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California Energy Commission

To whom it may concern,

Please consider these comments and concerns in the EIR for the Bottle Rock Power Geothermal Expansion project.

Loud vehicles are a nuisance. Diesel trucks, jake/engine brakes and engine fans, as well as vehicles with loud mufflers are a disturbance to the peace and quiet of this residential area. The hours of operation and the noise from these types of vehicles should be evaluated, and addressed with mitigation that eliminates or minimizes this type of industrial traffic nuisance in a quiet residential neighborhood.

The BPR et al traffic should not be allowed to obstruct local traffic. Safe ingress and egress on the narrow road is an important issue for the neighborhood.

To address new and unforeseen issues, the EIR mitigations and subsequent Use Permits should be "revisited" biannually with input from those adversely affected by the project.

If the steam is considered a possible or potential health hazard to nearby residences and wildlife, how will those affected be protected?

Should the neighbors to the project be subjected to the nuisance of the steam emissions, the foul smell and the health risk that this type of development in a residential area will impose on them?

How will the state ensure that the project will be in compliance with county, state and federal laws? Is the current system of the county of lake coordinator that oversees all geothermal projects in the county adequate?

Can the EIR evaluate the need to have a power plant and steam field management that will work constructively with neighborhood/community groups?

Is an advisor group an option that will reassure local residents that their concerns and safety issues are being relayed to the addressed by the BRP et al?

Would monetary fines for violations of the Permit, fines that area progressive if the BRP et al are constantly non compliant and are not timely in corrective action, be a deterrent to violations occurring? Can fines be described in the Use Permit or the EIR? Can timelines for corrective action be described in the permit and the EIR?

New emission monitors need to be considered that can comprehensively detect all possible hazardous and nuisance conditions that affect the neighborhood. To ensure that all residents potentially affected by these emissions are protected, the monitors should be placed at the closest residential site to the project area(s). These locations are: #1 Bill Jadiker's – to monitor new well/drilling emissions. #2 David Coleman's – to monitor power plant and Francisco pad emissions. #3 Clay Stewart's – to monitor Francisco pad and new well/drilling emissions.

Is an alert system to notify residents when emissions are above Lake County Standards needed to maintain safety considerations of the neighbors? Will the plant and the new operation be allowed to go above the Lake Co standards? If so, why? How will it affect the neighbors and community?

Is a requirement to have county/state staffing assigned for quick response to community emission complaints for both the power plant and the well pads being considered?

Utilizing wash racks for all vehicles leaving the BRP et al industrial site should be considered to mitigate the potentially hazardous dirt/dust that is transported to the neighborhood on vehicles.

Because potentially hazardous dirt/dust will be transported to High Valley Road from the project site(s), daily cleaning of High Valley Road with a street sweeper type vehicle should be considered.

The EIR should consider carpooling of all BRP et al workers to alleviate traffic congestion on High Valley Road.

To reduce the impact of the traffic nuisance that will be created by this project, limiting the hours of all BRP et al traffic to the hours of 8 a.m. to 6 p.m. should be considered.

Is the damage to the roadway created by the traffic from the project and the cumulative effect of the current operation being evaluated?

Weekend and holiday traffic should not be allowed to occur. Who is going to monitor the 15mph speed limit? Is it effective to have the BRP et al monitoring themselves?


Is the damage to the roadway and drainage structures and facilities from vehicles driving off of the paved surface being evaluated? High Valley Road is a single lane road and there is not enough room for two vehicles to pass each other without driving off of the roadway. Vehicles should not be allowed to drive off of the pavement. Are there enough paved turnouts to allow for passing? Is the EIR going to evaluate this important issue?

Is the road passable to emergency traffic at all times? How are emergency vehicles going to access High Valley Road? Is the gate system adequate for allowing prompt response of emergency traffic? How are they going to pass each other as well as other vehicles on a single lane road? Safety concerns are very important and need thorough evaluation and planning.

The traffic signs along High Valley Road are an aesthetic issue. Is it being addressed in the EIR? The High Valley Road residents should be involved in the development and approval of all signs installed by BRP et al.

Thank you for your consideration of these issues.

Sincerely,


Gerti Fletcher.