

Pamela Townsend

From: Karen Northcutt <knorthcutt@earthlink.net>
Sent: Wednesday, January 08, 2014 10:34 PM
To: Ed Almanza
Cc: Pamela Townsend; Mike Finch; Lauren Jue; Nicki Carlsen; Carl Haase
Subject: Updated Parking Plan

Hi,
Below is the link to Lauren's dropbox that contains a revision to the previously submitted parking plan. This version has the revised conceptual layout that includes a handicapped parking space, as discussed with Pam. If there are any problems opening the file, let us know.

<https://www.dropbox.com/sh/kuclj1zx03h59lg/pFr91U5leD>

Karen

E&B Oil Development Project

City of Hermosa Beach

Updated Parking Plan

January 2014

E&B Natural Resources

www.EBNR-Hermosa.com

UPDATED PARKING PLAN

INTRODUCTION

The following provides an update to the Parking Plan submitted to the City of Hermosa Beach (City) on April 11, 2013.

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 6th Street in the City. The project site is bounded on the east by Valley Drive and on the south by 6th 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 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; 3) replacement parking spaces associated with the relocation of the City Maintenance Yard (there are 15 parking spaces currently located at the City 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); and 4) replacement parking spaces for two public parking spaces on the south side of 6th Street that would be removed to accommodate the improvements to the southwest corner of 6th and Valley Drive. Therefore, the proposed project would need to provide 17 replacement parking spaces for use by the public.

This parking plan is based on the following premises:

- The parking for the proposed project's employees during temporary construction activities and drilling activities would be provided in an off-site temporary parking area to be developed at 636 Cypress Avenue adjacent to the western project boundary (referred to herein as the off-site temporary parking area);
- The parking for the proposed project's additional demand for temporary parking spaces during construction activities in Phase 3 would be provided on property that would be leased or rented;

-
- The provision of the 17 replacement parking spaces for use by the public after hours and on weekends and holidays would be provided in the off-site temporary parking area, subject to the terms of the lease; and
 - The long-term parking for the proposed project's employees during ongoing operations and maintenance would occur on the project site.

OFF-SITE TEMPORARY PARKING AREA

The Applicant has identified a location for an off-site temporary parking area on a M-1 Light Manufacturing zoned parcel adjacent to the western boundary of the project site to provide parking for construction employees during Phases 1, 2, 3, and the drilling portion of Phase 4 of the Proposed Project. The Applicant has entered into an agreement with the current owner for the property at 636 Cypress Avenue (Assessor Parcel No. 4187-031-22). Refer to Exhibit A for a letter from the property owner.

The 6,000-square foot property is relatively level and currently developed with a single-story building that occupies approximately 75 percent of the parcel and a parking area with approximately 6 parking spaces that occupies the remainder of the parcel. The access to the parcel is provided from Cypress Avenue. The development of the parcel would require demolition of the existing building, removal of the asphalt parking area, minimal grading, and construction of the new parking area with improvements to include landscaping with irrigation, lighting, a trash container, and other features to comply with the City of Hermosa Beach Municipal Code for M-1 Light Manufacturing zoned property. Although the parcel is adjacent to the western boundary of the project site, direct access would not be provided due to the higher grade elevation of the project site and the need to provide secured points of entry for the proposed project.

Figure 1 provides the location of the parcel for the off-site temporary parking area and its proximity to the project site and other project-related improvements. Figure 2 provides the proposed site/parking plan for the off-site temporary parking area. As indicated in Figure 2, the off-site temporary parking area is a 60-foot by 100-foot parcel and 20 parking spaces would be provided.

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 temporary 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 temporary parking in an off-site parking area. The following describes the parking plan to fulfill the parking requirements for temporary parking during the construction and drilling activities and the replacement of the 15 public parking spaces with the relocation of the City Maintenance Yard to another site and the two public parking spaces associated with the improvements to the intersection of 6th Street and Valley Drive. 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 the off-site temporary 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 and drilling activities. Phase 3 would require an estimated additional demand of up to 20 temporary parking spaces for a maximum of 40 temporary parking spaces. The drilling portion of Phase 4 would require four temporary parking spaces.

The provision of the 17 replacement parking spaces for use by the public after hours and on weekends and holidays would be provided in the off-site temporary parking area, subject to the terms of the lease. The off-site temporary parking area would have 20 parking spaces and would accommodate the 17 replacement parking spaces. Although there may be an overlap with the drilling portion of Phase 4, which would require four parking spaces as one shift arrives and another shift is leaving (resulting in 16 available parking spaces rather than 17 spaces), this would only occur for a period of approximately one hour.

