

## **Attachment A**

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## **Attachment A**

### **PARKING PLAN**

#### **INTRODUCTION**

E&B Natural Resources Management Corporation, the Applicant, is proposing the development of the E&B Oil Development Project (proposed project) on a 1.3-acre project site located at 555 6<sup>th</sup> Street in the City of Hermosa Beach (City). The project site is bounded on the east by Valley Drive and on the south by 6<sup>th</sup> Street, approximately seven blocks east of the beach and the Pacific Ocean. The project site is owned by the City and is currently used as its City Maintenance Yard. The Project Applicant has a lease with the City for the project site to implement the proposed project.

The proposed project provides for the development of an onshore drilling and production site that would utilize directional drilling of 30 wells to access the oil and gas reserves in the tidelands (granted by the State of California to the City) and in an onshore area known as the uplands. Both of these areas are located within the Torrance Oil Field. In addition, the proposed project would result in the drilling of four water injection wells, relocation of the City Maintenance Yard to another site, and the installation of off-site underground pipelines for the transport of the processed crude oil and gas from the project site to purchasers.

The City has requested that the Applicant provide information regarding how parking would be provided for the proposed project. This request was prompted by the initial proposal described in the Project Application to utilize the adjacent existing parking area at the northeast corner of 6th Street and Cypress Avenue for temporary construction parking. Subsequent information provided by the City indicated that the use of the parking area would require modification to certain entitlements on the property and, as a result, the Applicant has decided not to utilize that parking area. Therefore, the Applicant is providing the City with this proposed parking plan to define the provision of parking so that it can be considered during the environmental review process for the proposed project consistent with the California Environmental Quality Act (CEQA).

The proposed project would result in parking demand for the following elements: 1) temporary parking for employees during construction and drilling activities; 2) long-term parking for employees during the ongoing operation of the proposed project; and 3) replacement parking spaces associated with the relocation of the City's Maintenance Yard (there are 15 parking spaces currently located at the City's Maintenance Yard that are utilized by maintenance yard employees during the day and are available for use by the public on nights, weekends, and holidays). This parking plan is based on the premise that the long-term parking for the ongoing operations and maintenance would occur on the project site and the parking for the temporary construction and drilling activities and the replacement of public parking spaces would occur off-site.

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At this time, the Applicant does not have property interests in any off-site properties that could be utilized for temporary parking or replacement of public parking spaces. Although the Applicant could potentially invest in additional properties now, such accelerated action seems financially imprudent because the Applicant would be acquiring parking property for a proposed project that has not yet been approved and the Applicant should be afforded the opportunity to consider the market for available properties closer to the time needed. In addition, the Applicant believes that the City and the community would be better served by the Applicant acquiring these properties later in the project entitlement process to avoid disruption to existing businesses and the potential for properties to be unused or dormant during the multi-year project approval process.

For purposes of CEQA compliance, this parking plan defines the criteria that potential properties would meet in order to provide for the temporary parking areas and the replacement of public parking for the proposed project consistent with the requirements of the City and the California Coastal Commission. In the event that the Applicant does acquire an interest in any parking property in the interim, that property could be considered as a part of the CEQA process. The Applicant intends to provide detailed site-specific plans to the City after the election on the ballot initiative consistent with this parking plan, the certified Environmental Impact Report (EIR), the Mitigation Monitoring Plan, and applicable entitlements and with sufficient time for the City and the California Coastal Commission to review the plan before the California Coastal Commission gives final approval for the Coastal Development Permit.

## **PLAN FOR PROVISION OF PARKING**

The proposed project would occur in four phases consisting of the following:

- Phase 1: Site Preparation
- Phase 2: Drilling and Testing
- Phase 3: Final Design and Construction
- Phase 4: Development and Operations

The attached table provides the estimated off-site parking demand for each phase of the proposed project. As indicated in the table, Phases 1, 2, 3, and the drilling portion of Phase 4 would require parking in an off-site location. The following describes the parking plan to fulfill the parking requirements for temporary parking during the construction and drilling activities and the replacement of public parking spaces required with the relocation of the City Maintenance Yard to another site. In addition, the following provides a description of the parking areas on the project site that would be available to employees to use during the ongoing operation and maintenance of the proposed project.

