

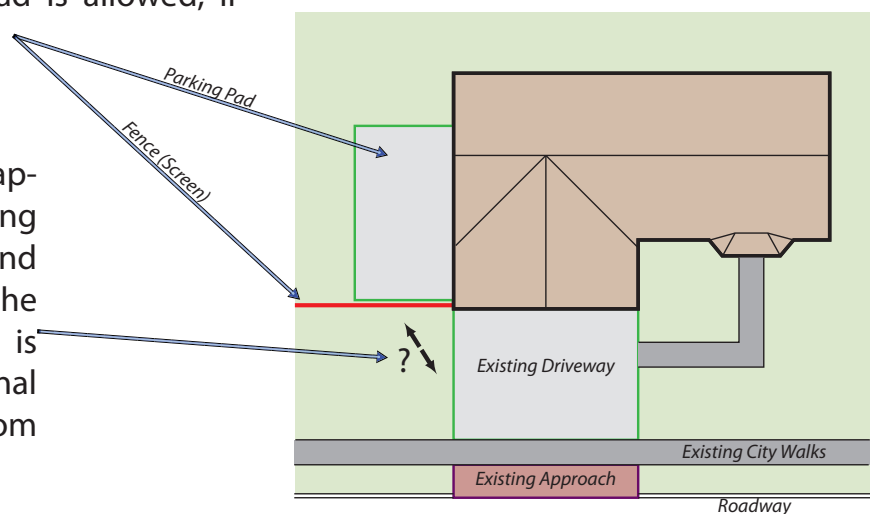
Parking Areas in Front of Dwellings:

In the Master Supplemental Design Guidelines Exhibit A (pg. 4) the following is defined for parking at a dwelling: "each single-family, detached dwelling unit shall have a fully enclosed garage, attached or detached, adequate for a minimum of two standard size automobiles and no carports or parking pads shall be allowed." On pg. 3 of the same document there is the following: "Side yard gate access shall be planned and provided for in the design of the dwelling. Any equipment, RV's, trailers, boats, etc. shall be parked in the side yard setback, screened from street view."

Therefore, per the Master Declaration, parking is permitted on the side of homes for vehicles, trailers, boats, RVs, etc. provided that they are screened from view behind a gated fence. Parking on the side setback of homes necessitates a parking pad, therefore the Master design guideline is meant to define the parking areas in front of the home only. This means that parking pads for any vehicle, outside of the main approach to the garage are not permitted by the Master Declaration. All approaches in the design guidelines are to be of concrete, which also applies to approaches to access parking areas on the side of homes. Therefore, gravel or dirt approaches in front of dwellings are not permitted, but gravel or concrete parking pads on the side of homes are permitted provided they are screened from street view by a gated fence. Residents that have existing parking pads on the sides of homes that are not screened, that need to install approaches, or need to remove gravel from the front of homes are encouraged to submit plans to the ARC. The screening requirement for these areas in all areas of the development is currently enforced, but fines WILL NOT be assessed until July 31, 2011.

Side Yard parking pad is allowed, if screened from view.

The item in question is the approach / access to the parking pad. It must be concrete and act as an extension to the driveway. The approach is only allowed as a functional path* for a vehicle to get from the street to the pad.



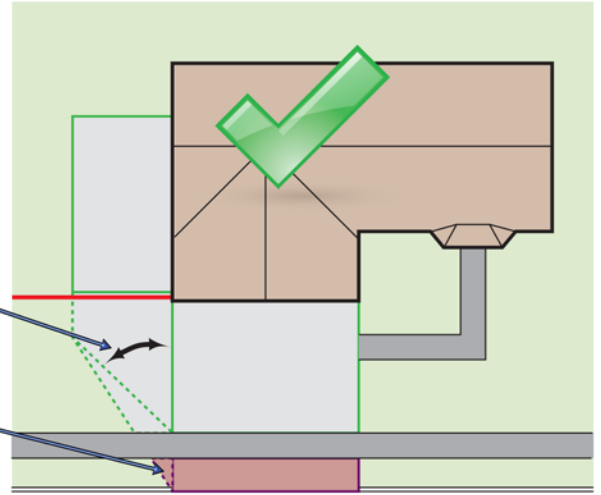
*Note: Residents may park operable commonly used passenger vehicles on the driveway or on the approach to the parking pad.



Option 1: Angle an extension from the existing driveway out to the width of the new pad.

Note: The magnitude of the angle may not exceed a reasonable angle (such as 45 degrees).

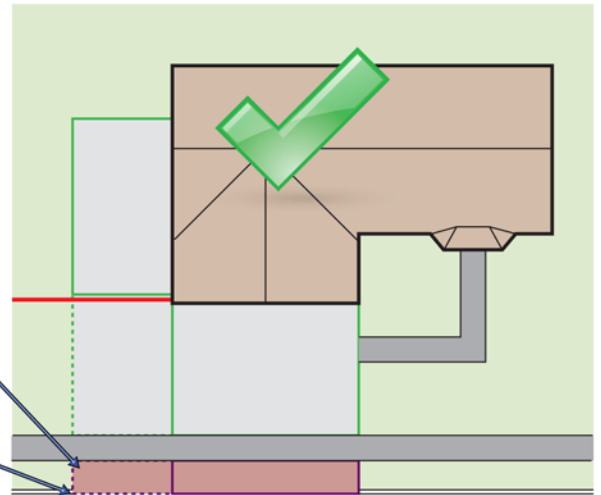
Note: Any change to the approach must match existing color and stamping.



Option 2: Widen the driveway to match the width of the parking pad.

Note: Any change to the approach must match existing color and stamping.

Note: The curb must be cut or replaced to match the existing driveway approach.



Approved Option starting 2017:

Option 3: Widen the driveway without widening the drive approach or cutting / replacing the curb.

Note: No angle requirement.

Note: Vehicles must exit from driveway approach and not across the parkstrip.