This parking plan proposes that the estimated 20 temporary parking spaces during Phases 1, 2, 3, and the drilling portion of Phase 4 would be provided in the new off-site temporary parking area developed on the parcel at 636 Cypress Avenue and the up to 20 additional parking spaces that may be required during Phase 3 would be provided on property that is leased or rented by the Applicant. This is anticipated to occur through the use of an existing parking area through the execution of a lease agreement or rental agreement. In the event that these are remote parking spaces (defined as parking spaces located further than 5 to 8 blocks from the project site), a van pool shuttle service from the remote parking spaces to the project site would be provided by the Applicant to accommodate the construction employees.

If an existing developed parking lot is utilized for the up to 20 additional parking spaces in Phase 3, 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.

If required by the City, a Parking Development Plan (PDP) and any other requirements would be prepared for the parcel at 636 Cypress Avenue for the off-site temporary parking area 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 parcel as a parking lot and factors required for consideration 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 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 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 order for the parking area 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 the parcel adjacent to the western boundary of the project site or, in the case of the up to 20 additional temporary parking spaces that may be leased or rented in Phase 3 and that 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 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 related to passenger cars. The TIA identified typical travel routes to the project site that would be potentially utilized by employee traffic during all phases of the 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. Figure 3 provides the conceptual parking plan for Phase 4 which indicates 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 as well as the public parking spaces on the south side of 6th Street 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.

As described above, the provision of the 17 replacement parking spaces for use by the public after hours and on weekends and holidays would be provided in the off-site temporary parking area on a temporary basis, subject to the terms of the lease. With respect to the permanent provision of the 17 replacement parking spaces, the Applicant proposes the following approach. 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 permanent 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 as well as the additional two 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 at the off-site temporary parking area or by providing other suitable public parking spaces acceptable to the City in coordination with the City's parking program consistent with the requirements of the City and the California Coastal Act, all subject to the terms of the lease.

Additional 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
Phase 1 (Peak Overlapping Activities)			
• Construct 6-foot chain link fence	4	0	Employees for construction of fence will not require parking since this is a short-term activity (1 week) conducted by contractor.
• Construct well cellar	8	8	Employees will park in the off-site temporary parking area.
• Install electrical service (install 280 linear feet from 8 th Street to project site and install onsite electrical equipment)	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 the off-site temporary parking area.
Total number of parking spaces needed for Phase 1		20	
Phase 2 (Peak Overlapping Activities)			
• Install temporary oil, water, and gas handling equipment	12	12	Employees will park in the off-site temporary parking area.
• Drill three test wells and one water injection well	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 the off-site temporary parking area.
Total number of parking spaces needed for Phase 2		16	
Phase 3 (Peak Overlapping Activities)			
• Construct extension of first well cellar and all of second well cellar	15	15	Refer to comment below regarding overlap with "Construct or Install On-site Facilities." Employees will park in the off-site temporary parking area.

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

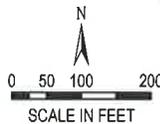
PHASE/ACTIVITY THAT GENERATES PEAK PARKING DEMAND	NUMBER OF EMPLOYEES	NO. OF OFF-SITE PARKING SPACES NEEDED	COMMENTS REGARDING PARKING ACTIVITIES
• Construct 16-foot split-face block perimeter wall	20	20	Refer to comment below regarding overlap with "Construct or Install On-site Facilities." Employees will park in the off-site temporary parking area.
• Remove 16-foot noise attenuation wall	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.
• Construct or install on-site facilities: - Small office building - Permanent oil and gas production equipment - Permanent site utilities - Final improvements for site access and paving of onsite surface area	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. Of these employees, 20 will park in the off-site temporary parking area and the remaining up to 15 employees will park at an area that is leased or rented.
Total number of parking spaces needed for Phase 3		40	
Phase 4 – Short-term Drilling Activities (31 Months)	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 the off-site temporary parking area.
Total number of parking spaces needed short-term for Phase 4		4	
Phase 4 – Ongoing Operations <i>No off-site parking spaces would be needed</i>	NA	0	
• Total number of parking spaces needed long-term for Phase 4		0	

Prepared by Northcutt & Associates, March 7, 2013, updated December 23, 2013.



