

C.A. LAURITZEN, LLC
DBA LAURITZEN YACHT HARBOR
115 Lauritzen Lane Phone (925) 757-1916 Oakley, CA 94561-2946
www.lauritzens.com Fax (925) 757-2710
Serving the boating public since 1959

DOCKET

09-AFC-4

DATE	MAR 24 2011
RECD.	MAR 25 2011

March 24, 2011

California Energy Commission
1516 Ninth Street,
Sacramento, Ca. 95814

Subject: Oakley Generating Station
Power Plant Licensing Case 09-AFC-4

Dear Members of the Commission:

My name is Chris Lauritzen III, my sister Margaret and I co-own Lauritzen Yacht Harbor located at 115 Lauritzen Lane on the northern property line of the DuPont Chemical manufacturing plant property in Oakley, California.

Based on the outcome of the hearing before you, there could be a power plant built just 2,300 feet from the back steps of my house that I have lived in since 1957. More importantly, this new power plant will be 2,300 feet from our 18.5 acres of property that has been a yacht harbor since 1959. This property is where we have 137 floating berths, storage for over 300 boats on their trailers, 38,000 square feet in commercial building space at four different building locations on our property, and finally where up to fifty people have been employed for many years in businesses associated with the recreational boating field. Our location on the San Joaquin River is also the put-in-point for some 4,000 trailerable boats which annually use our launching ramp facility to head out to open water for a day of enjoyment on the West Delta.

When our grandfather purchased the property for the yacht harbor in 1942 it was not as a speculator that the City of Oakley would be the next gold rush---it was to develop the property as a yacht harbor. But, times change and the desirable uses of properties change too. Now we are looking at mixed use redevelopment of the waterfront area, which I've been told by City Staff, is a key component of the City's redevelopment strategy for the waterfront area.

In any event, and as you can well imagine, the Pittsburg, Antioch, Oakley waterfront property was pretty barren when our grandfather got here. It wasn't until long after World War II that

development came to the Antioch waterfront in the way of industrial development to include paper mills and a power plant in both Pittsburg and Antioch.

The paper mills needed a waterfront site so that they had a deep water port in which to off load the raw materials they needed to manufacture the finished product. They also needed an inexpensive water supply for their manufacturing process. The power plants came to Pittsburg and Antioch for the same reasons: a deep water port for the ships or barges that off-loaded a fuel supply for the respective power plant and a cheap water supply for cooling their turbines.

In 1983 or so, the PUC (Public Utilities Commission) determined that the Pittsburg and Antioch power plants should burn low sulfur oil to keep energy prices down, and thus electric rates would also stay low. That was the beginning of the end to our local clean air environment as we had previously known it. From that point on, we boaters and landowners down wind of the power plants in the Pittsburg/Antioch industrial area have lived with spotted boats, spotted cars, and on the really bad days, spotted houses, all from the cumulative effects of these power plants. I have brought to you today samples of upholstery from a boat seat cover from a boat stored in our harbor and a boat seat from a boat stored at Simpson Yacht Sales at Holiday Harbor. I have also brought photos of a boat stored in our harbor that has the same spots located on the fiberglass of the boat that will not come out. The spots are the same as the upholstery.

When P. G. & E. owned and operated the Contra Costa Generating Plant Units 6 & 7 there was a boat cleaning program that was instrumental in trying to mitigate the fall out to the boats and property in the area. There is still a vessel assist program that is being run for the same power units 6 & 7 which are now owned and operated by Gen On. The problem is that we are still getting spots on boats even on the days when units 6 & 7 are not operating. We believe that the fall out is coming from the new and supposedly "greener" Gateway Plant, owned and operated by P. G. & E. I have included pictures of the new Gateway Plant firing up; please note the particulate in the air---it has to go somewhere. The problem is P. G. & E. has been a very bad corporate neighbor in my estimation.

On November 12, 2009, a group of local marine businesses on the Bridgehead Road/Wilbur Ave. corridor, myself included, met with Senior Plant Manager, Ronald A. Gawer, manager of the Gateway Generating Station. We voiced our concerns about the particulates in the air and the spots on the boats. He was to get back to us, but we have never heard back from Mr. Ronald Gawer. Why do I want to have a corporate neighbor 2,300 feet away from me bringing more pollution to an already burdened area?

In the mid eighties, the new wave of the supposed environmentally-responsible power plants came on line with the construction of GWF Power System in both the communities of Pittsburg and Antioch. There are two GWF power plants a mile and two miles respectively away from Lauritzen Yacht Harbor.

In approximately 2001, it was decided by the power gods that we needed peaker plants to take care of those high demand times when there isn't enough power on the grid to go around. Once again another power plant was built on the Wilbur Avenue power plant corridor, this time it was a small 47 MW power plant built by Calpine.

The point is we already have five existing power plants along the Wilbur Ave. corridor without the new OGS, which amounts to over 1282 MW of power for the entire state of California. (If the new plant is built that number will change to 2176 MW, a 69% increase*). When you include the power plants in Pittsburg we have well over ten power plants. Notwithstanding the jobs and the property taxes that are paid to the communities, I think the boating public and the affected property owners to the adjoining properties have already done and have been forced to accept more than our fair share.

My concern, as a working harbor master/property owner, who oversees millions of dollars in boats each year and who breathes the particulate matter in the air year after year, is that I don't know which one of the above mentioned plants is responsible for the spots and damages to our customer's boats. P. G. & E. says it is not them and they let Gen On be the fall guy because they operate the old plant now. The Gateway plant doesn't accept any responsibility either.