### **Temporary Parking During Construction and Drilling**

Temporary parking for employees during construction and drilling activities would be provided in an off-site parking area based on the parking requirements for each development phase as defined in the attached table. As indicated, Phases 1 and 2 would generate an estimated demand for a maximum of 20 temporary parking spaces to accommodate workers during construction

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and drilling activities. Phase 3 would require an estimated additional demand of up to 20 parking spaces for a maximum of 40 parking spaces. The drilling portion of Phase 4 would require four temporary parking spaces.

This parking plan proposes that the estimated off-site temporary parking spaces be provided on property that is owned, leased, or rented by the Applicant. The temporary parking would be provided in the following ways: 1) through the construction of a parking area located adjacent to or near the project site (e.g., within 5 to 8 blocks which is a walking distance recognized by the California Coastal Commission [Source: California Coastal Commission Staff Report, City of Hermosa Beach, Amendment to Preferential Parking and Remote Beach Park and Ride System]) on property that is owned, leased, or rented by the Applicant; and/or 2) through the use of an existing parking area that is purchased by the Applicant or through the execution of a lease agreement or rental agreement. The Applicant believes they would be able to acquire interests in the appropriate properties in order to provide a parking area adjacent to or near the project site. However, in the event that this would not occur, the Applicant would provide remote parking spaces (defined as parking spaces located further than 5 to 8 blocks from the project site) and a van pool shuttle service from the remote parking spaces to the project site to accommodate the construction and/or drilling employees.

If an existing developed parking lot is utilized, the Applicant assumes that no Parking Development Plan (PDP) would be required, but the ability of the parking lot owner to lease or rent spaces to the Applicant in terms of existing entitlements imposed by the City, would be verified with the City in advance of negotiating any lease or rental agreement. To utilize the existing parking spaces, the Applicant, in conjunction with the parking lot property owner, would obtain all required approvals and entitlements, if needed, from the City and make any required modifications to conform to City codes, the certified EIR, and any requirements as a result of the ballot measure. If this option is implemented for the proposed project, there would be no change in the land use and, therefore, no potential environmental effects as a result of the use of the existing parking area for temporary parking for the proposed project. If a lease or rental agreement is executed (regardless of whether the parking is within walking distance or if a van pool shuttle service would be provided), the Applicant would provide the City with any required documentation that demonstrates that the parking spaces would be available during the temporary construction and drilling activities for the proposed project, including the location of the parking and any entitlement documents demonstrating the right to use the parking.

In the event that property(s) would be purchased by the Applicant, the property(s) would have a zoning designation that could accommodate a parking lot without the need for the approval of a zone change (e.g., parking lots are an allowed use on R-3, C-1, C-2, C-3 and M-1 zoned parcels). The parking areas would be designed to comply with the City's development standards for parking lots consistent with the City's Municipal Code and land use policies. It would be anticipated that the properties purchased, leased, or rented would be approximately 6,000 square feet. These properties would for the most part consist of a 60-foot x 100-foot parcel or two 30-foot x 100-foot parcels since these are typical parcel sizes in the City and a 6,000 square foot property could accommodate 20 parking spaces. An example of a parking lot configuration for a typical 6,000 square foot property is provided as an attachment.

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If required by the City, a Parking Development Plan (PDP) would be prepared for the property(s) and submitted to the City for review and approval. The PDP would address the current use of the property and the requirements of the City's Municipal Code related to the development of the property(s) as a parking lot and factors required to be considered when granting a PDP. To address the potential environmental effects of the development of the property(s) as a parking lot, the design of the parking area would comply with the following typical City requirements for the provision of parking lots:

1. All parking lot design elements, spaces, dimensions, driveways, and improvements shall comply with the Hermosa Beach Municipal Code Chapter 17.44.
2. Depending on the land use and zoning of adjacent properties, a 6-foot masonry wall may be required. The wall would be painted an appropriate color and a building permit would be obtained prior to construction of the block wall, if required.
3. A landscape and irrigation plan for the parking lot would be submitted to the Community Development Director for review and approval. Landscaping would be installed and maintained per the approved plan and the requirements of the Hermosa Beach Municipal Code, including Chapters 8.56 and 8.60 prior to the use of the site. This includes the requirements for water usage for landscaping.
4. Prior to issuance of a building permit or commencement of construction if a building permit is not required, a drainage plan would be submitted for review and approval by the Public Works Department, to demonstrate compliance with required measures for spillage, urban run-off prevention, and locations of storm water facilities.
5. A Standard Urban Stormwater Management Plan (SUSMP) pursuant to Hermosa Beach Municipal Code Chapter 8.44 would be submitted for review and approval by the Director of Public Works prior to paving or construction commencing on-site. The facilities described in the SUSMP would be designed to incorporate elements to maximum on-site retention of runoff, including such features as permeable paving, infiltration, and/or drainage to landscaping.

The SUSMP would address requirements to maintain the parking lot free of debris and contaminants and no runoff from washing and/or rinsing of the parking lot would drain off-site or to the storm water system. All features of the SUSMP shall be perpetually maintained.
6. The Applicant shall be responsible for any off-site construction within the right-of-way. Any required construction would protect private and public property in compliance with Sections 15.04.070 and 15.04.140 of the City's Municipal Code. An Encroachment Permit approved by the Public Works Department would be obtained prior to any construction in the City's right-of way and would identify required pedestrian protection, per all applicable City Municipal Code sections.
7. Parking lot lighting shall be provided so that the effects would be reduced for the neighboring residences while providing adequate site illumination in compliance with Section 17.44.160(c). A lighting plan (including installation, maintenance, and

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operations) would be submitted to the Community Development Director and would include the following features:

- a. Light standards shall be shielded and down cast so fixtures do not create glare or spill beyond the property lines. Light fixtures will be designed and installed so the light is reflected away from any dwelling unit and the lamp bulb is not directly visible from within any residential unit. Yellow spectrum lamps such as sodium lamps will not be utilized.
  - b. All lighting exceeding low energy lights not more than three (3) feet above grade shall use automated external lighting controls and shall be extinguished between 11:00 p.m. and 6:00 a.m.
8. A trash receptacle with enclosed lid (approved by the Community Development Director) shall be installed prior to operation and, to the extent applicable, shall comply with Chapter 8.12. The container shall not be located adjacent to residential properties and will be maintained in good repair. Trash removal shall be accomplished by Athens Services.
  9. The premises shall be maintained in a neat and clean manner and maintained free of graffiti and litter at all times.
  10. Noise emanating from the property shall be within the limitations prescribed by Chapter 8.24 and shall not create a nuisance to surrounding residential neighborhoods, and/or commercial establishments.
  11. If the use of the property as a parking lot is terminated, any future proposed use shall be subject to review and approval by the City. Any reuse or conversion to an alternative use would be subject to all applicable land use and zoning requirements, including possible discretionary actions.

In the event that property(s) purchased by the Applicant, would require demolition activities in order for the parking lot to be constructed, the demolition of any buildings would occur in advance of the construction activities defined for Phase 1: Site Preparation of the proposed project. This would allow for any demolition and construction activities to occur while the City Maintenance Yard relocation activities are occurring and would avoid the overlap of demolition/construction with the Phase 1: Site Preparation activities defined for the proposed project. The Project Applicant would obtain the required City permits, including a demolition permit and building permit, and comply with the requirements of the City (including the Municipal Code related to the hours of construction and demolition debris diversion) and the requirements of any potential responsible agencies.