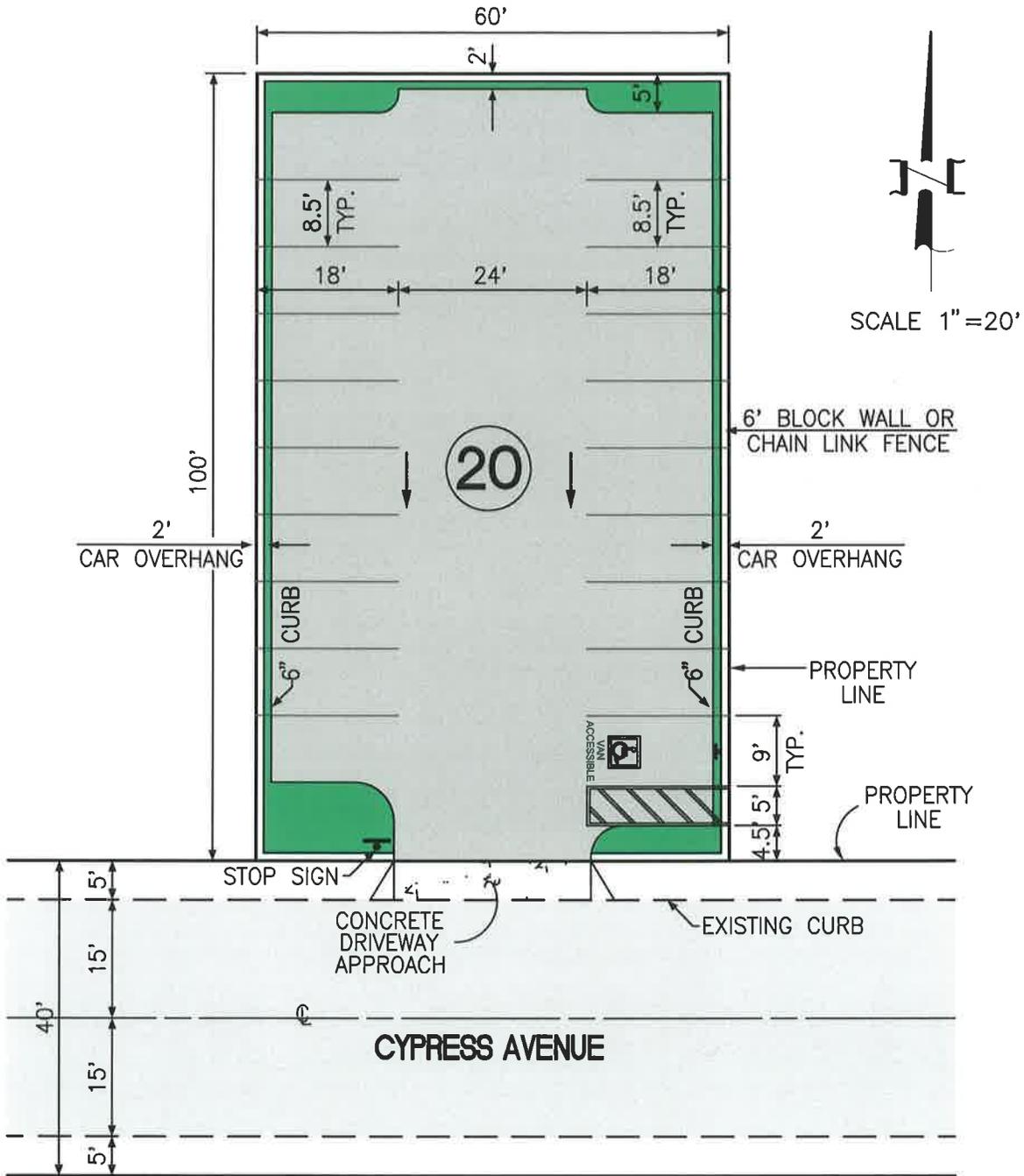
Source: Northcutt & Associates; Google Earth aerial dated March 7, 2011.

