



South Coast Air Quality Management District

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FAXED: FEBRUARY 7, 2007

February 7, 2007

Mr. Tom Rossmiller
Harbor Resources Department
City of Newport Beach
829 harbor Island Drive
Newport Beach, CA 92660

Dear Mr. Rossmiller:

**Mitigated Negative Declaration (MND) for
The Balboa Marina Dock Replacement Project
(Permit Application # 2171-2004)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated in the final Mitigated Negative Declaration.

Please provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final Mitigated Negative Declaration. The SCAQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Charles Blankson, Ph.D., Air Quality Specialist – CEQA Section, at (909) 396-3304 if you have any questions regarding these comments.

Sincerely

Steve Smith, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment

SS: CB

ORC070105-04
Control Number

**Mitigated Negative Declaration (MND) for
The Balboa Marina Dock Replacement Project**

Project Construction Emissions: Review of the construction analysis for the proposed project indicates that the lead agency has underestimated construction emissions for each construction phase of the proposed project as described in the following paragraphs.

During phase 1 – demolition, the tables on page 17 of the MND and page 3 of Appendix A list the only emission sources as one crane with vibratory extraction equipment and one work boat. However, according to the description of project construction on pages 10 and 11 of the MND, removal of dock facilities also includes an impact hammer and generators. Further, as stated on page 18 of the MND and the 11/20/06 letter from Kenneth Johnson (Appendix N), the lead agency indicates that the demolition phase will also include one to two haul truck trips per day to disposal or recycling facilities for the demolished dock debris. Finally, emissions are not included for the construction worker commute trips.

With regard to construction phase 2 – dredging, the construction equipment mix listed in the tables on page 17 of the MND and page 3 of Appendix A appears to be consistent with description of project construction on pages 10 and 11 except for the omission of the hopper barge. Emissions from construction worker commute trips are also not quantified or included.

Finally, with regard to construction phase 3 – dock construction, in addition to the construction equipment listed in the tables on page 17 of the MND and page 3 of Appendix A, the construction project description on page 11 of the MND indicates that this phase will also include an impact hammer and generators. Further, the analysis does not include emissions from haul trucks delivering the prefabricated dock materials to the staging area, emissions from equipment transporting dock materials from the staging area to the dock, or emissions from worker commute trips.

Based on the omissions of construction equipment from the construction analysis described above, the SCAQMD requests that the lead agency revise the construction analysis to include the missing emissions sources.

The lead agency states on page 17 of the MND that during project construction the Marina would observe a temporary increase in vehicle trips from construction vehicles, but argues that this impact is expected to be offset by the cessation of marina use-related traffic during this time. Although there may be a cessation in marina use related traffic during project construction, unless the marina vessels are removed from California waters, they will still be contributing emissions to the region or in California. Therefore, it is inappropriate to take emissions credit for cessation of marina activities.

With the exception of the crane, neither the MND nor Appendix A include emissions factors for the workboat, clamshell dredge or the piledriver, so SCAQMD staff could not confirm emissions estimates for these sources. The SCAQMD requests that for all future projects, the lead agency include all emission factors, assumptions, equations, etc., used in the analysis of air quality impacts for both construction and operation. Relative to the crane, emission factors for the year 2006 crane were used. Unless the lead agency can confirm the availability of 2006 cranes, more conservative emission factors should be used.

Mitigating Construction NO_x Emissions: After revising the construction analysis, should construction NO_x emissions exceed the significance thresholds given the omissions pointed out above, the lead agency is asked to consider the following mitigation measures where feasible:

- Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications.
- For all construction equipment, require the use of alternative clean fuel such as electric or compressed natural gas-powered construction equipment with oxidation catalysts and particulate traps instead of gasoline- or diesel-powered engines. Diesel-powered equipment that has been retrofitted with after-treatment products reduces NO_x by 40 percent. However, where diesel equipment has to be used because there are no practical alternatives, require the use of particulate filters and oxidation catalysts.
- Trucks supplying materials and supplies to the project site should be required to use alternative fuels such as compressed natural gas or fitted with oxidation catalysts or particulate traps.
- Use electricity from power poles instead of temporary diesel- or gasoline-powered generators.
- Prohibit heavy-duty construction vehicles from idling in excess of five minutes, both on- and off-site, to be consistent with state law.
- Reroute construction trucks away from congested streets.

SCAQMD and SCAG: The lead agency states on page 16 of the MND that Southern California Association of Governments (SCAG) is the primary agency responsible for writing the federally mandated Air Quality Management Plan (AQMP). The lead agency should note that the South Coast Air Quality Management District (SCAQMD) has primary responsibility for preparing the AQMP, with assistance from SCAG.

URBEMIS2: In Appendix A, there appears to be a typographical error. URBEMIS2 should be URBEMIS 2002.