Whether the temporary parking spaces are provided on property(s) that would be purchased, leased, or rented and the property is located adjacent to the project site (within 5 to 8 blocks) or is remote (further than 5 to 8 blocks), the vehicle trips as a result of the use of this property for temporary parking during Phases 1, 2, 3, and the drilling portion of Phase 4 of the proposed project would not result in a change in the conclusions of the Traffic Impact Assessment (TIA) provided as Appendix M of the Planning Application. The TIA identified typical travel routes to the project site that would be potentially utilized by employee traffic during all phases of the

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proposed project. In addition, the TIA analyzed local roadways that had the potential to be impacted by employee traffic and found that the proposed project would not contribute to the degradation of any roadway segment or intersection that currently operates at or above a Level of Service C. For any roadway segment or intersection that was operating below Level of Service C, the proposed project's contribution to the roadway segment or intersection was insignificant. Any parking properties located within walking distance of the project site would not result in a change in this conclusion and, if a remote parking area was identified and van pool shuttle services were utilized, then the proposed project's contribution of vehicle trips would be less than what was analyzed in the TIA.

### **Long-Term Parking During Ongoing Project Operations**

The long-term parking during the ongoing operation of the proposed project in Phase 4 would be accommodated on the project site in four marked parking spaces. If needed for the maintenance activities throughout the life of the proposed project, additional parking would be accommodated on-site along the perimeter wall. The attached conceptual site plan provides the location of the four permanent on-site parking spaces and the location of additional parking spaces that could be utilized at any time during maintenance operations, depending on the maintenance activities. No additional off-site parking would be required for long-term project operations.

### **Replacement of Public Parking Spaces with Relocation of City Maintenance Yard**

The relocation of the public parking spaces at the City Maintenance Yard requires a coordinated approach between the Applicant and the City. The lease between the City and the Applicant includes provisions with respect to the "Temporary and Permanent Relocation of the City Maintenance Yard." (Lease, Section 13). Section 13 of the lease sets forth the schedule for the temporary and permanent relocation of the City Maintenance Yard by the City and describes payments by the Applicant to the City for the City's costs to relocate the yard on a temporary and permanent basis. Specifically, with respect to the permanent relocation of the City Maintenance Yard, Section 13.d of the lease states:

"Simultaneously with the commencement of the Drilling and Production Phase, Lessee shall establish and fund an interest-bearing trust account in the amount of Five Hundred Thousand Dollars (\$500,000.00) for advancing costs which will be experienced by the City to permanently relocate the Yard . . . ."

(Section 13 includes several provisions with respect to the remediation of environmental conditions, but also discusses the relocation of the City Maintenance Yard in its entirety.) Any approach for addressing relocation of the parking associated with the City Maintenance Yard must be consistent with the terms of the lease.

When the California Coastal Commission considered the Macpherson project in 1998, Macpherson had proposed to replace the 12 public parking spaces at the City Maintenance Yard (the number of parking spaces at that time was 12, not 15, as it is today) by providing 12 on-street parking spaces adjacent to the project site. The City had approved that parking plan and it was approved by the California Coastal Commission.

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The Applicant proposes the following approach to replace the public parking spaces associated with the relocation of the City Maintenance Yard. The threshold issue to consider is whether any parking spaces will be provided as a part of the City's relocation of the City Maintenance Yard. The City Maintenance Yard currently includes 15 parking spaces that are utilized by City employees and others for Yard operations, and these spaces are available for public use only on weekends and at night. Any new location for the City Maintenance Yard activities will also require parking for Yard operations, and those parking spaces could be utilized as public parking spaces on weekends and at night, similar to how the existing parking spaces are utilized. If the replacement spaces are provided in this manner with the relocation of the City Maintenance Yard, the Applicant would be bound by the provisions of the lease regarding payments to the City for its costs to relocate the City Maintenance Yard.

If the relocation of the City Maintenance Yard does not provide for the relocation of the public parking spaces, then the Applicant proposes to provide 15 replacement public parking spaces prior to the commencement of the project, subject to the provisions of the lease regarding Applicant's payments for the City's costs to relocate the City Maintenance Yard. The Applicant proposes to provide these replacement public parking spaces by utilizing the parking spaces provided by the Applicant for temporary construction parking or by providing other suitable public parking spaces acceptable to the City in coordination with the City's parking program. The proposed project provides either 20 or 40 temporary parking spaces, and at least 15 of the temporary parking spaces could be utilized for public parking purposes on weekends and at night, similar to the availability of the public parking spaces at the City Maintenance Yard. With respect to public parking spaces for use on a permanent basis in the coastal zone, 15 of the temporary construction parking spaces could be utilized on a permanent basis, consistent with the requirements of the City and the California Coastal Act, or the Applicant could provide other suitable public parking spaces acceptable to the City in coordination with the City's parking program, all subject to the terms of the lease.

