ATTACHMENT 3

DESIGN REVIEW NARRATIVE

General

The proposed Sacramento County CarMax Auto Superstore Project (Project) is located within an unincorporated area of Sacramento County which is outside of any Sacramento County Community or Specific Plan Areas. The Project will necessitate a rezone of the proposed parcels to AC – Auto Commercial zone in order to provide for automotive sales, services and compatible uses. The Project proponent and design team have carefully reviewed the Sacramento County Community Design Guidelines with particular emphasis on fulfilling objectives for Commercial Districts within Mixed Use areas. Following is a description of the specific elements incorporated into the Project planning and proposed design to conform to the objectives and spirit of the Guidelines and for the Project to successfully fit into and compliment the surrounding community.

Access To The Project Site

The proposed CarMax Auto Superstore is located on E. Stockton Boulevard, Sacramento County, between Stevenson Avenue on the north and Power Inn Road on the south. E. Stockton Boulevard serves as a frontage road along this section of US Highway 99. The location provides excellent visibility for motorists traveling along US Highway 99 and easy and convenient freeway access from either the Mack Road or Calvine Road exits. The Project site is also easily accessible by motorists utilizing major surface streets in the surrounding area including E. Stockton Boulevard, Mack Road, Elsie Avenue, Calvine Road and Power Inn Road.

Sacramento Regional Transit (RT) provides bus service along E. Stockton Boulevard fronting the Project site via Bus Route 5 currently on a selected trip basis on Mondays through Fridays. RT also operates Bus Route 55 on a daily basis that crosses E. Stockton Boulevard at Mack Road which is approximately 0.9 miles north of the Project site.

Existing sidewalks along E. Stockton Boulevard provide pedestrian access to the Project site; however, the sidewalks are discontinuous in some locations. The Project will include new ADA compliant sidewalk improvements all along the Project boundary fronting E. Stockton Boulevard. Pedestrian walkways and ADA compliant paths of travel will also be provided for pedestrians entering the CarMax Auto Superstore from E. Stockton Boulevard. A clearly defined and ADA compliant pedestrian promenade will be provided through the auto sales area.

Bicycle access to the project will be made via E. Stockton Boulevard. Dedicated bicycle lane frontage improvements will be constructed with the frontage improvements on E. Stockton Boulevard.

Public access to the CarMax Auto Superstore will be via a single driveway entrance and exit located on E. Stockton Boulevard. Site entry signage will be placed at this location to assist customers with way finding. A secondary driveway to the south of the public access driveway will be reserved for customers leaving and returning to the Superstore

on test drives of motor vehicles. Public access and use of the secondary access will be controlled with signage and a vehicle gate to prohibit use of this driveway unless accompanied by a sales person on a test drive.

Customer parking and employee parking for the Superstore will be provided entirely within the Project site boundaries. The number of vehicle parking spaces exceeds Sacramento County Planning parking requirements. Separate parking will be provided on site for all sales vehicles. There will be no need for off-site parking in support of the project.
Vehicle transport carriers used for motor vehicle pick-up and drop-off and other service vehicles will access the Project site via the public access driveway on E. Stockton Boulevard.

Building Locations, Alignments And Setbacks

The proposed placement of buildings and improvements are designed to reduce the visual, noise and use impacts on adjacent residential areas located along the easterly and northerly boundaries of the Project site. Specific design elements include:

- Buildings set toward center of the lot and not along lot lines
- A perimeter 6 foot high masonry wall will be erected all along the northerly and easterly boundaries in Phase 1 to assist with noise attenuation and visual impacts. This perimeter masonry wall will be extended along the easterly and southerly perimeters with the Phase 2 Project.
- Perimeter and interior landscaping will be provided in compliance with County Code requirements to beautify the area, provide canopy shade for customer parking and perimeter visual screening for neighbors
- Low-scale and flat lens lighting will be used to direct light downward and away from neighbors
- Automotive service bays are located to be directed away from nearby multi-family residents in order to reduce noise. Service work is conducted with doors closed.
- Service bays do not dominate the public street frontage

Architectural Design, Colors And Building Materials

The design of the proposed buildings will convey an image of quality and durability with the use of textured masonry and glass exterior finishes. Signature architectural features including easily identifiable covered entry ways with “CarMax Auto Superstore” signage affixed to the building have proven attractive and successful at over 100 Superstore locations throughout the nation. Orientation of the sales building will afford passing motorists on US Highway 99 easy visibility of the location of the Superstore to assist with way finding. Service facilities are concealed from public and surrounding neighbor view for such things as vehicle car wash, trash bins and underground fuel tanks.

Environmental Protection

The proposed project site was previously graded and prepared for development. There are no known trees on the premises to protect or preserve nor any protected species habitat or conservation areas. Temporary erosion and sediment control “best management practices” will be employed during construction. Permanent erosion and sediment control will be provided with design elements subject to the review and approval of the Sacramento County Department of Water Resources (DWR). The use of

vegetated swales (bioswales) for pretreatment of storm water runoff prior to discharge to the County storm water system will be utilized. No on-site storm water retention is required for this site per discussions with DWR staff. There are two, existing, offline detention ponds which serve the Strawberry Creek drainage shed. These are located immediately downstream of the CarMax Project Site.

Project Phasing

CarMax intends to construct the project in two phases. The application sets forth detailed information regarding the first phase which is generally located on the northerly half of the project site. This information includes a complete grading plan, detailed site plans, elevations, a landscaping plan, color and materials samples, a 3-D representation, cross sections and other information. The application requests all approvals / permits necessary for the construction of Phase 1 of the project.

The application addresses the second phase of the CarMax project, located on the southerly half of the site, but in less detail. Phase 2 information includes a rough grading plan, future building locations / envelopes, and frontage improvement and landscaping plans. The application requests all approvals / permits necessary for Phase 2 construction, except that final approval of Phase 2 shall be subject to Design Review approval at the staff level, with appropriate performance criteria to be included in the conditions of approval for the project (e.g., materials, colors, other site design criteria).