

for the Phase III building would be planted with native vegetation until such time that Phase III is implemented.

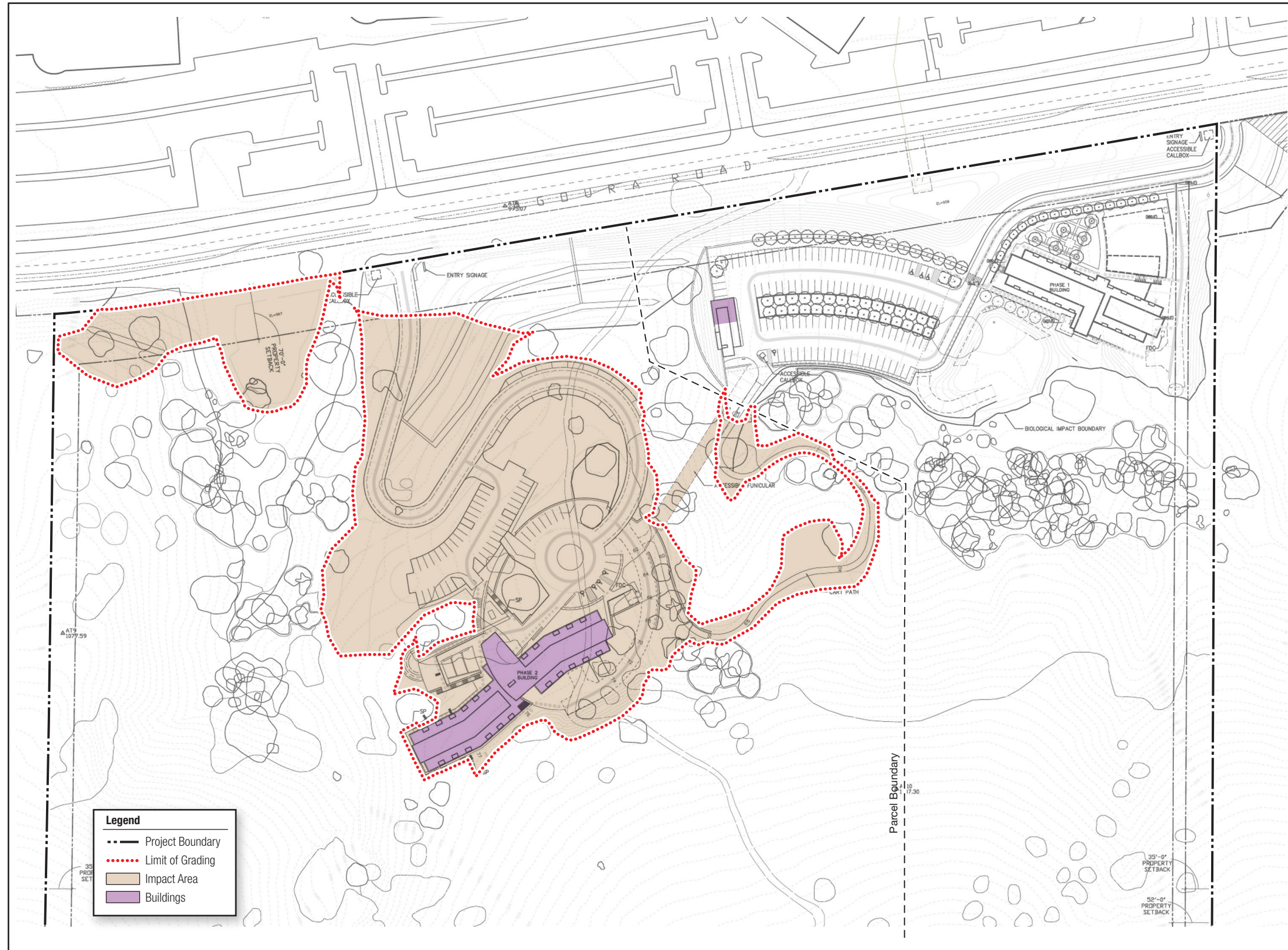
More specifically, the proposed 24,000 square-foot Phase I office building would consist of two stories with a maximum height of 35 feet above the ground surface. The Phase I building is envisioned to include offices, a reception area, meeting rooms, and a convenience kitchen with casual seating. Landscaping would be planted, as appropriate, along building facades and internal circulation routes. Garden features would be installed in the parking lot area, obscuring and softening the façade appearance. The proposed 750 square-foot ancillary maintenance structure would be situated on the west end of the parking lot area. A first-flush detention basin to be located north of the Phase I parking lot would collect and hold the first $\frac{3}{4}$ -inch of water from the development footprint and adjacent sections of Agoura Road until it is released into the off-site storm drain system.

Vehicular access would be provided from an ingress/egress point on Agoura Road at the northeast corner of the project site. Entry signage with streetscape plantings would be erected to indicate the location of the entry drive to the project site from Agoura Road. A total of 75 parking spaces would be provided via a surface parking lot west of and adjacent to the Phase I building (the “Central Parking Lot”); The entry drive would consist of an internal landscaped roadway providing on-site access to the surface parking lot; and a landscaped pedestrian walkway would provide connectivity between the parking and office uses.

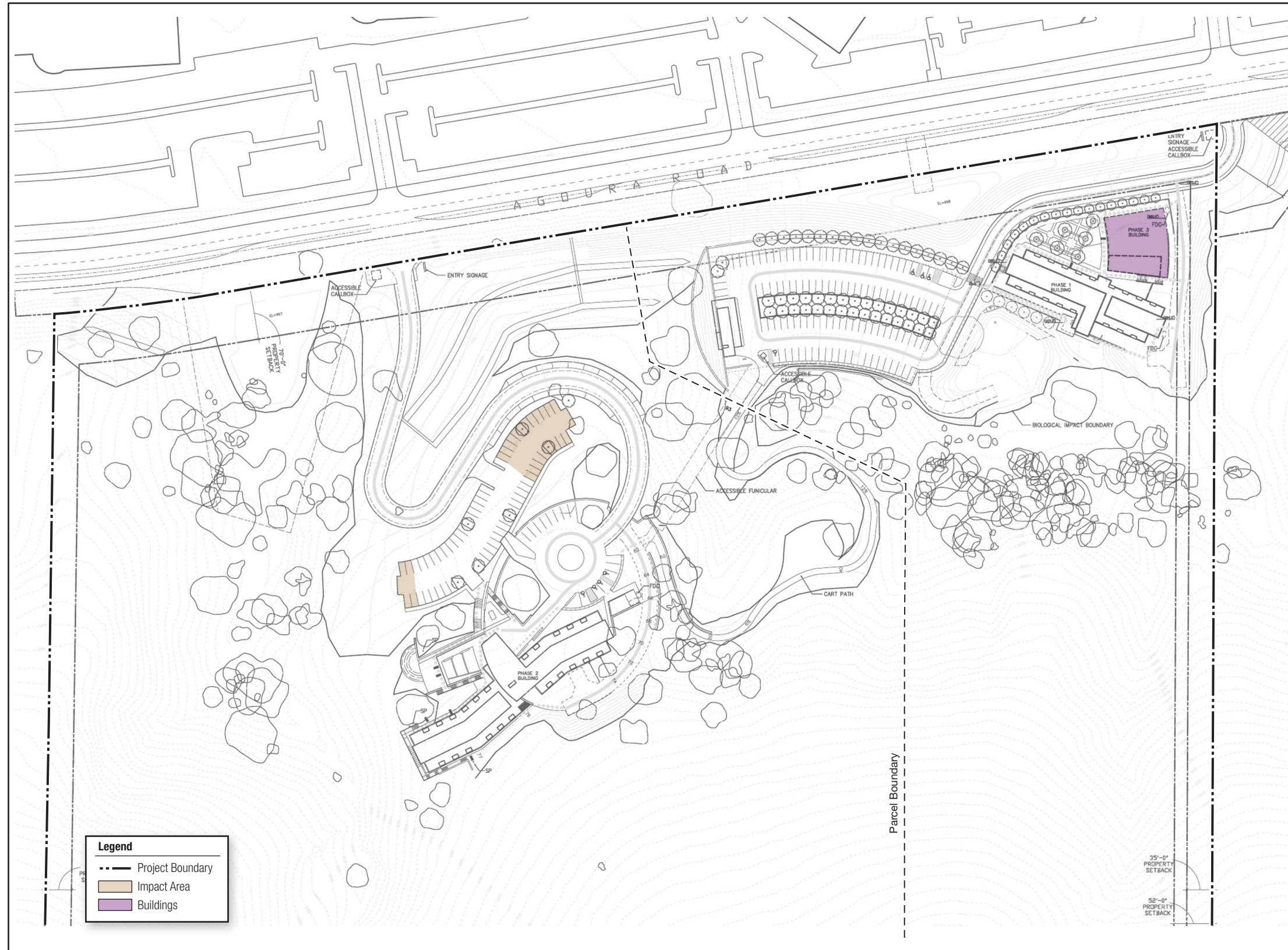
Phase II. Phase II would be implemented so as to accommodate the Foundation’s anticipated growth. As shown in **Figure 2-6**, Phase II would include the construction of a 36,000 square-foot office building, an access driveway with road side parking, a western parcel parking lot, add spaces to the Central Parking Lot, completion of the improvements to Agoura Road up to the western property line, and improvements to the western debris basin to accommodate for the widening of Agoura Road. The proposed office building would consist of two levels and reach a maximum height of 35 feet above the ground surface. The Phase II office building is envisioned to include offices, a reception area, meeting rooms, and a convenience kitchen with casual seating. Phase II would also expand the Phase I maintenance structure by 750 square feet, which would provide additional area for grounds-keeping facilities, as well as equipment and electric cart storage for the project.

Phase II would provide a total of 110 parking spaces between a new Western Parking Lot, driveway and circle parking spaces, and additional spaces within the Central Parking lot. The Western Parking Lot would consist of 43 spaces adjacent to the Phase II office building in the location of the Phase IV office building. A total of 33 spaces would be provided along the driveway and circle near the entrance to the Phase II building, and 34 spaces would be added to the Central Parking Lot. Site improvements to occur during Phase II would also include a funicular to provide direct connectivity between Phase I development and Phase II development, as well an internal cart path that would meander between the eastern and western portions of the site. Vehicular access to the Phase II building and parking areas would be provided from an ingress/egress point on Agoura Road on the western portion of the project site. Entry signage would indicate the location of western entry to the project site from Agoura Road.

Phase III. As shown in **Figure 2-7**, a 7,500 square-foot Phase III office building would be constructed on the northeastern most corner of the project site during this phase. The height of the Phase III building would be less than 35 feet above grade. Mass grading for the Phase III building pad will be conducted during Phase I, however, some fine grading will be required to prepare the site for the Phase III building. The Western Parking Lot would be expanded by 23 spaces to move parking spaces for allocated to the Phase II closer to the building, and free up spaces in the Central Parking Lot for the proposed Phase III use.



Source: Stantec, March 2010.



Source: Stantec, March 2010.

Phase IV. Construction of the Phase IV office building would complete the anticipated build out of the proposed project. As shown in **Figure 2-8**, during Phase IV a 21,300 square-foot office building would be constructed in the western portion of the site. The proposed Phase IV office building is anticipated to be two storied with an approximate height of 35 feet above the ground surface. The building would consist of offices and meeting rooms.

With respect to the overall site plan, the Phase IV building would remove and replace the Western Parking Lot that would be developed during Phase II. Parking spaces within Western Parking Lot as well as additional spaces required for Phase IV would be accommodated via construction of 130 subterranean parking spaces within the Central Parking Lot.

Sustainable Design Elements

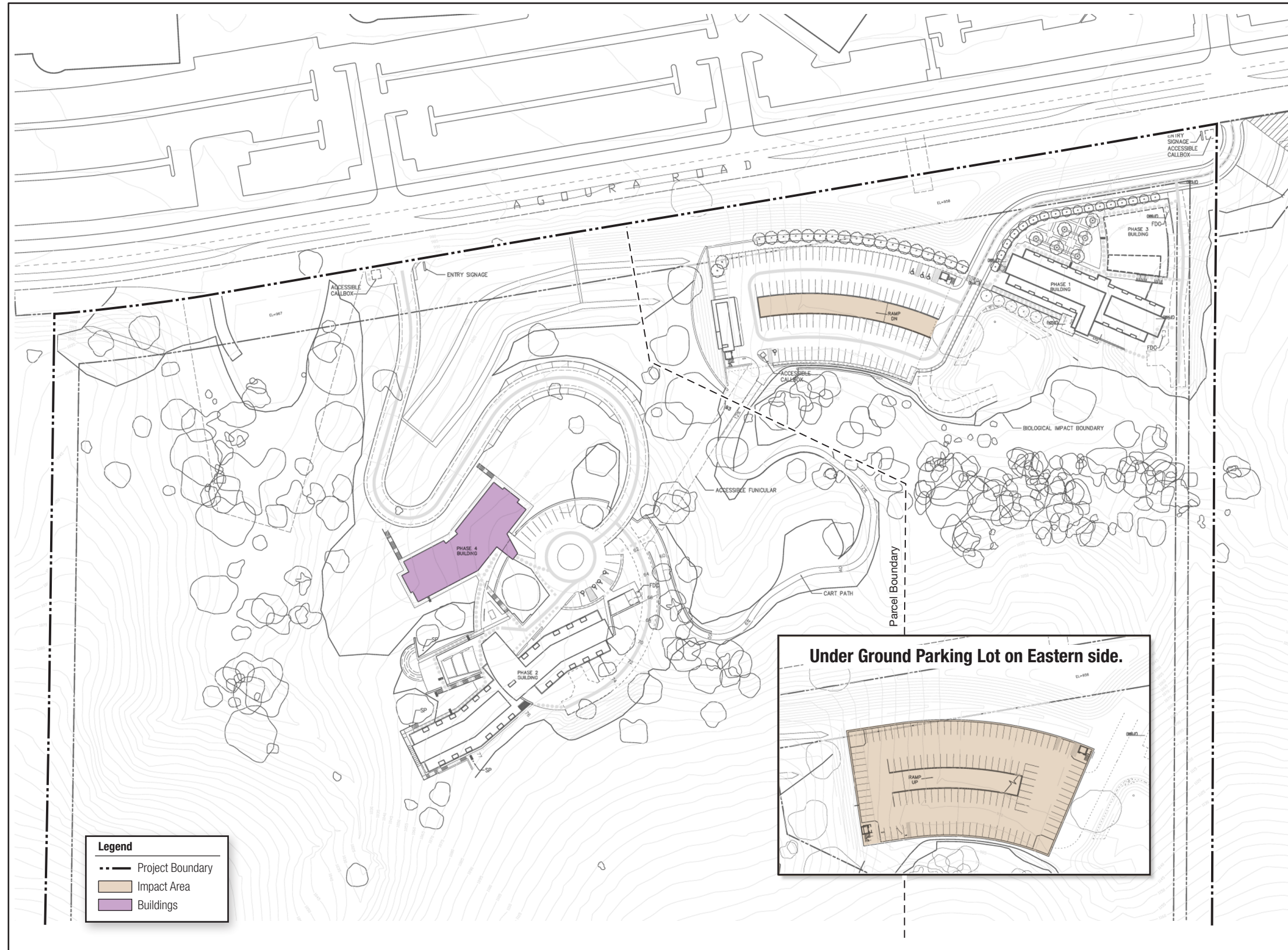
Sustainable design is of utmost importance to the Foundation. In keeping with Foundation philosophy and objectives, the construction of all the proposed buildings would specify the use of sustainable manufactured products/building materials. Each of the buildings will be designed with the goal of achieving the United States Green Building Council's, LEED Platinum Certification. As described in the bulleted list below, a number of sustainable elements will be integrated into the project's architecture, landscaping, and overall site design.

Building Design

- Photovoltaic solar energy collection.
- Passive heating/ventilation systems and no recirculation of air.
- Thermal Massing Features.
- Green Roof System.
- Interior lighting systems and building design that maximize use of natural sunlight and reduce the need for interior lighting.
- Occupant controlled shading device.
- High efficiency fixtures to reduce annual energy consumption.
- Electric car charging station.
- Low-flow water consumption fixtures, and.
- Local, renewable and recycled building materials.
- No or very low off-gassing materials.
- 100-year building design.
- Reclaimed water for non-potable water demand.
- Regional educational model for other office buildings.
- Construction Waste Management Plan.

Site Design

- Native vegetation in landscaping.
- Permeable hardscape in courtyards, parking areas, and cart paths.
- Bioswales to catch, convey and filter runoff from hardscape surfaces.
- Collection of rainwater to support irrigation demand.
- Pedestrian and electric cart path to reduce hillside grading.
- Individual environmental controls.
- Computer monitored and irrigation controls.
- Drip emitter and low precipitation spray heads.
- Green design for debris basins.
- Invasive species eradication and native plant restoration.
- Maximization of open space.



Source: Stantec, March 2010.

Access, Circulation, and Parking

The proposed project would include modifications to the Agoura Road frontage, as well as the construction of new parking areas, interior circulation routes, and various Americans with Disabilities Act (ADA) accessibility elements. Over the course of Phase I and Phase II the Project would grade and widen Agoura Road along the site's frontage pursuant to the improvement plans for Agoura Road required by the City of Agoura Hills for all road-fronting properties. Improvements to Agoura Road would include the addition of an asphalt-paved second eastbound traffic lane and bike lane, concrete curb and gutter, a sidewalk, streetlights, associated streetscape improvements and landscaping, and pavement markings.

The eastern portion of the site would be accessed from Agoura Road and served by a 28-foot wide driveway, consisting of 20 feet of impervious hardscape paving materials and four feet of permeable paving on each side. This driveway access point would be located within an existing easement recorded on the adjacent property to the east in order to allow the project site's driveway to align with the driveway accessing a commercial property directly across Agoura Road. A fire lane would be provided along the site's eastern boundary to be accessed from the proposed driveway. The driveway would access the Central Parking Lot. The pavement surface of the driveway would be composed of permeable materials.

Site access from Agoura Road to the western portion of the project site would be provided via a driveway that would be directly aligned with a driveway on the north side of Agoura Road. The proposed driveway would have a 28-foot wide clearance, consisting of 20 feet of impervious hardscape paving materials and four feet of permeable paving on each side, to accommodate emergency vehicle access. A turnaround will be constructed at the end of the driveway serving the two westernmost office buildings. Alongside the central portion of the driveway, 19 parallel parking spaces would be provided. A total of 14 additional parking spaces, including four ADA-accessible spaces, would also encircle the turnaround. The pavement surfaces of the driveway and parking spaces would be composed of permeable materials.

Internal site circulation would be provided via a funicular and cart path that would be constructed during Phase II. The funicular would be situated on a dedicated track that would provide a direct access between the western driveway turnaround and the eastern parking lot. The cart path would also connect the eastern and western portion of the site via a scenic pathway. The connecting pathway would be up to ten feet wide and comprised of permeable surface materials. Implementation of the funicular and cart path would support centralization of the parking areas, thereby reducing the amount of hillside grading.

Landscaping and Irrigation

Landscaping and trees would be planted along the main access roads, internal circulation paths, and the Agoura Road frontage. Landscaping around proposed structures and related outdoor elements (e.g., gardens, water features) would be appropriately located throughout the developed portions of the project site. Undeveloped open space areas would retain natural vegetation and graded slopes would be planted with native plants including chaparral species, coastal sage scrub, and grassland. Irrigation for the proposed landscaping would be provided via a combination of a rainwater collection system and potable water.

Drainage Facilities

There are currently two existing debris basins, under Los Angeles County Flood Control jurisdiction, located on-site. Both are located along Agoura Road; one is near the eastern and another near the western property boundary. The widening of Agoura Road would impact the existing configuration of both basins. The easterly debris basin would be re-designed and relocated south of the proposed Phase I