As described above, details for providing these parking spaces consistent with the framework identified in this parking plan would be provided after the election on the ballot initiative, and with sufficient time for the City and the California Coastal Commission to review the parking plan to ensure its consistency with the development standards, the CEQA documentation, and the ballot measure before the California Coastal Commission gives final approval for the Coastal Development Permit.

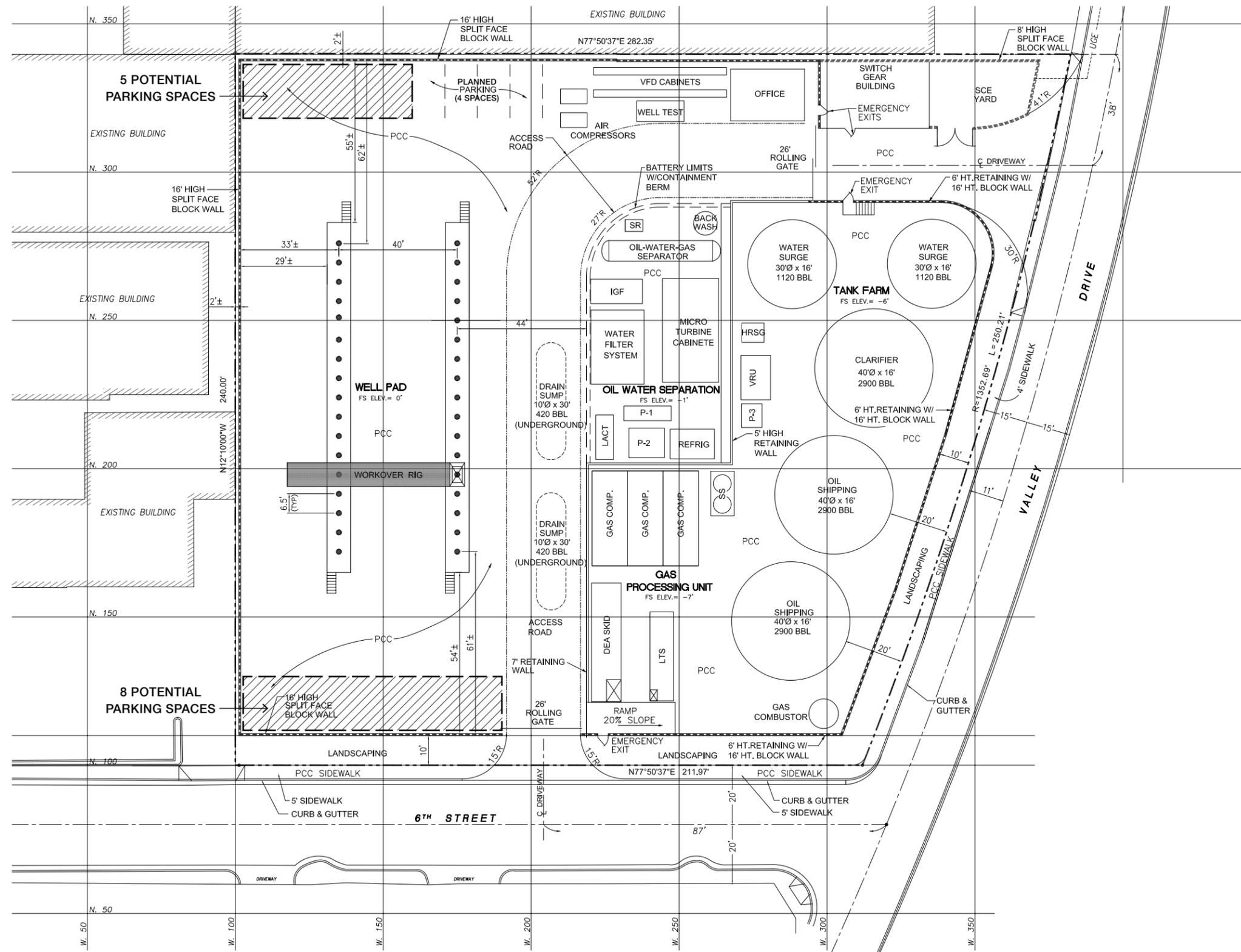
**E&B OIL DEVELOPMENT PROJECT  
ESTIMATED OFF-SITE PARKING DEMAND BY PHASE**

PHASE/ACTIVITY THAT GENERATES PEAK PARKING DEMAND	NUMBER OF EMPLOYEES	NO. OF OFF-SITE PARKING SPACES NEEDED	COMMENTS REGARDING PARKING ACTIVITIES
<b>Phase 1</b> (Peak Overlapping Activities)			
<ul style="list-style-type: none"> <li>• Construct 6-foot chain link fence</li> </ul>	4	0	Employees for construction of fence will not require parking since this is a short-term activity (1 week) conducted by contractor.
<ul style="list-style-type: none"> <li>• Construct well cellar</li> </ul>	8	8	Employees will park in an off-site lot.
<ul style="list-style-type: none"> <li>• Install electrical service (install 280 linear feet from 8<sup>th</sup> Street to project site and install onsite electrical equipment)</li> </ul>	15	12	Some employees for the installation of the electrical service will arrive in electrician vehicles to be parked on the project site. The remaining employees will park in an off-site lot.
<b>Total number of parking spaces needed for Phase 1</b>		<b>20</b>	
<b>Phase 2</b> (Peak Overlapping Activities)			
<ul style="list-style-type: none"> <li>• Install temporary oil, water, and gas handling equipment</li> </ul>	12	12	Employees will park in an off-site lot.
<ul style="list-style-type: none"> <li>• Drill three test wells and one water injection well</li> </ul>	5 per shift	4	Drilling will occur 24 hours per day; employees will work in two 12-hour shifts and carpool from their place of lodging. The provision of four parking spaces will account for carpooling and allow for the overlap of arriving and departing employees. Employees will park in an offsite off-site lot.
<b>Total number of parking spaces needed for Phase 2</b>		<b>16</b>	
<b>Phase 3</b> (Peak Overlapping Activities)			