If after careful consideration you do grant Radback a license to build the OGS, what mitigation conditions are you going to impose on the OGS project once it's operating, to make sure they, first of all, monitor their off-site consequences and then report them to their nearest neighbors? Second, what is the mechanism by which the boats, cars, and houses are cleaned when the fall-out from the new plant has landed on a clean surface? I've been at meetings at the Contra Costa Plant where everyone in there says, "It's not me."

The current vendor who does all of the boat washing and detailing for the Gen On power plant, washes and details over 3,000 boats a year. That does include the boaters that are paid by Gen On to clean and detail their own boats. How many boats cars and houses is Radback prepared to wash and detail in the Big Break area of the City of Oakley? Where is that information in their operational business plan? Where is that information in their assessment of environmental impacts and proposed mitigation measures? Did the city fathers in Oakley ever consider the off-site consequence to the businesses just south of the proposed OGS site when the Cline Property is developed?

If the Commission is going to allow another air polluter into our neighborhood without any system in place as a condition of approval to build there, there must also be a system in place to take care of those days when they do start up the plant and particulate matter is shot into the air.

In closing I want to thank the Commission for their time on this matter. As a business member of the community of the City of Oakley you will never hear me say, "Not in my back yard." I support growth and jobs so that the citizens of East County will continue to purchase boats and recreate on our beautiful Delta. However, I don't want my property peppered with particulates and I don't want to be lifted up out of bed by the blast of a blow-off valve at 2:00 a.m. at the new OGS Plant because something has gone wrong in the plant. My berthers shouldn't have to deal with particulate, air quality issues and hear that industrial noise either.

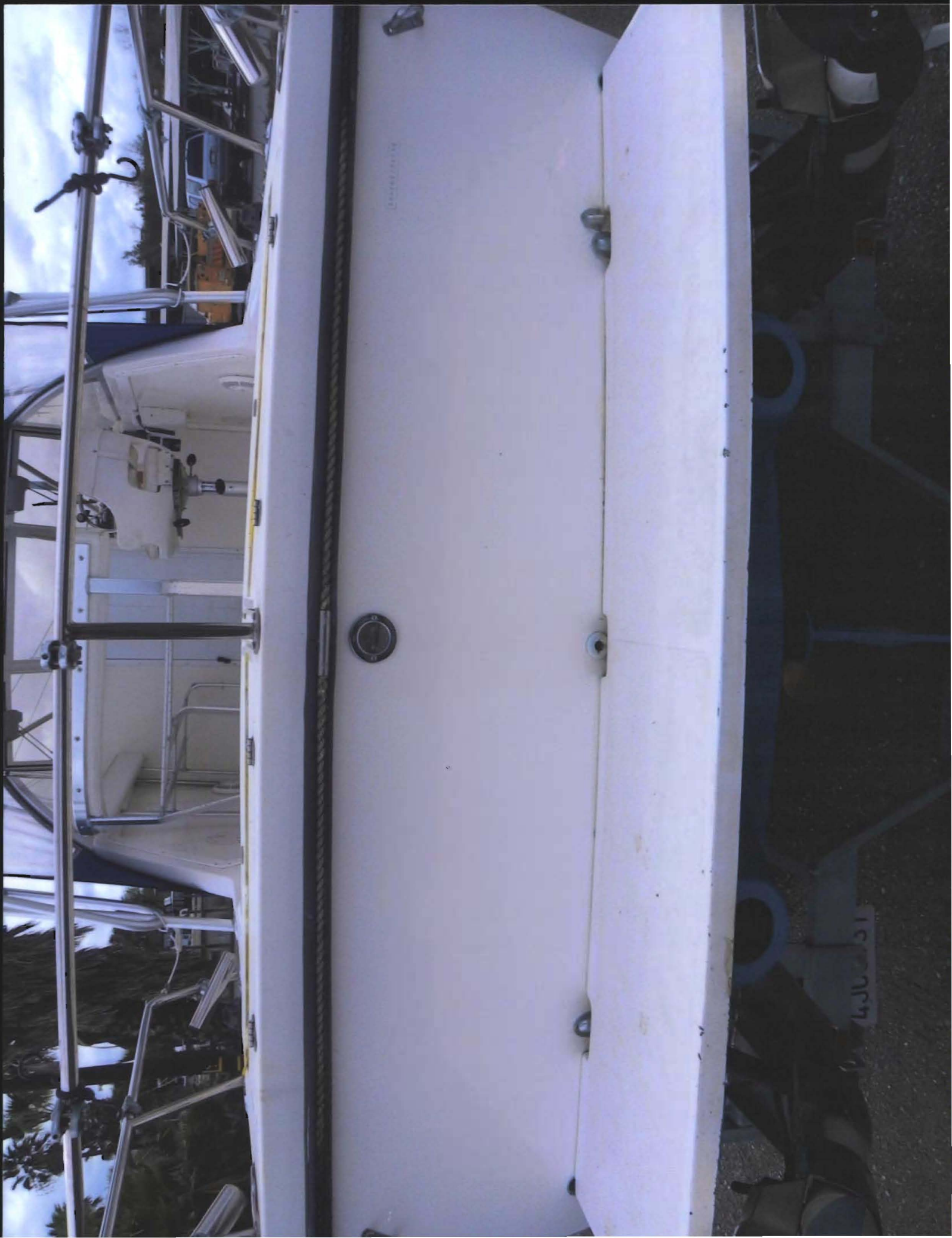
Sincerely,



C.A. Lauritzen, III
Member/Harbor Master
/file/attachments









CF 8417 TK

PACIFIC 16