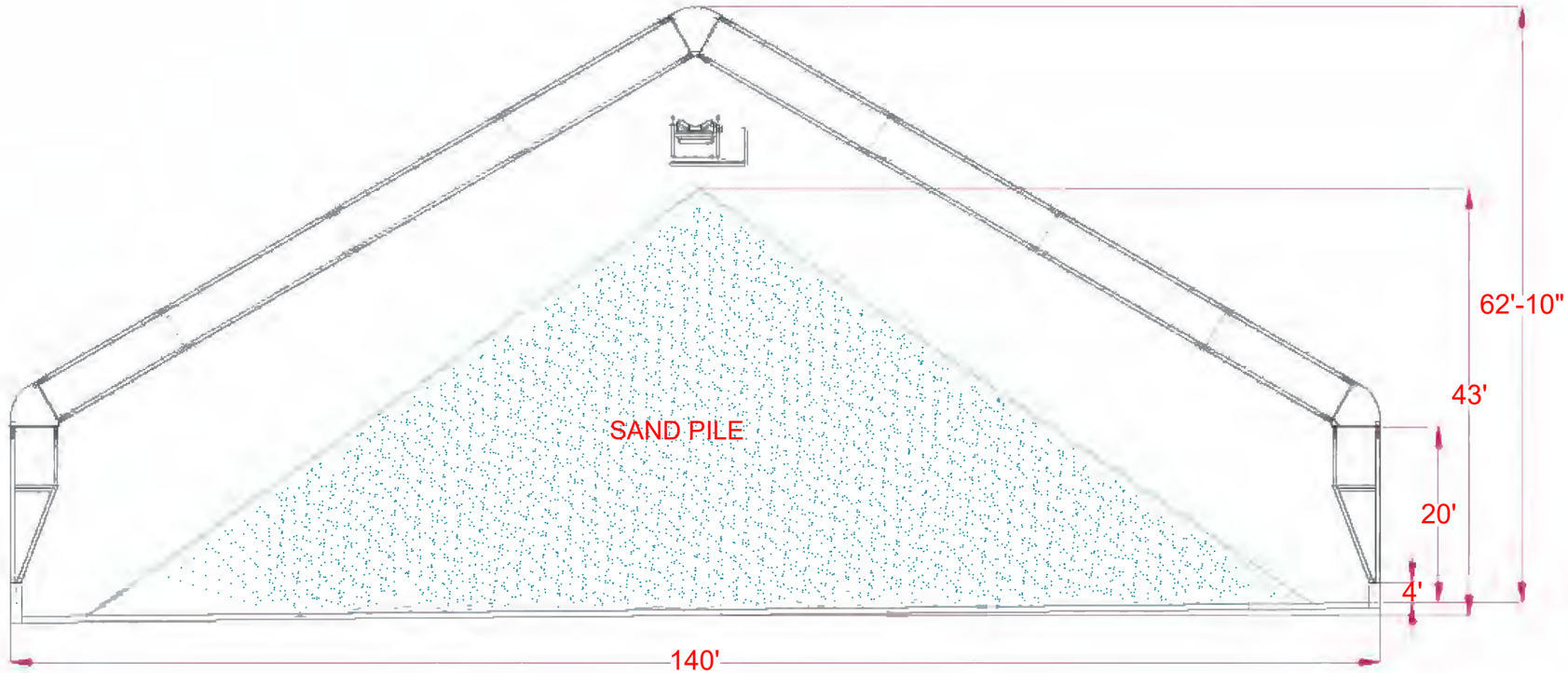


Source: Martin Marietta, 2025

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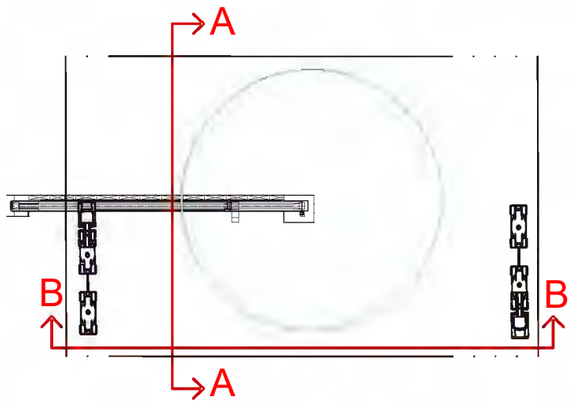
Pier 92 Modernization and Plant Replacement Project
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Figure 5
Wetland Easement



1 VIEW A-A - WAREHOUSE FRONT VIEW

BUILDING PLAN VIEW KEY

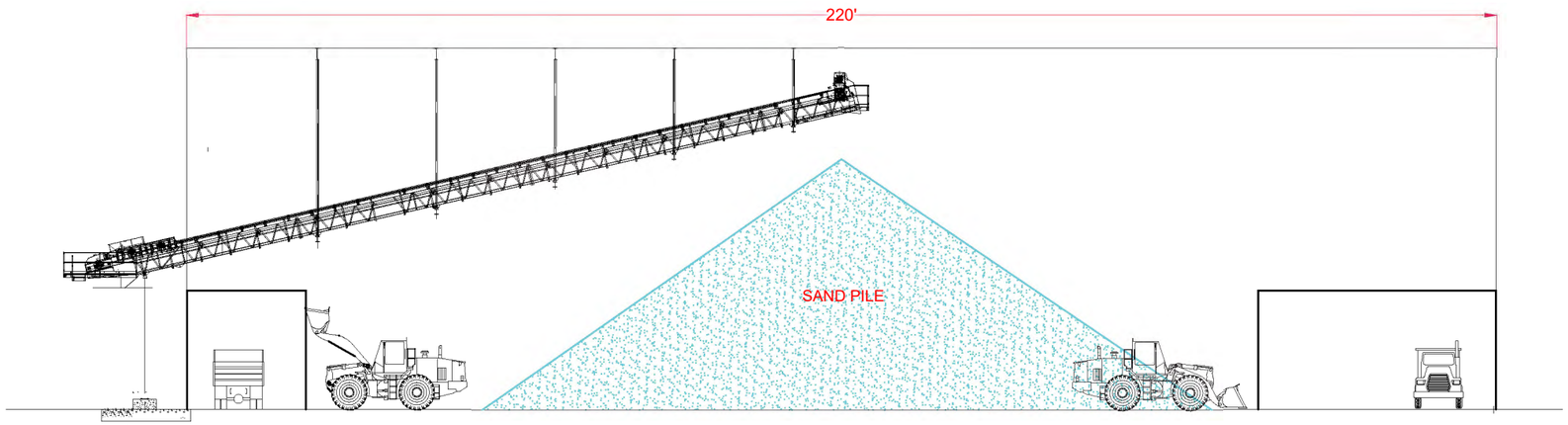


Source: Martin Marietta, 2025

Graphics ... Martin_Marietta\105407_Pier_92_NOP (6-4-2025)