<ul style="list-style-type: none"> <li>• Construct extension of first well cellar and all of second well cellar</li> </ul>	15	15	Refer to comment below regarding overlap with "Construct or Install On-site Facilities." Employees will park in an off-site lot.
<ul style="list-style-type: none"> <li>• Construct 16-foot split-face block perimeter wall</li> </ul>	20	20	Refer to comment below regarding overlap with "Construct or Install On-site Facilities." Employees will park in an off-site lot.

**E&B OIL DEVELOPMENT PROJECT  
ESTIMATED OFF-SITE PARKING DEMAND BY PHASE (CONTINUED)**

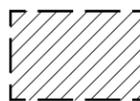
PHASE/ACTIVITY THAT GENERATES PEAK PARKING DEMAND	NUMBER OF EMPLOYEES	NO. OF OFF-SITE PARKING SPACES NEEDED	COMMENTS REGARDING PARKING ACTIVITIES
<ul style="list-style-type: none"> <li>• Remove 16-foot noise attenuation wall</li> </ul>	5	0	Employees for removal of noise attenuation wall will not require parking since this is a short-term activity (1 week) conducted by contractor.
<ul style="list-style-type: none"> <li>• Construct or install on-site facilities:               <ul style="list-style-type: none"> <li>- Small office building</li> <li>- Permanent oil and gas production equipment</li> <li>- Permanent site utilities</li> <li>- Final improvements for site access and paving of onsite surface area</li> </ul> </li> </ul>	5 - 35	5 - 35	First four weeks of this activity will require five employees and the last nine weeks will require 10 employees. The peak of 35 employees will not overlap with other activities on-site or adjacent to project site. Employees will park in an off-site lot.
<b>Total number of parking spaces needed for Phase 3</b>		<b>40</b>	
<b>Phase 4 – Short-term Drilling Activities (31 Months)</b>	5 per shift	4	Drilling will occur 24 hours per day; employees will work in two 12-hour shifts and carpool from their place of lodging. The provision of four parking spaces will account for carpooling and allow for the overlap of arriving and departing employees. Employees will park in an off-site lot.
<b>Total number of parking spaces needed short-term for Phase 4</b>		4	
<b>Phase 4 – Ongoing Operations</b>			
<i>No off-site parking spaces would be needed</i>	NA	0	
<ul style="list-style-type: none"> <li>• <b>Total number of parking spaces needed long-term for Phase 4</b></li> </ul>		<b>0</b>	