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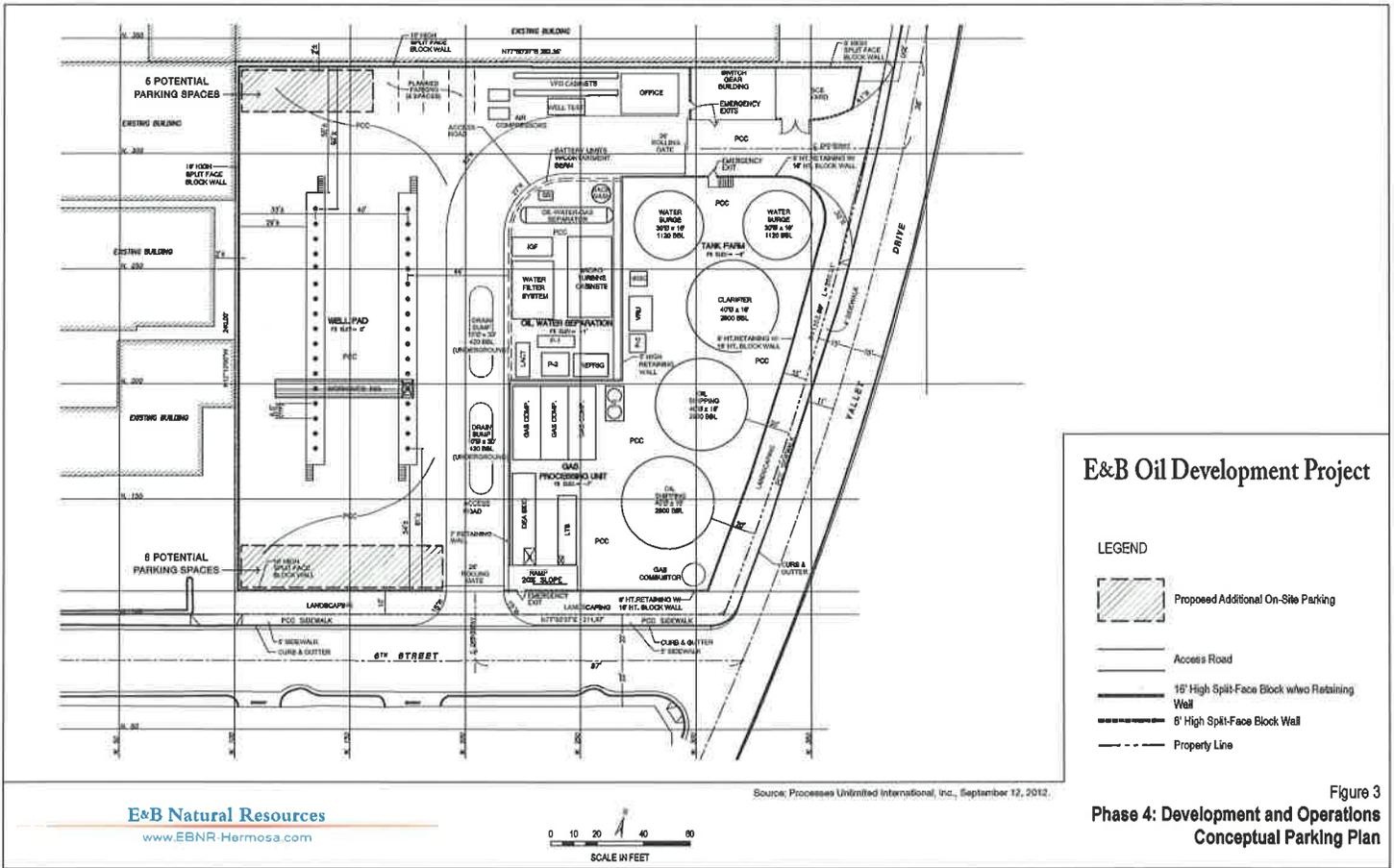
E&B Oil Development Project

Figure 1
**Location of Off-Site
 Parking Area**



- NOTES:
- 1. LANDSCAPE AREA 819 SF 14%
 - 2. PAVED AREA 5,181 SF 86%
 - 3. SURFACE DRAINAGE →
 - 4. LANDSCAPE TO BE CONSISTENT WITH MUNICIPAL CODE CHAPTERS 8.56 AND 8.12

Source: MDS Consulting, January 31, 2013.



E&B Oil Development Project

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

Figure 3
Phase 4: Development and Operations
Conceptual Parking Plan

APPENDIX A

E&B

Natural Resources

Office: (661) 679-1700 • Fax: (661) 679-1797
1600 Norris Road • Bakersfield, CA 93308

December 10, 2013

Ken Robertson, AICP, Director
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254

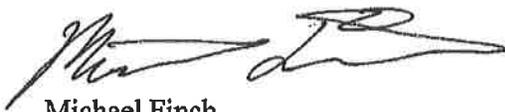
Re: E&B Oil Development Project

Dear Mr. Robertson:

E&B Natural Resources Management Corp. ("E&B") is writing to advise the City of Hermosa Beach ("City") that on November 18, 2013, E&B entered into an option agreement with Gordon D. Bracy and Tracey L. Bracy, Trustees of the Gordon D. Bracy and Tracey L. Bracy Trust ("Bracy Trust"), to purchase the real property located at 636 Cypress Avenue in the City ("Cypress Property"). E&B intends to use the Cypress Property to support the construction of the proposed oil development project, which will be further described in separate correspondence from E&B to the City. The trustees of Bracy Trust have signed this letter below to provide confirmation to the City of the existence of the option agreement between E&B and the Bracy Trust for the Cypress Property.

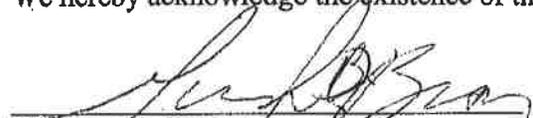
If you should have any questions regarding this option agreement or any other matter regarding the proposed oil development project, please do not hesitate to contact me.

Very truly yours,

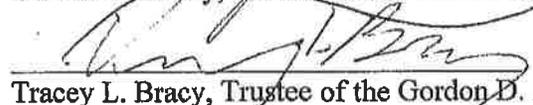


Michael Finch
Vice President of Health, Safety, Environmental & Government Affairs
E&B Natural Resources Management Corp.

We hereby acknowledge the existence of the option agreement described in this letter:



Gordon D. Bracy, Trustee of the Gordon D. Bracy and Tracey L. Bracy Trust



Tracey L. Bracy, Trustee of the Gordon D. Bracy and Tracey L. Bracy Trust

Pamela Townsend

From: Karen Northcutt <knorthcutt@earthlink.net>
Sent: Tuesday, December 24, 2013 11:40 AM
To: Ed Almanza
Cc: Mike Finch; Pamela Townsend
Subject: Updated Parking Plan 12-24-13
Attachments: Updated Parking Plan 12-24-13.pdf

RECEIVED

DEC 24 2013

COMMUNITY DEV. DEPT.

Ed,
Here's the updated parking plan information. The file is 12MB so if there is a download problem, let me know. Also me know if you have questions about the information.

Karen

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Karen Northcutt knorthcutt@earthlink.net work (760) 379-4626 or cell (661) 330-5799

E&B Oil Development Project

City of Hermosa Beach

Updated Parking Plan

December 24, 2013

RECEIVED

DEC 24 2013

COMMUNITY DEV. DEPT.

E&B Natural Resources

www.EBNR-Hermosa.com

UPDATED PARKING PLAN

INTRODUCTION

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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 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; 3) replacement parking spaces associated with the relocation of the City Maintenance Yard (there are 15 parking spaces currently located at the City 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); and 4) replacement parking spaces for two public parking spaces on the south side of 6th Street that would be removed to accommodate the improvements to the southwest corner of 6th and Valley Drive. Therefore, the proposed project would need to provide 17 replacement parking spaces for use by the public.

This parking plan is based on the following premises:

- The parking for the proposed project's employees during temporary construction activities and drilling activities would be provided in an off-site temporary parking area to be developed at 636 Cypress Avenue adjacent to the western project boundary (referred to herein as the off-site temporary parking area);
- The parking for the proposed project's additional demand for temporary parking spaces during construction activities in Phase 3 would be provided on property that would be leased or rented;

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OFF-SITE TEMPORARY PARKING AREA

The Applicant has identified a location for an off-site temporary parking area on a M-1 Light Manufacturing zoned parcel adjacent to the western boundary of the project site to provide parking for construction employees during Phases 1, 2, 3, and the drilling portion of Phase 4 of the Proposed Project. The Applicant has entered into an agreement with the current owner for the property at 636 Cypress Avenue (Assessor Parcel No. 4187-031-22). Refer to Exhibit A for a letter from the property owner.

The 6,000-square foot property is relatively level and currently developed with a single-story building that occupies approximately 75 percent of the parcel and a parking area with approximately 6 parking spaces that occupies the remainder of the parcel. The access to the parcel is provided from Cypress Avenue. The development of the parcel would require demolition of the existing building, removal of the asphalt parking area, minimal grading, and construction of the new parking area with improvements to include landscaping with irrigation, lighting, a trash container, and other features to comply with the City of Hermosa Beach Municipal Code for M-1 Light Manufacturing zoned property. Although the parcel is adjacent to the western boundary of the project site, direct access would not be provided due to the higher grade elevation of the project site and the need to provide secured points of entry for the proposed project.

Figure 1 provides the location of the parcel for the off-site temporary parking area and its proximity to the project site and other project-related improvements. Figure 2 provides the proposed site/parking plan for the off-site temporary parking area. As indicated in Figure 2, the off-site temporary parking area is a 60-foot by 100-foot parcel and 20 parking spaces would be provided.

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- Phase 1: Site Preparation
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The attached table provides the estimated off-site temporary 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 temporary parking in an off-site parking area. The following describes the parking plan to fulfill the parking requirements for temporary parking during the construction and drilling activities and the replacement of the 15 public parking spaces with the relocation of the City Maintenance Yard to another site and the two public parking spaces associated with the improvements to the intersection of 6th Street and Valley Drive. 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 the off-site temporary 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 and drilling activities. Phase 3 would require an estimated additional demand of up to 20 temporary parking spaces for a maximum of 40 temporary parking spaces. The drilling portion of Phase 4 would require four temporary parking spaces.

The provision of the 17 replacement parking spaces for use by the public after hours and on weekends and holidays would be provided in the off-site temporary parking area, subject to the terms of the lease. The off-site temporary parking area would have 20 parking spaces and would accommodate the 17 replacement parking spaces. Although there may be an overlap with the drilling portion of Phase 4, which would require four parking spaces as one shift arrives and another shift is leaving (resulting in 16 available parking spaces rather than 17 spaces), this would only occur for a period of approximately one hour.

This parking plan proposes that the estimated 20 temporary parking spaces during Phases 1, 2, 3, and the drilling portion of Phase 4 would be provided in the new off-site temporary parking area developed on the parcel at 636 Cypress Avenue and the up to 20 additional parking spaces that may be required during Phase 3 would be provided on property that is leased or rented by the Applicant. This is anticipated to occur through the use of an existing parking area through the execution of a lease agreement or rental agreement. In the event that these are remote parking spaces (defined as parking spaces located further than 5 to 8 blocks from the project site), a van pool shuttle service from the remote parking spaces to the project site would be provided by the Applicant to accommodate the construction employees.

If an existing developed parking lot is utilized for the up to 20 additional parking spaces in Phase 3, 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.

If required by the City, a Parking Development Plan (PDP) and any other requirements would be prepared for the parcel at 636 Cypress Avenue for the off-site temporary parking area 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 parcel as a parking lot and factors required for consideration 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 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 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 order for the parking area 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 the parcel adjacent to the western boundary of the project site or, in the case of the up to 20 additional temporary parking spaces that may be leased or rented in Phase 3 and that 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 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 related to passenger cars. The TIA identified typical travel routes to the project site that would be potentially utilized by employee traffic during all phases of the 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. Figure 3 provides the conceptual parking plan for Phase 4 which indicates 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 as well as the public parking spaces on the south side of 6th Street 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.

As described above, the provision of the 17 replacement parking spaces for use by the public after hours and on weekends and holidays would be provided in the off-site temporary parking area on a temporary basis, subject to the terms of the lease. With respect to the permanent provision of the 17 replacement parking spaces, the Applicant proposes the following approach. 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 permanent 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 as well as the additional two 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 at the off-site temporary parking area or by providing other suitable public parking spaces acceptable to the City in coordination with the City's parking program consistent with the requirements of the City and the California Coastal Act, all subject to the terms of the lease.

Additional 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
Phase 1 (Peak Overlapping Activities)			
• Construct 6-foot chain link fence	4	0	Employees for construction of fence will not require parking since this is a short-term activity (1 week) conducted by contractor.
• Construct well cellar	8	8	Employees will park in the off-site temporary parking area.
• Install electrical service (install 280 linear feet from 8 th Street to project site and install onsite electrical equipment)	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 the off-site temporary parking area.
Total number of parking spaces needed for Phase 1		20	
Phase 2 (Peak Overlapping Activities)			
• Install temporary oil, water, and gas handling equipment	12	12	Employees will park in the off-site temporary parking area.
• Drill three test wells and one water injection well	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 the off-site temporary parking area.
Total number of parking spaces needed for Phase 2		16	
Phase 3 (Peak Overlapping Activities)			
• Construct extension of first well cellar and all of second well cellar	15	15	Refer to comment below regarding overlap with "Construct or Install On-site Facilities." Employees will park in the off-site temporary parking area.

**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
• Construct 16-foot split-face block perimeter wall	20	20	Refer to comment below regarding overlap with "Construct or Install On-site Facilities." Employees will park in the off-site temporary parking area.
• Remove 16-foot noise attenuation wall	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.
• Construct or install on-site facilities: - Small office building - Permanent oil and gas production equipment - Permanent site utilities - Final improvements for site access and paving of onsite surface area	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. Of these employees, 20 will park in the off-site temporary parking area and the remaining up to 15 employees will park at an area that is leased or rented.
Total number of parking spaces needed for Phase 3		40	
Phase 4 – Short-term Drilling Activities (31 Months)	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 the off-site temporary parking area.
Total number of parking spaces needed short-term for Phase 4		4	
Phase 4 – Ongoing Operations <i>No off-site parking spaces would be needed</i>	NA	0	
• Total number of parking spaces needed long-term for Phase 4		0	

Prepared by Northcutt & Associates, March 7, 2013, updated December 23, 2013.



Source: Northcutt & Associates; Google Earth aerial dated March 7, 2011.