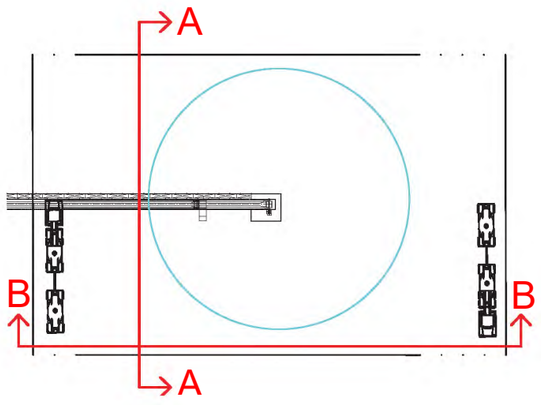
Pier 92 Modernization and Plant Replacement Project
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Figure 6
Storage Warehouse (front view)



2 VIEW B-B - WAREHOUSE SIDE VIEW

BUILDING PLAN VIEW KEY

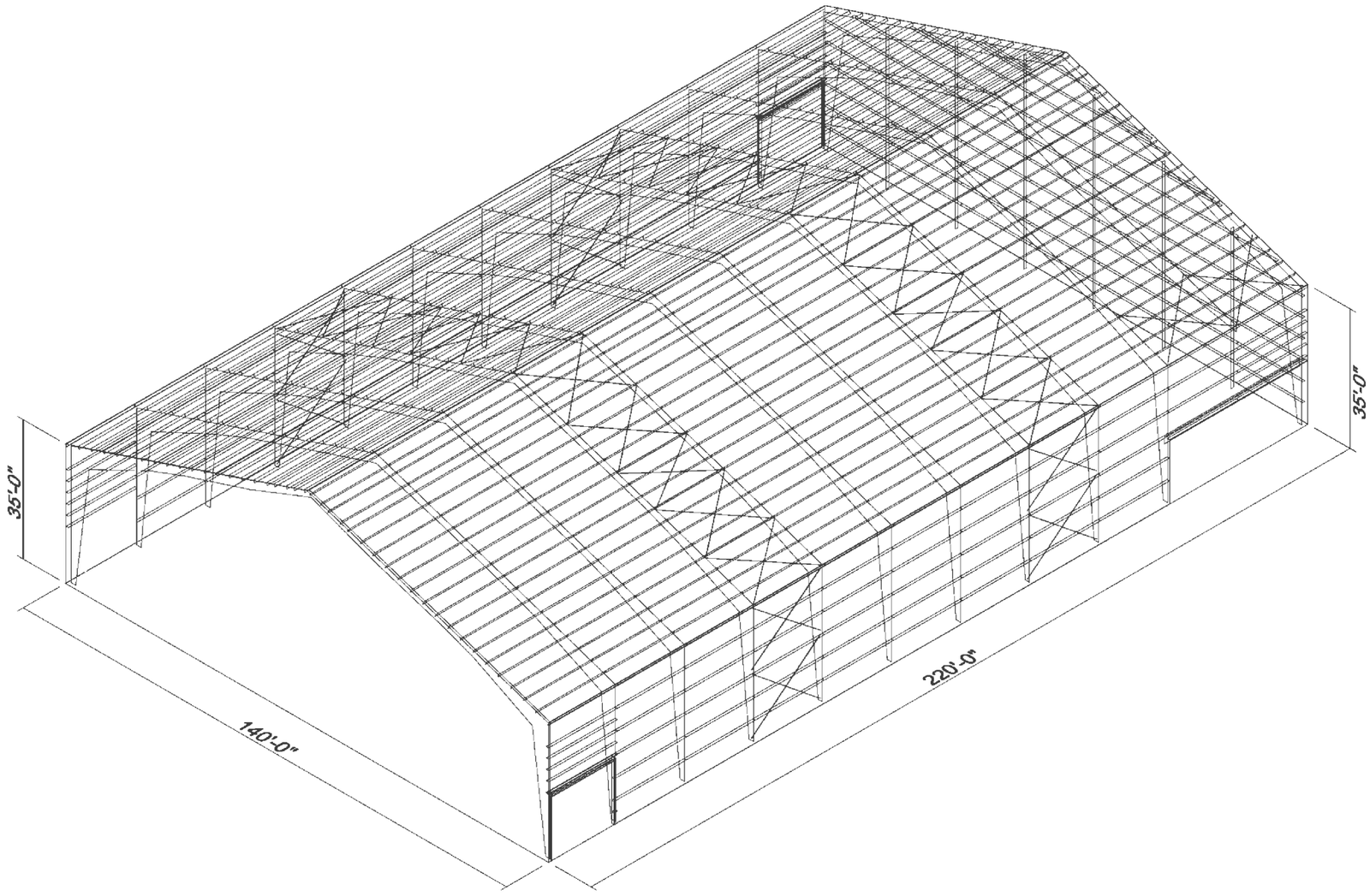


Source: Martin Marietta, 2025

Graphics... Martin_Marietta\105407_Pier_92_NOP (6-4-2025)

Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 7
Storage Warehouse (side view)

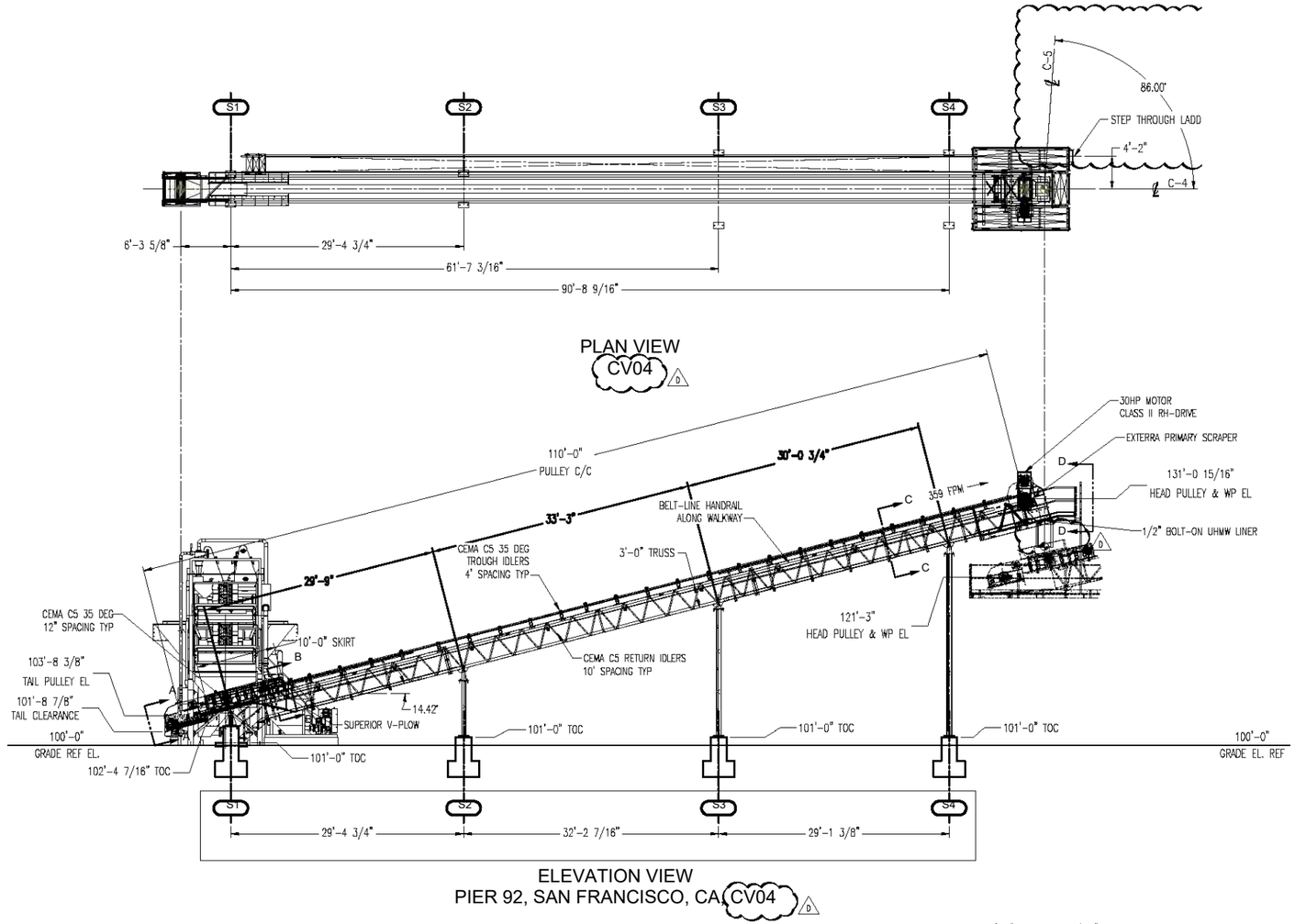


Source: Martin Marietta, 2025

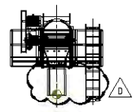
Graphics ... Martin_Marietta\105407_Pier_92_NOP (6-4-2025)

Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 8
Storage Warehouse



Source: Superior, 2025



C4-TO-C5 LADDER
ELEVATION VIEW

Conveyor Wind Covers—Typical/Planned

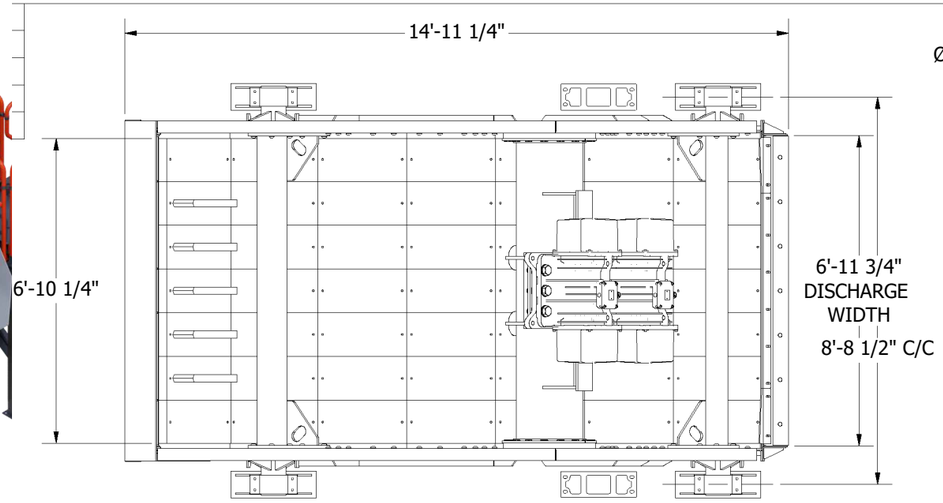


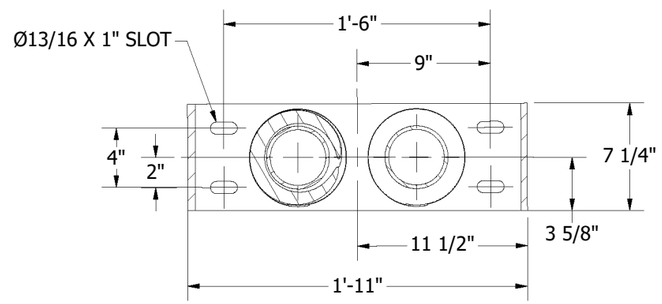
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Figure 9
Truss Feed Conveyor (representative of all new covered conveyors)

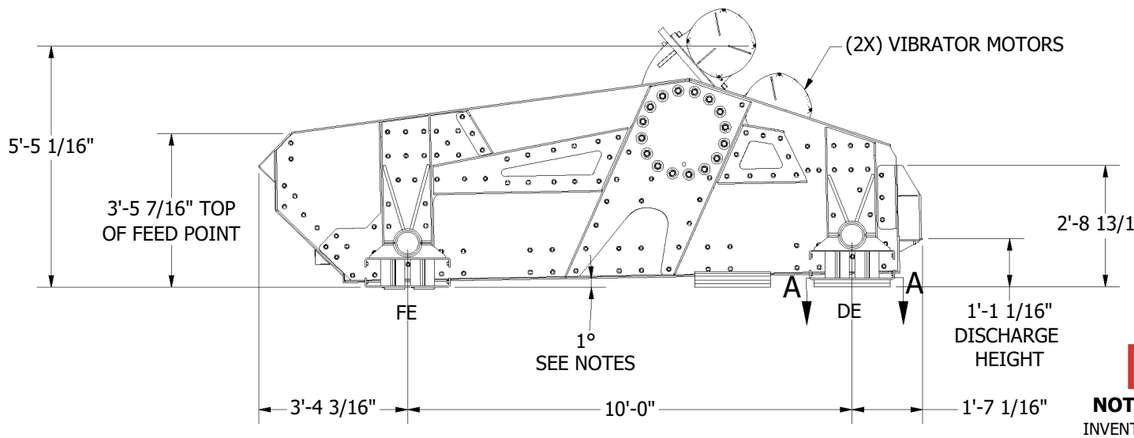
Graphics - Martin Marietta\106407 Pier 92 NOP (6-4-2025)

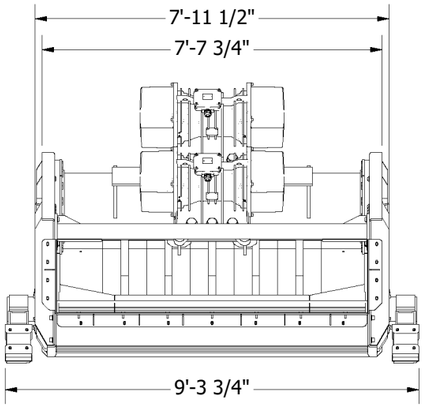






SPRING BASE PLATE DETAIL
SECTION A-A
SCALE 1 1/2"=1'





NOTE:

1. OPERATING ANGLE FROM 0°-3°. SHIMS INCLUDED TO ADJUST OPERATING ANGLE FROM 0°-2°. FACTORY RECOMMENDED OPERATING ANGLE AT 1°.
2. FE=FEED END, DE=DISCHARGE END
3. DL=DEAD LOAD, LL=LIVE LOAD

DRA
NOT FOR CONSTI
INVENTOR DRAWING: D
CONFIDENTIAL AND PROPRIET
THIS DRAWINGS IS THE PROPE
OF SUPERIOR INDUSTRIES. IT
NOT TO BE USED, DISTRIBUTE
OR REPRODUCED IN ANY MAN
WITHOUT EXPRESS WRITTEN
PERMISSION OF SUPERIOR
INDUSTRIES.
ALL DIMENSIONS IN INCHES (U
TOLERANCES (UNO)
FRACTIONAL: ± 1/16"
ANGULAR: ± 1°
DECIMAL: 0.0 ±.1
0.00 ±.01
0.000 ±.005
0.0000 ±.002
HOLE Ø: ± 1/32

REV	DESCRIPTION OF REVISION	DATE	AUTHOR
1	UPDATED NOTES AND LOAD TABLES	1/18/2024	I. MOZER

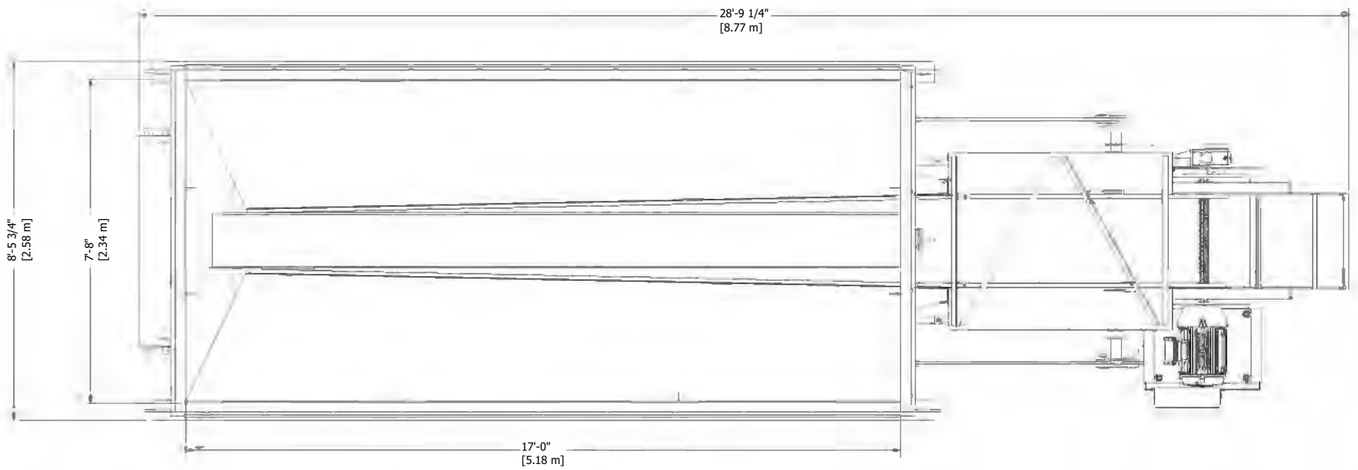
THIRD ANGLE PROJECTION
E-1 PART NO: F7121VBDS
WEIGHT 13900
SHEET 1 OF 1



Source: Superior, 2025

Graphics_ Martin_Marietta\105407 Pier_92_NOP (6-4-2025)

Figure 10
Single-Deck Dewatering System

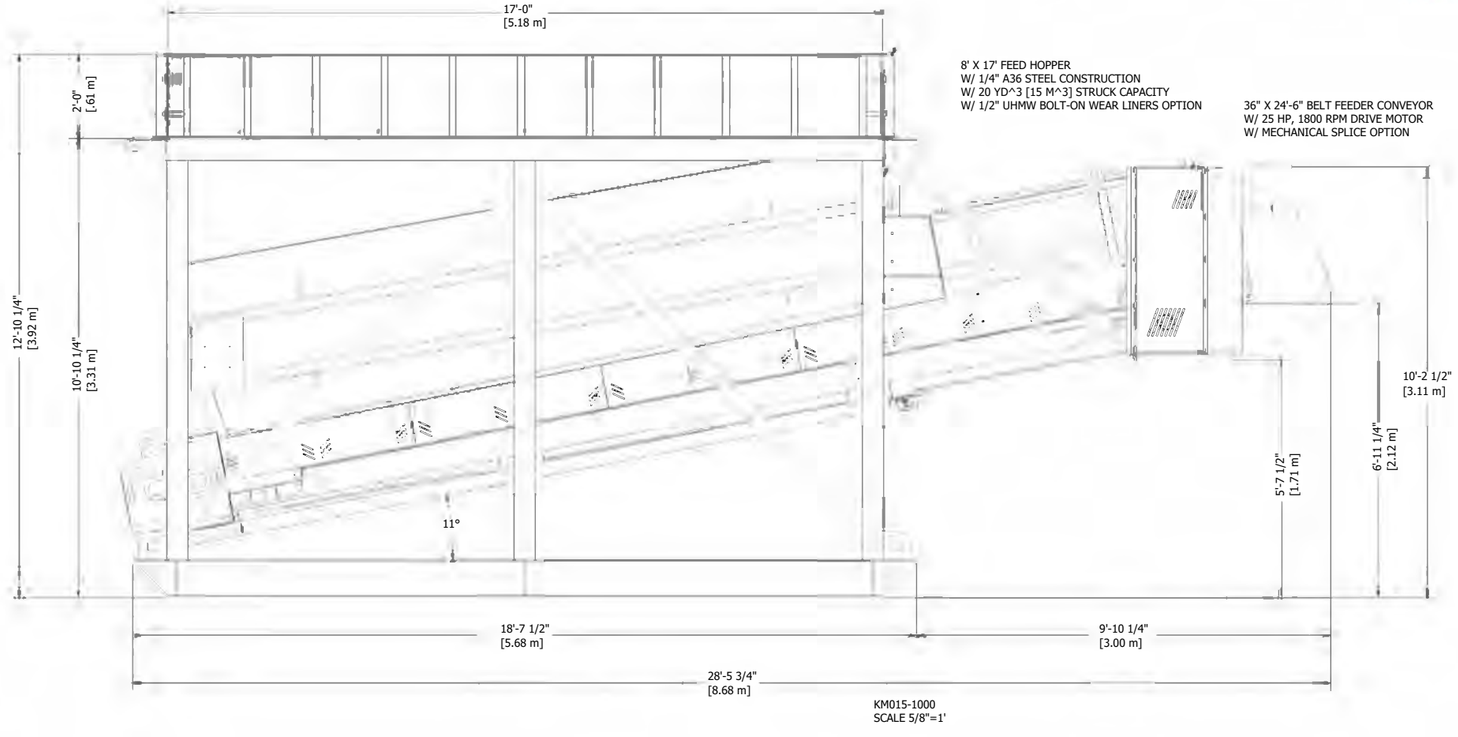




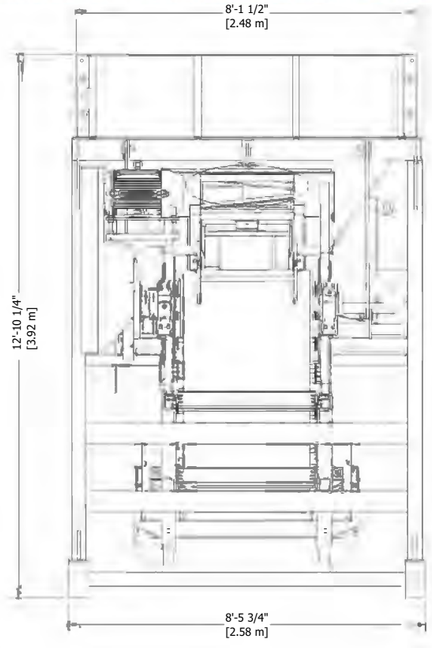
EXTENDED HOPPER WINGS OPTION
W/ +10 YD^3 [8 M^3] STRUCK CAPACITY

8' X 17' FEED HOPPER
W/ 1/4" A36 STEEL CONSTRUCTION
W/ 20 YD^3 [15 M^3] STRUCK CAPACITY
W/ 1/2" UHMW BOLT-ON WEAR LINERS OPTION

36" X 24'-6" BELT FEEDER CONVEYOR
W/ 25 HP, 1800 RPM DRIVE MOTOR
W/ MECHANICAL SPLICE OPTION



KM015-1000
SCALE 5/8"=1'

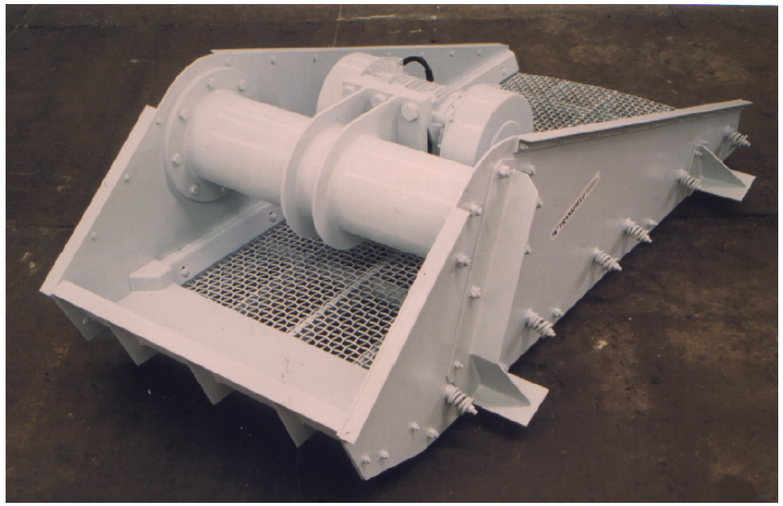


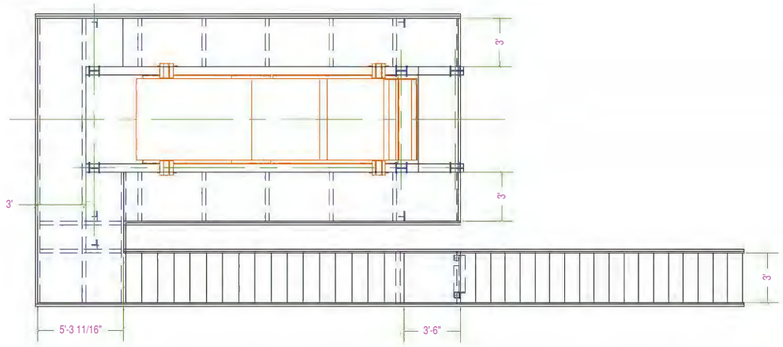
Source: Superior, 2024.

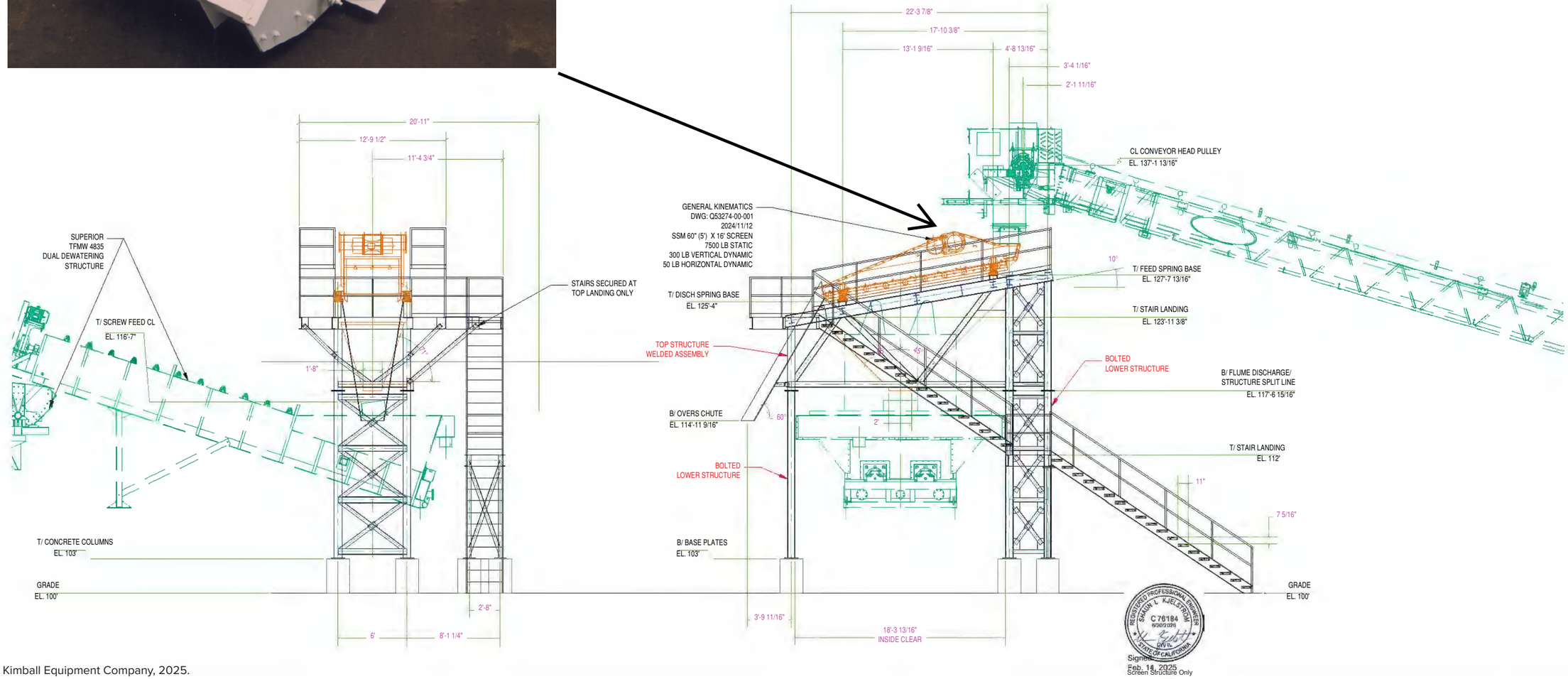
Graphics_Martin_Marietta\105407_Pier_92_NOP (6-4-2025)

Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 11
Skid-Mounted Feed Hopper







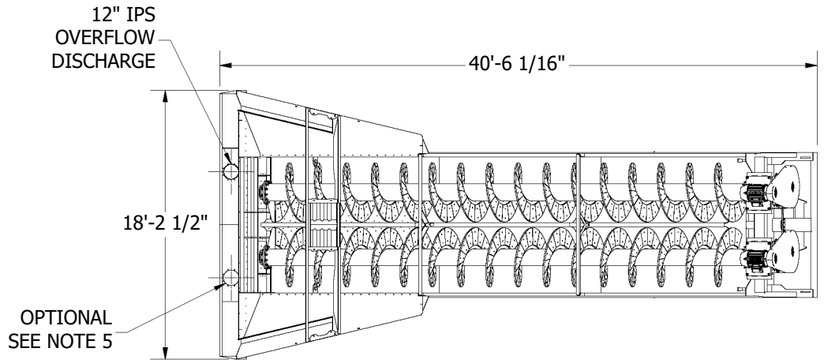
Source: © Kimball Equipment Company, 2025.

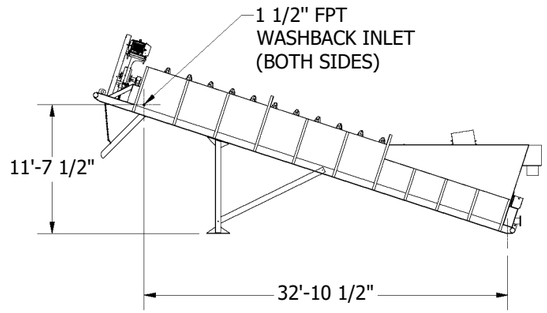
Graphics - Martin Marietta\105407 Pier 92 NOP (6-4-2025)

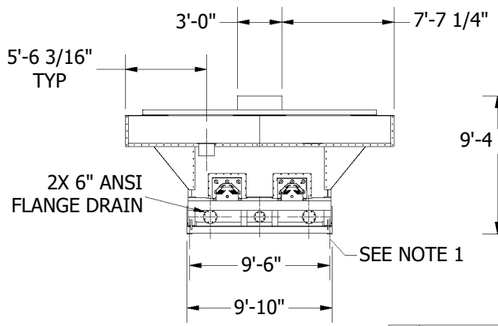
Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

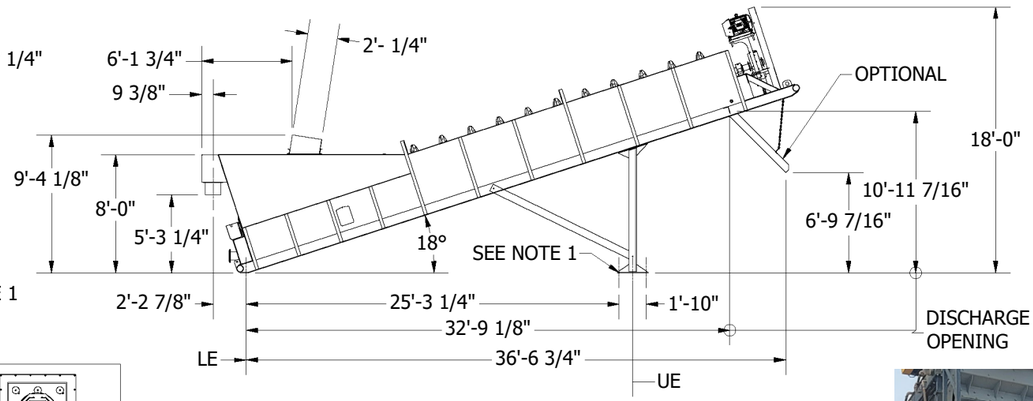
Figure 12
Single-Deck Wash Screen

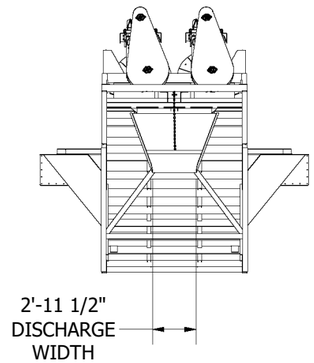
LOAD TABLE (LBS)		
TYPE	LE	UE
DL	12,800	23,600
LL	61,400	18,800
OP	74,200	42,400

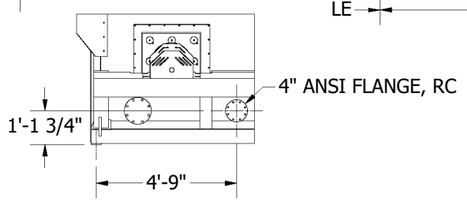












RISING CURRENT VIEW
SCALE 1/4"=1'

NOTES:
1. Ø 1-1/16" ANCHOR HOLES (6 LOCATION)
2. LE=LOWER END, UE=UPPER END
3. DL=DEAD LOAD, LL=LIVE LOAD, OP=OPERATING WEIGHT
4. RC=RISING CURRENT- 25 PSI MAXIMUM
5. BLANK FLANGE COVER INCLUDED, ADDITIONAL DISCHARGE PIPE AVAILABLE UPON REQUEST

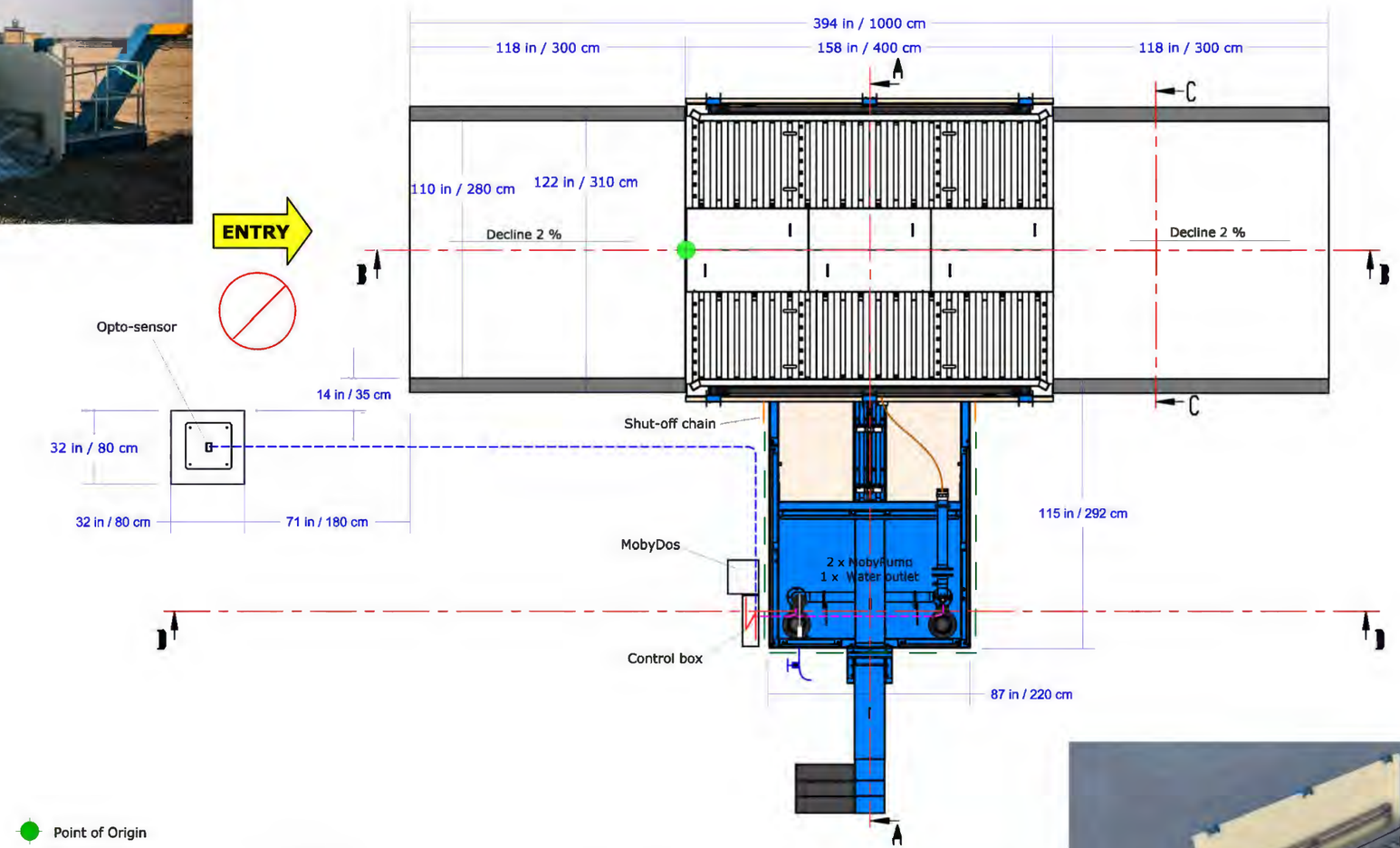


Source: Superior, 2023

Graphics ... Martin_Marietta\105407_Pier_92_NOP (6-4-2025)

Figure 13
Twin Fine-Material Washers Sand Screw





FRUTIGER:	CUSTOMER:	
cable for pumps cable for sensor Heduflex hose Safety railing Shut-off chain	Water supply line (customer side): 3/4" internal thread Water pressure max. 4 bar (float valve inside the tank)	Empty conduit, PVC, min. 2", for sensor cable For permanent installation Concrete base (thickness 10 cm)
	Rated input power (customer side): P=15.4 hp (P=11.5 kW), connected load=30 A, 3 NPE, ~60 Hz, 460 V, TN-S / loose cable end with 2 m length above ground	
	The system must be earthed in accordance with local regulations. Either existing earthing points on the system can be used for this or additional ones must be set if required.	

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Source: © Fruitger, 2024

Graphics ... Martin_Marietta\105407_Pier_92_NOP (6-4-2025)

Figure 14
Wheel Wash System

Areas of the site where mobile equipment would operate, including front-end loaders and customers' trucks, would be paved. Approximately 60,000 square feet of the site would be paved with asphalt over 12 inches of base rock (Class 2 base). Paving would disturb approximately 2,200 cubic yards of soil. Excess soil yardage would be spread onsite and regraded in conjunction with implementation of a new onsite drainage system (see Figure 15, p. 23). During construction, any soil that is identified as contaminated and cannot be reused will be removed from the site in compliance with existing federal, state and local regulations. The 10 existing employee/visitor parking spaces (3,330 square feet) would be paved as well. The facility would continue to contract for street sweeping services of paved areas for four hours per day, from 7 a.m. to 11 a.m. Monday through Friday, and as needed on Saturdays. No changes to Amador Street access or curbs are proposed.

A modern stormwater management system also would be installed. The current system includes settling basins that are connected to an existing authorized discharge pond (EFF-001) by an underground pipe. The pond discharges into the Bay under a National Pollutant Discharge Elimination System (NPDES) permit (No. CAG982001, Order No. R2-2020-0028). The proposed drainage pattern would remain similar to the existing pattern and use drainage channels, valley gutters, and underground conveyance to direct flows to the discharge pond. No utility upgrades are anticipated for the project.

Project construction is estimated to last up to seven months and require use of a man lift, crane, forklift, paver, water truck, Bobcat, sheepsfoot compactor, vibratory drum roller, and motor grader. In total, the project would require approximately 3,305 cubic yards of excavation.

Required Project Approvals

The following is a preliminary list of required approvals for the proposed project and is subject to change. These approvals may be considered by decision-makers in conjunction with the required environmental review, but final determination on the required approvals may not be reached until completion of the environmental review.

Local Agencies

Actions by the San Francisco Planning Commission

- Certification of an EIR and adoption of findings under CEQA
- Adoption of Findings of Consistency with the San Francisco General Plan and Priority Policies of Planning Code Section 101.1

Actions by the San Francisco Port or Port Commission

- Approval of proposed new lease
- Issuance of a building permit

Actions by San Francisco Bay Conservation and Development Commission (BCDC)

- Approval of permit for proposed improvements within BCDC jurisdiction, if any.

Actions by the Bay Area Air Quality Management District

- Authority to Construct and Permit to Operate for each source at the facility that requires a permit under Air District regulations

Actions by the San Francisco Bay Regional Water Quality Control Board

- Update to the existing National Pollutant Discharge Elimination System (NPDES) permit

Summary of Potential Environmental Issues

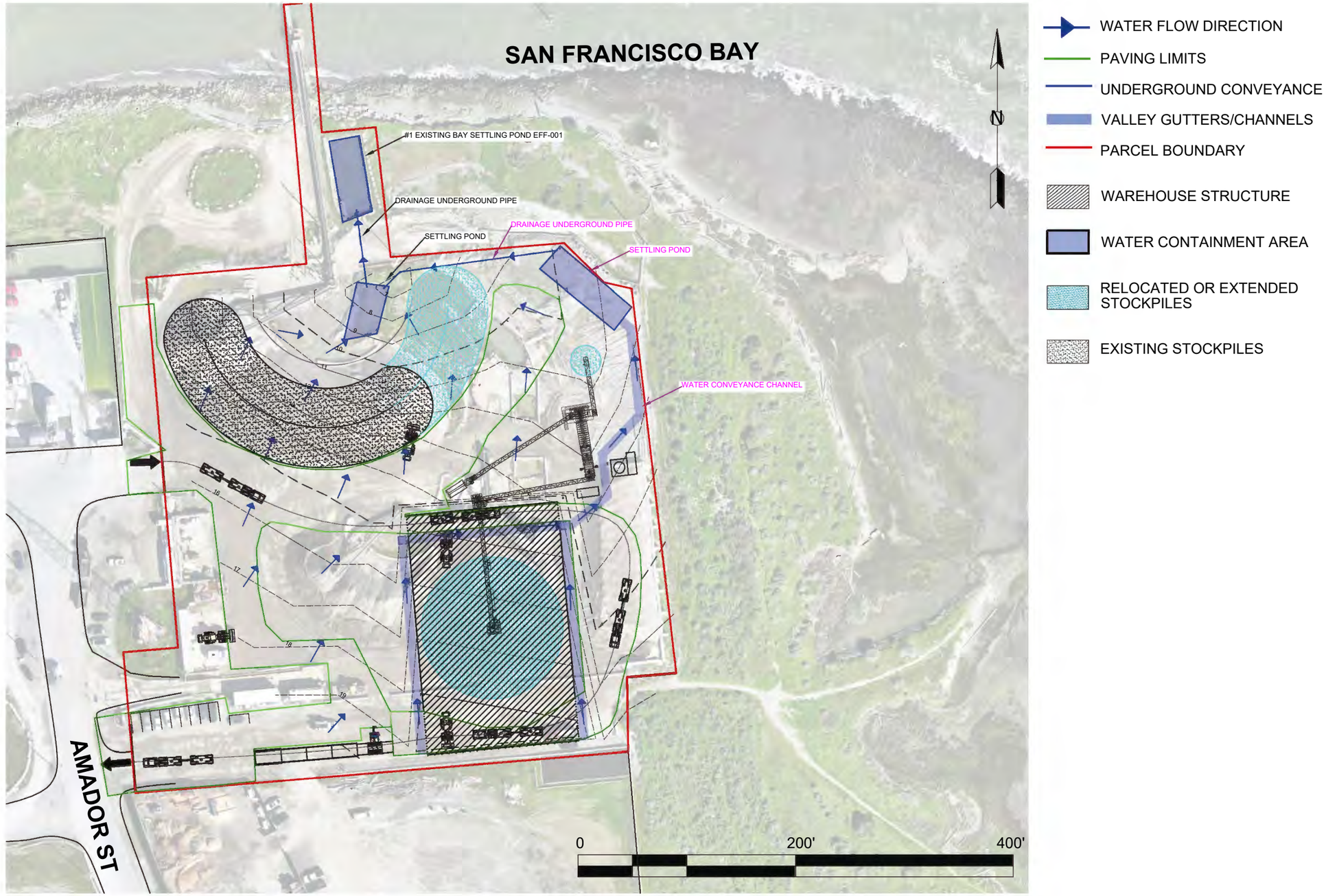
The proposed project could result in potentially significant environmental effects. Therefore, the department will prepare an initial study and EIR to evaluate the physical environmental effects of the proposed project. The initial study will assess both project-specific and cumulative impacts for all topics in the department's initial study checklist and will identify which topics may show significant environmental impacts caused by the proposed project. The initial study will be published as an appendix to the draft EIR and will be part of the EIR.

As required by CEQA, the EIR will further examine those issues identified in the initial study as having potentially significant effects, identify mitigation measures, analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels, and identify feasible alternatives to the proposed project that would reduce those impacts.

The EIR (including the initial study) will be prepared in compliance with CEQA (California Public Resources Code Sections 21000 et seq.), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process. The EIR will disclose any physical environmental effects of the proposed project and identify possible ways of reducing or avoiding potentially significant impacts.

The EIR will evaluate the environmental impacts of the proposed project resulting from construction and operational activities and propose mitigation measures to reduce or avoid impacts determined to be significant. The EIR will also discuss other topics required by CEQA, including significant unavoidable impacts and significant irreversible impacts, as well as known controversy associated with the project and its environmental effects and issues to be resolved by decision-makers. The EIR will also identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other past, present, and reasonably foreseeable future projects. The EIR (including the initial study) will address all environmental topics in the department's CEQA environmental checklist; at this time, topics marked with an underline and asterisk (*) are anticipated to be included for full analysis in the EIR:

- Land Use and Planning
- Aesthetics
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality*
- Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire



Source: Martin Marietta, 2025

Graphics: ...Martin_Marietta\105407_Pier_92_EIR (6.18.2025)

Pier 92 Modernization and Plant Replacement Project
Case No. 2024-005922ENV

Figure 15
Site Drainage Plan (preliminary)

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Finding

This project may have a significant effect on the environment; therefore, an EIR will be prepared. This determination is based on the criteria of the State CEQA Guidelines Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental impacts of the proposed project and identify possible ways to minimize any significant impacts. The EIR also describes and analyzes possible alternatives to the proposed project.

Preparation of an NOP or EIR does not indicate a decision by the City and County of San Francisco to approve or disapprove a proposed project. However, prior to making any such decision, the decision-makers must review and consider the information contained in the EIR.

Public Scoping Comments

The department welcomes your comments concerning potential environmental effects of this project. Written comments will be accepted until **5:00 p.m. on August 1, 2025**. Written comments should be sent to Jennifer McKellar, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.Pier92EIR@sfgov.org, and should reference the project title and case number on the front of this notice.

Pursuant to California Public Resources Code Section 21083.9 and State CEQA Guidelines Section 15206, the department will also hold a public scoping meeting to solicit public comments concerning the scope of the EIR. The meeting will be held on July 16, 2025, starting at 6:00 p.m. at the Southeast Community Center, 1550 Evans Avenue. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact Jennifer McKellar, (628) 652-7563, at least 72 hours in advance of the meeting.

State Agencies: If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that are germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning the environmental review of the proposed project, please contact Jennifer McKellar at (628) 652-7563 or CPC.Pier92EIR@sfgov.org.

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the department. All written or verbal communications, including submitted personal contact information, may be made available to the public for inspection and copying on request, and may appear on the department's website or in other public documents.

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the project.



July 2, 2025

By Lisa Gibson
Environmental Review Officer

Date

Cc: Shamann Walton, District 10 Supervisor

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