Prepared by Northcutt & Associates, March 7, 2013.

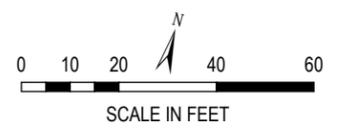


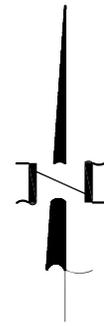
# E&B Oil Development Project

**LEGEND**

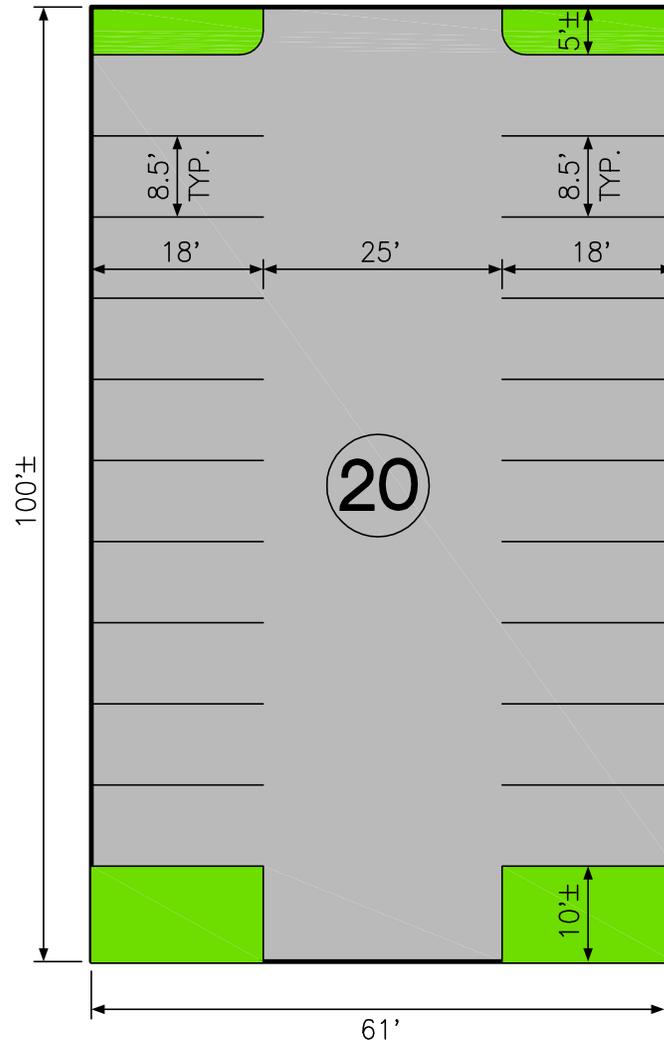
-  Proposed Additional On-Site Parking
-  Access Road
-  16' High Split-Face Block w/o Retaining Wall
-  8' High Split-Face Block Wall
-  Property Line

Source: Processes Unlimited International, Inc., September 12, 2012.





SCALE 1" = 20'



TYPICAL RECTANGULAR PARCEL  
20 SPACES

PREPARED FOR:  
E&B OIL DEVELOPMENT

PREPARED BY:

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PLANNERS ENGINEERS SURVEYORS		

E&B OIL DEVELOPMENT PROJECT  
TYPICAL PARKING LAYOUT  
FOR 6,000± SQ FT. RECTANGULAR PROPERTY  
CITY OF HERMOSA BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA