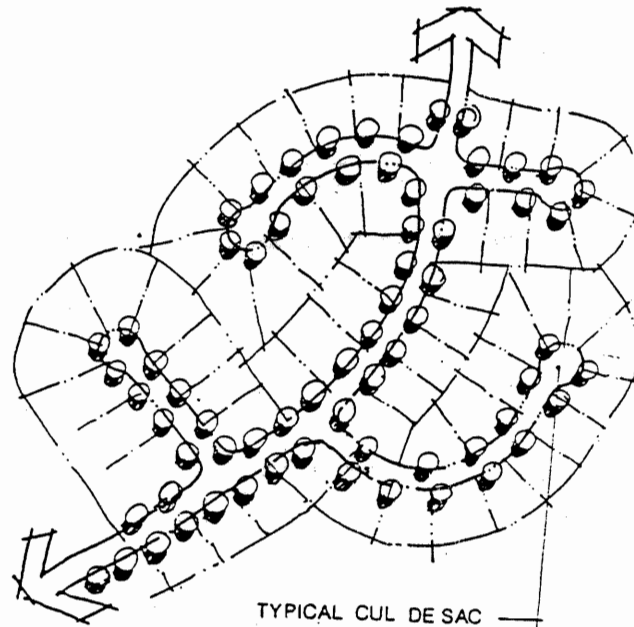

6.0 SITE PLANNING DESIGN GUIDELINES

This section sets forth the site design concepts and guidelines for StoneRidge and are included to provide overall guidance for the expression of development for the community. Developers, builders, engineers, architects, landscape architects and other design professionals should utilize the guidelines in order to maintain design continuity and to create an identifiable image and a cohesive community. In addition, where not set forth in this section, all applicable County standards must be satisfied.

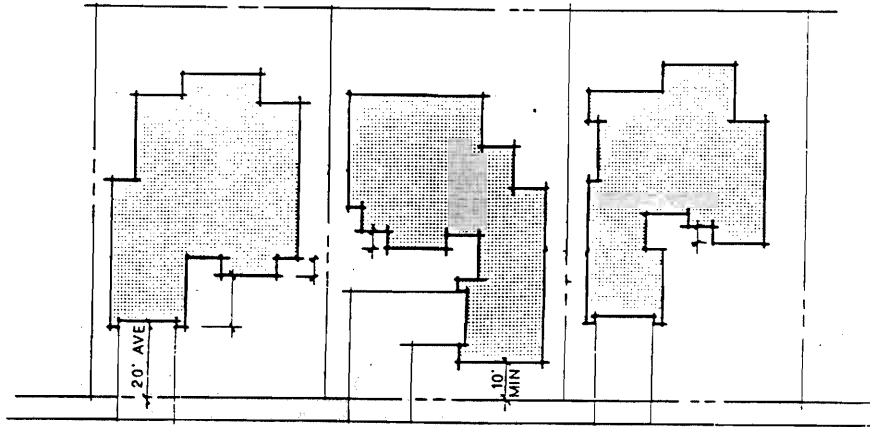
6.1 SINGLE FAMILY DETACHED UNITS (Street layout)

- o Encourage the formation of cul-de-sacs and the use of curvilinear streets on long stretches. Avoid long, straight streets.

