

# PROJECT NARRATIVE:

## Architectural Appearance Committee

December 21, 2020



**Vista BMW Service Garage Addition**  
**744 North Federal Highway**  
**Pompano Beach, Florida**  
**PZ20-12000036**

**FSMY Project No.: 20015**

### Project Narrative:

Project consists of the new addition of an approximate 23,000 sf Service Garage to the existing recently renovated BMW Showroom located at 744 North Federal Highway in Pompano Beach. This addition will require the demolition of a portion of the existing Showroom building, this is the existing 6 bay Service Garage that encompasses approximately



6,700 sf and the existing 9,800 sf pre-engineered metal building Service Garage.

The new Service Garage will replace both existing Service Garage buildings with a new enclosed, air conditioned, state-of-the-art Service facility. The building will house 30 service bays, additional parts storage, and ancillary support areas for the facility. In addition, the building will also house a 2<sup>nd</sup> floor parking deck on the roof of the new service building for employees and inventory/service vehicles.

Vehicles will enter the service facility through rapid opening & closing overhead doors located at the east end of the building and on the south side towards the west end of the building. This will eliminate any potential noise being generated by repair work on vehicles as may currently exist due to open garage doors in the existing non-conditioned Service Garage buildings.

Due to the constraints imposed by the Site and the necessity to maintain some of the Service bays in operation, it will be necessary to construct the project in two Phases.

**Phase 1:** This phase will consist of the demolition of the existing Service Garage portion of the building. Upon completion of the new Service Building (exclusive of the south ramp structure) and receipt of a TCO for the ground floor service, all service personnel will occupy the new building. This will allow the demolition of the southern metal service building.

**Phase 2:** Upon vacancy of the exiting metal service building, this building will be demolished in its entirety. This will allow the construction of the Service Garage ramp, Detail Bays and Photobooth. Upon completion of the Ramp, we will proceed with securing a final C.O.

### **Site Design**

Numerous design factors played into the design and orientation of the building relative to its placement within the site. The building must be connected to the existing Showroom building in order to maximize efficiency of personnel operating within the building.

The building must be oriented in such a way that it minimizes its impact on the southern pre-engineered metal Service Building. The Clients need to continue to provide vehicle service during the construction of this project is imperative.

The site area east of the Showroom building is a 'secured' area with no Customer interaction with only one secured vehicle access point (NE 8<sup>th</sup> Street). An emergency access point is also provided along NE 23<sup>rd</sup> Avenue.

During the recent renovation of the west portion of the site including the expansion of the Showroom, a 6-foot-high precast concrete screen wall was installed along the north side (NE 8<sup>th</sup> Street) of the east portion of the lot and the east side (NE 23<sup>rd</sup> Avenue), thus minimizing visual impact of the new Service Garage from these adjacent ROW's.

**Building Design:**

As in any addition to an existing building, the design criteria must not only reflect the original building design intent but also reflect its compatibility. BMW as a national design standard incorporates the imagery and elements from the Bauhaus movement through its incorporation of thin planes, both vertical and horizontal, as they float over large expanses of glass.

While the above design criteria are fully implemented in its Showroom design, minimal simplicity is expressed in the overall design concept of the Service Garage. Scale based on function, use of vertical and horizontal elements, the recess play of the wall panels and entry elements all contribute to a successful and compatible building design addition.

**Landscaping:**

While landscaping provides an important part of the overall project design, compliance with required landscape areas can present a significant challenge when designing an addition and satisfying the requirements within an existing site. Working hand in hand with the City's staff, a reasonable design was achieved that enhanced the previous design and minimized its impact on the function and operation of the site.

**Vehicular Use Area:**

As there is no Customer access within this restricted area east of the Showroom building, vehicle circulation is limited to employee movement of vehicles as a part of the function of the new Service Garage and is a key element in the long-term operation of this facility. Since the primary usage of the site area is limited to Service activities (movement of vehicles in & out of the Service Garage building) and would not impact the General Public, the application of the design intent of the Code's Vehicular Use Area is limited.

**Exterior Lighting:**

New site lighting has been incorporated utilizing LED lighting systems. Lighting is also being provided on the Service Garage parking deck canopies. All light fixtures placed along the perimeter of the site will have back light shields to prevent spillage beyond the property line. Light fixtures at the Parking Canopies will consist of small light packs at the ends of the canopies and fixtures mounted to the underside of the canopy.

**Signs:**

No signage is required for this project.

**Miscellaneous Design Factors:**

All operations of the Service Garage will be conducted within the footprint of the proposed building. Taking the daily operations of a vehicle service garage and placing them within a totally enclosed and air-conditioned structure eliminates the current noise generation to our surrounding neighbors.

**Vernacular Alternative:**

The Development Review Committee has identified two sections of the Building Design Section and recommended requesting an alternative as follows:

- 1. Code Section: Section 155.5602.C.7 Fenestration / Transparency, (a):** At least 30 percent of the street-facing facade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways. This figure may be reduced to 20 percent of the first-floor front facade of a structure housing a large retail sales establishment

**Condition:** The proposed north elevation of the main Service Garage building, is approximately 105 feet from the ROW along NE 8<sup>th</sup> Street. In addition, the 6-foot high pre-cast concrete perimeter wall blocks a good portion of the ability to see the building from the same ROW.

The primary purpose of the glazing requirement at ground level is to encourage pedestrian interaction with the building. Given the fact that the function of the north side of the Service Garage is parts storage and receiving thus does not lend itself to encouraging this type of interaction. Even more importantly is the fact that the closest pedestrian sidewalk is over 100 feet away.

**Response Vernacular Alternative:** We are requesting a deviation of the above design standard based on the vernacular design supplemental criteria #6: *The project proposes other creative, innovative or artistic applications of design that may be deemed to be of superlative or outstanding aesthetic quality by the AAC.*

The proposed design utilizes a combination of elements to break up the overall façade of the building on the north elevation. Elements such as: varying the thickness of the tilt panels to provide an undulating pattern to the building; utilizing high bay punch glazed openings to provide natural sunlight into the 2<sup>nd</sup> floor Parts Level; thin awning eyebrows to provide protection at personnel doors and overhead doors; the wrapping of the one-story Support Areas at the northeast corner; and the use of the vertical stair element at the west end to define the separation between the new and existing.

- 2. Code Section: Section 155.5602.C.7 Fenestration / Transparency, (d):** Street-facing facades of the ground level floor for all commercial, institutional, and mixed-use developments shall

not include roll up doors

**Condition:** The proposed East Elevation (along 23<sup>rd</sup> Avenue) has a single overhead door that will allow access into the Service Garage building. The door is closed during normal operating hours and only opens upon the approach of a vehicle wanting access to the building. The door will open fully within 3 – 4 seconds and will close upon the vehicle entering the building within the same amount of time. In addition, a 6-foot-high pre-cast concrete wall exists along 23<sup>rd</sup> Avenue that essentially eliminates any perception of the opening.

**Response Vernacular Alternative:** We are requesting a deviation of the above design standard based on the vernacular design supplemental criteria #6: *The project proposes other creative, innovative or artistic applications of design that may be deemed to be of superlative or outstanding aesthetic quality by the AAC.*

The proposed design employs a fast action high-speed overhead door to minimize any visual or other impact from pedestrian visibility along NE 23<sup>rd</sup> Avenue. In addition, the existence of the 6-foot-high pre-cast concrete wall precludes any visual impact for pedestrians along 23<sup>rd</sup> Avenue.

Respectfully submitted



W. Douglas Snyder NCARB  
President