E&B Natural Resources
 www.EBNR-Hermosa.com

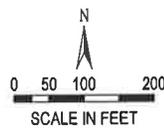
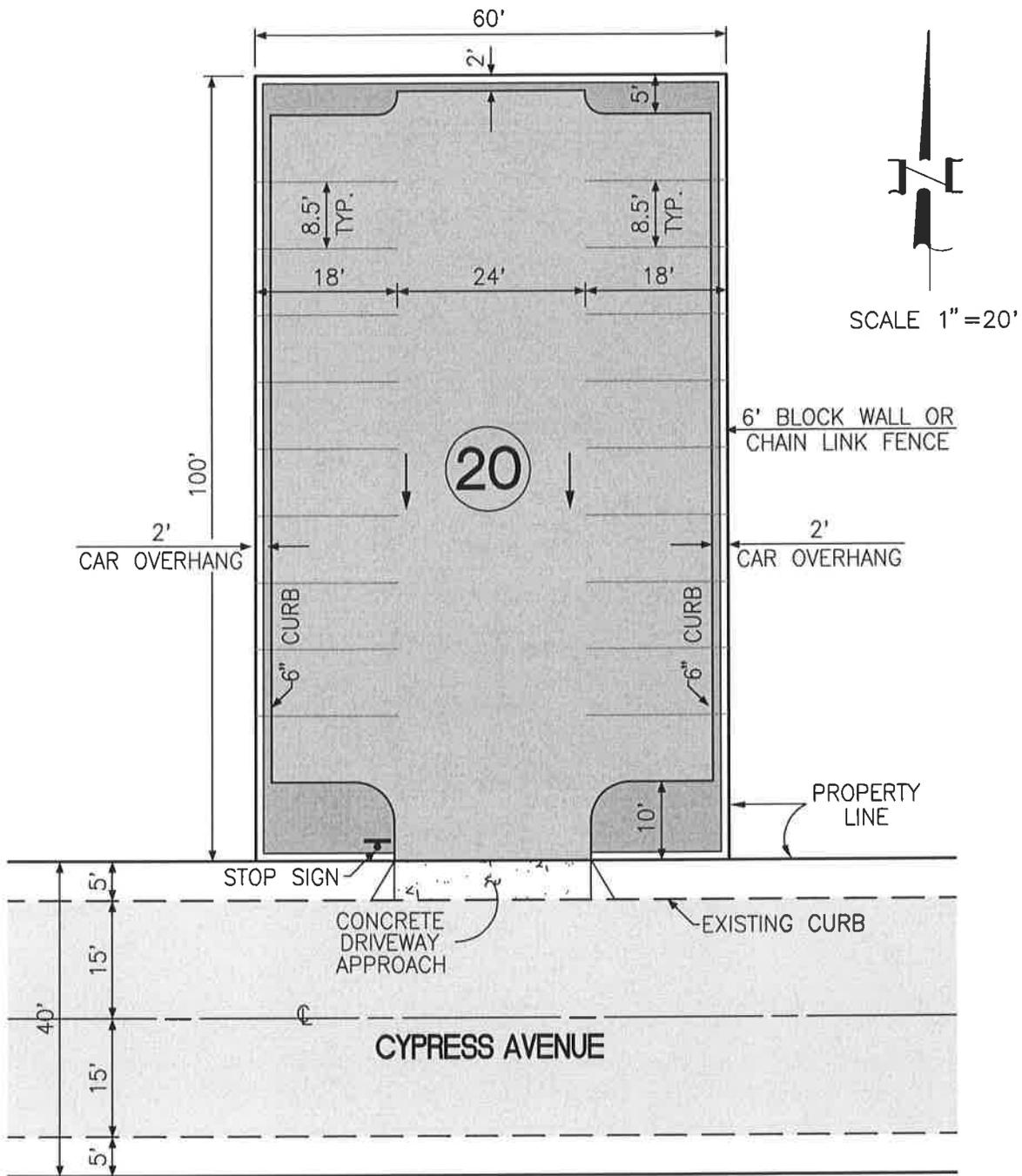


Figure 1
**Location of Off-Site
 Parking Area**

E&B Oil Development Project



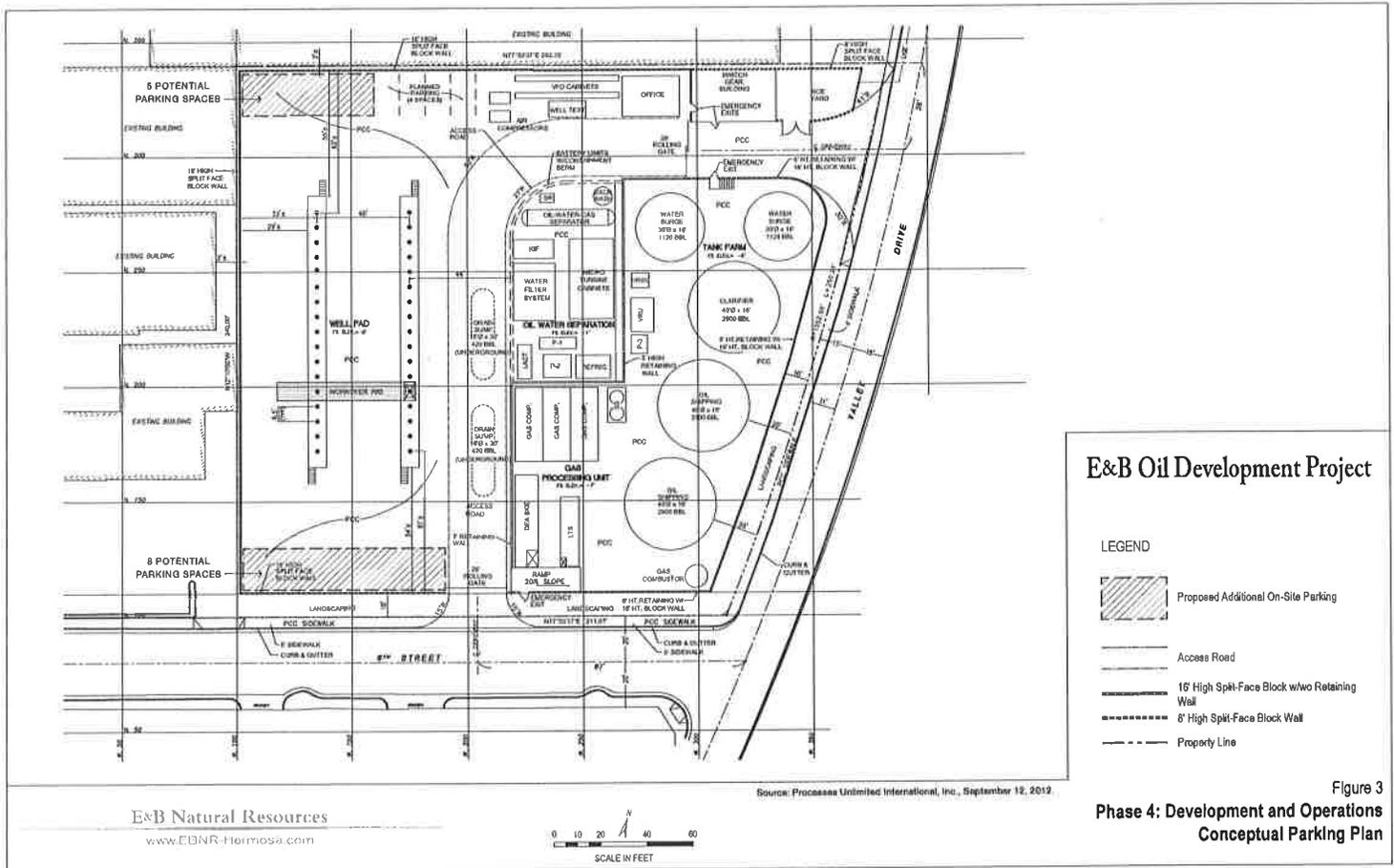

 SCALE 1"=20'

- NOTES:
1. LANDSCAPE AREA 904 SF 15%
 2. PAVED AREA 5,096 SF 85%
 3. SURFACE DRAINAGE →
 4. LANDSCAPE TO BE CONSISTENT WITH MUNICIPAL CODE CHAPTERS 8.56 AND 8.12

Source: MDS Consulting, January 31, 2013.

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Figure 2
Conceptual Site Plan/Parking Plan



APPENDIX A

E&B

Natural Resources

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1600 Norris Road • Bakersfield, CA 93308

December 10, 2013

Ken Robertson, AICP, Director
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254

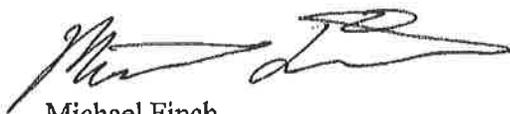
Re: E&B Oil Development Project

Dear Mr. Robertson:

E&B Natural Resources Management Corp. ("E&B") is writing to advise the City of Hermosa Beach ("City") that on November 18, 2013, E&B entered into an option agreement with Gordon D. Bracy and Tracey L. Bracy, Trustees of the Gordon D. Bracy and Tracey L. Bracy Trust ("Bracy Trust"), to purchase the real property located at 636 Cypress Avenue in the City ("Cypress Property"). E&B intends to use the Cypress Property to support the construction of the proposed oil development project, which will be further described in separate correspondence from E&B to the City. The trustees of Bracy Trust have signed this letter below to provide confirmation to the City of the existence of the option agreement between E&B and the Bracy Trust for the Cypress Property.

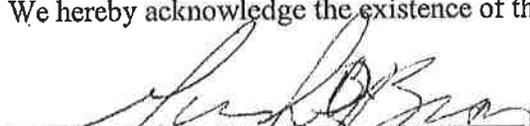
If you should have any questions regarding this option agreement or any other matter regarding the proposed oil development project, please do not hesitate to contact me.

Very truly yours,

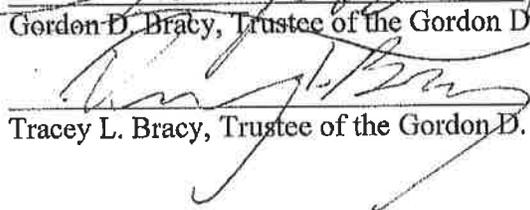


Michael Finch
Vice President of Health, Safety, Environmental & Government Affairs
E&B Natural Resources Management Corp.

We hereby acknowledge the existence of the option agreement described in this letter:



Gordon D. Bracy, Trustee of the Gordon D. Bracy and Tracey L. Bracy Trust



Tracey L. Bracy, Trustee of the Gordon D. Bracy and Tracey L. Bracy Trust