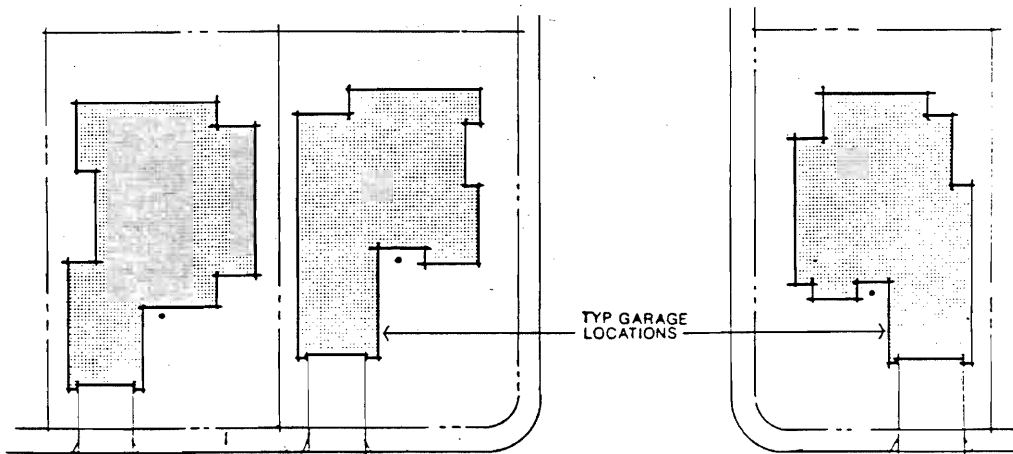


6.1.1 STREET SCENE

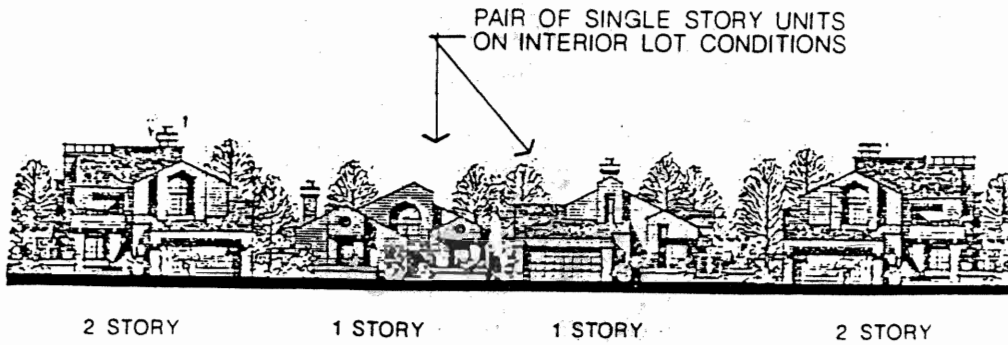
- o Vary the front setbacks of both the garage and living space of adjacent buildings to provide visual interest along street scene, average setbacks to be twenty (20) feet except for buildings with side entry garages as described in Section 17.38(e)(2)(E)(1) of the Zone Requirements and Standards for Specific Plan No. 239, contained within this document.
- o To provide visual interest along the street scene, side entry garages with varying setbacks should be utilized. See Section 6.1.1 setbacks for minimum setbacks.



- o Buildings on corner lots shall not have the garage located adjacent to the side street.



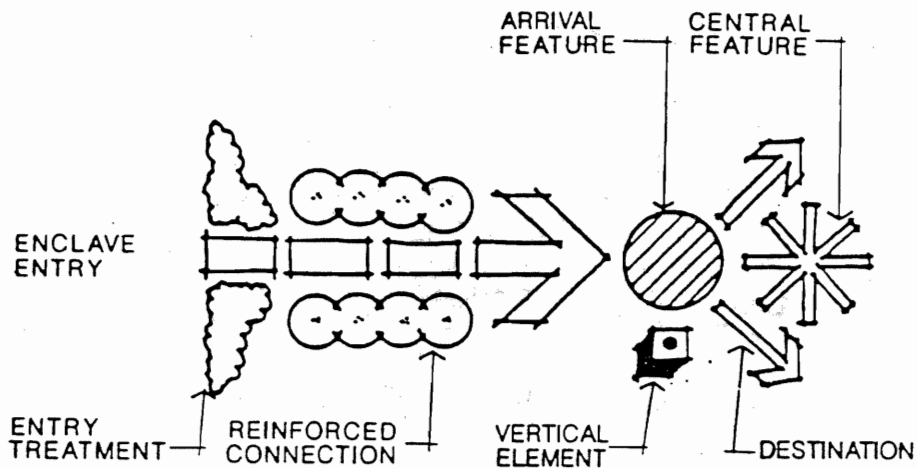
- o If the mix of dwellings allows, one story floor plans should be paired together on interior lot situations and located on corners to take advantage of their low mass effect.



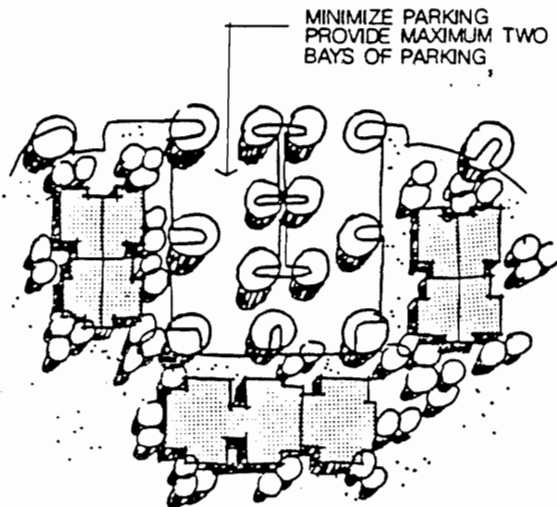
6.2 ATTACHED UNITS

6.2.1 STREET AND PARKING LAYOUT

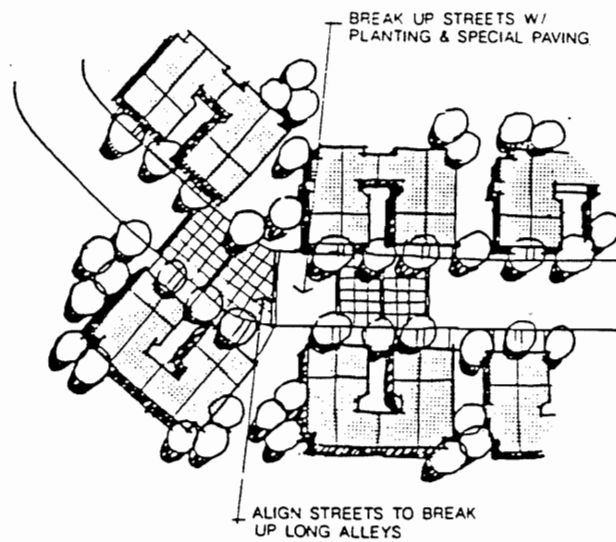
- o Create a perceivable entry and arrival sequence at main entries utilize a central feature and a place of arrival.



- o Encourage curvilinear streets and discourage long straight streets.
- o Minimize large expanses of parking area. Parking areas should be a maximum of two bays of parking.

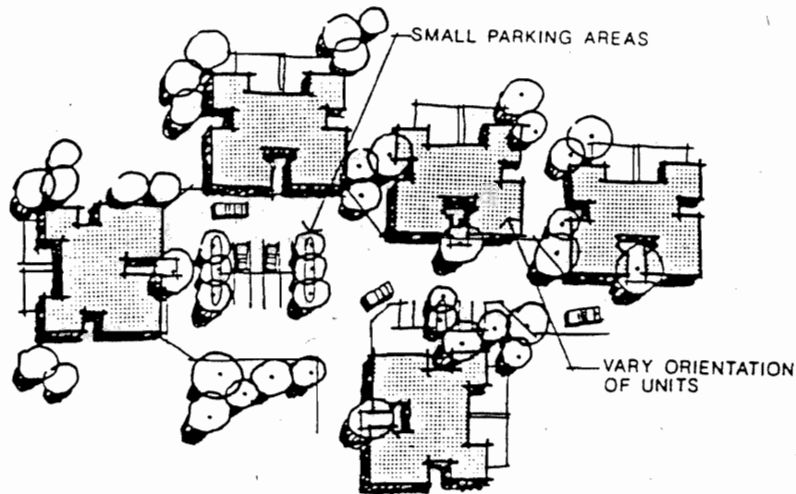


- o Avoid long alleys or streets without planting and uninterrupted parking garages. Encourage planting areas and special paving to provide relief.



6.2.2 STREET SCENE

- o Encourage clusters of buildings around smaller parking areas and discourage rows of buildings. Vary setbacks of buildings to create visual interest along street scene. Orient buildings to streets and walkways wherever practical.



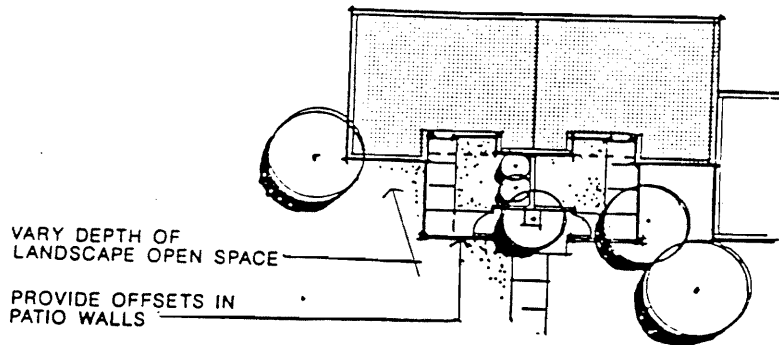
- o Orient buildings to streets and walkways wherever practical.



- o All parking areas and carports adjacent to streets or property lines shall be screened with walls and landscape treatment.
- o All mechanical equipment and trash enclosures should be site planned to minimize negative exposure of such elements.

6.2.3 WALLS AND FENCES

- o Vary walls and fences in plan to provide variety of depth for landscaping and avoid long, uninterrupted walls and fences for sound attenuation.

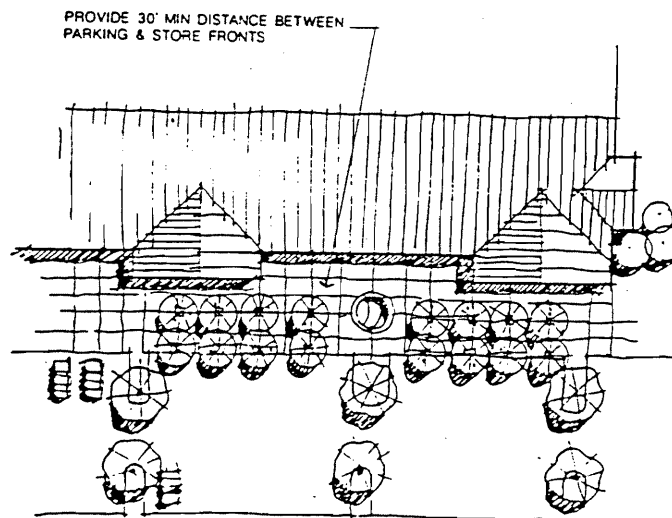


- o Maximize the use of walls and fences to reinforce circulation paths and define outdoor living spaces, as well as provide necessary screening.

6.3 COMMERCIAL

6.3.1 STREET SCENE

- o Provide adequate separation between parking and store fronts to allow for comfortable pedestrian spaces. Vary this distance along the face of building to provide visual interest.



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- o Loading zones shall be designed to avoid exposure to adjacent streets, highways and residential zones with walls, fences and site plan orientation.
 - o Exterior storage areas and trash enclosures shall be planned in such a manner to minimize the exposure of such elements.
 - o Parking areas along streets shall be planned in such a manner to allow for landscaping or low, decorative walls or a combination thereof. See the landscape design guidelines.
 - o Avoid long, uninterrupted lengths of walls or fences by providing variations in plan.

6.3.2 LIGHTING

- o All lighting and illuminated signs shall be located in such way to confine illumination to the premises.