



RE: FEDERAL EXPRESS CORPORATION
2700 NW 25TH STREET
POMPANO BEACH, FL 33069
VARIANCE REQUEST

VARIANCE REQUEST — WRITTEN NARRATIVE

City of Pompano Beach, Florida: Planning & Zoning Department

Applicable Code Section: §155.5603.F.2: Overhead Door Restriction on Collector/Arterial Street Facades

PROJECT INFORMATION

Project Address: 2700 NW 25th Street, Pompano Beach, FL 33069

Applicant / Tenant: FedEx (FXE) Logistics Facility

Zoning District: Industrial / Warehouse Corridor, Broward County

Code Section at Issue: §155.5603.F.2 Facades of the ground-level floor facing an arterial street or collector street shall not include overhead doors, sliding glass, removable panels, or similar types of doors.

Affected Roadway: Blount Road classified as a Collector Street per the Broward County Roadway Map.

Proposed Improvement: Installation of one (1) modular dock unit with a fully enclosed dock vestibule on the Blount Road-facing facade of the existing warehouse building.

INTRODUCTION

The applicant respectfully requests a variance from Section 155.5603.F.2 of the City of Pompano Beach Code of Ordinances to permit the installation of one overhead dock door within a fully enclosed modular dock vestibule on the Blount Road-facing facade of the existing warehouse building located at 2700 NW 25th Street. Blount Road is designated as a Collector Street under the Broward County Roadway Map, triggering the facade restriction set forth in §155.5603.F.2.

The City has stated that variances are granted sparingly and only when (1) the hardship is not self-imposed and (2) the request represents the minimum relief necessary for reasonable use of the property. This application satisfies both conditions. The hardship arises entirely from pre-existing physical conditions of the building and site that predate the applicant's involvement and are wholly outside the applicant's control, the hardship is not self-imposed. The relief requested

is limited to a single overhead door opening enclosed within a fully sealed modular dock vestibule it is the minimum necessary to enable the reasonable operational use of this existing industrial facility.

The variance is further warranted because the extraordinary and exceptional site-specific conditions described herein make strict compliance with §155.5603.F.2 an unreasonable restriction on the lawful use of the property. The proposed modular dock vestibule, which fully encloses the overhead door opening, is specifically designed to satisfy the visual and aesthetic objectives that the code restriction was enacted to achieve, thereby preserving the spirit and intent of §155.5603.F.2 while permitting the reasonable operational use of the building.

VARIANCE STANDARDS

Standard 1. Extraordinary and Exceptional Conditions

There are extraordinary and exceptional conditions pertaining to this particular parcel and structure that do not generally apply to other lands or structures in the vicinity. These conditions arise from the intersection of three independent physical constraints that, taken together, create a uniquely restricted situation:

First, the subject property contains an existing, pre-engineered warehouse building with a fixed structural footprint and a finished floor elevation of 16.10 feet (N.A.V.D.). The building was designed, engineered, and constructed as a specific operational facility with defined interior dimensions, load-bearing elements, and spatial configurations. Unlike an undeveloped parcel where building placement and orientation can be freely planned, this property contains a completed structure that establishes rigid physical parameters for any improvement.

Second, the building houses an existing interior material conveyance system including fixed equipment, conveyors, and operational infrastructure whose layout is permanently established within the structure. This system was designed with the operational end of the building oriented toward the Blount Road-facing wall. The physical arrangement of this infrastructure is not modifiable without wholesale demolition and reconstruction of interior systems, making the Blount Road-facing wall the only structurally and operationally viable location for a new dock opening.

Third, the site geometry and truck circulation pattern on the property permit safe ingress, egress, and staging of commercial freight vehicles only along the Blount Road-facing side of the building. The turning radii required for large freight vehicles, the existing pavement configuration, and the placement of other site features limit viable truck maneuvering to this single building face.

These three compounding conditions, a fixed existing building footprint, a pre-established interior conveyance system layout, and constrained truck circulation geometry do not generally apply to other parcels in the vicinity that have not been improved with similarly configured existing structures.

Standard 2. Conditions Not the Result of Landowner Actions

The extraordinary and exceptional conditions described in Standard 1 are not the result of any action by the current landowner or applicant. The existing warehouse building, including its structural footprint, interior material handling layout, and finished floor elevation, was constructed prior to the current applicant's involvement with the property and prior to the applicant's request for this improvement. The building's orientation relative to Blount Road, the configuration of the interior conveyance system, and the site's truck circulation geometry are all pre-existing

conditions that were established by prior construction and are wholly outside the control of the current landowner. The applicant neither designed nor constructed the building, nor did the applicant establish the site conditions that now preclude dock placement on any alternative building face. These constraints are inherent to the as-built condition of the property.

Standard 3. Application of Code Results in Undue Hardship

Because of the extraordinary and exceptional conditions described above, strict application of §155.5603.F.2 to this property would effectively prohibit or unreasonably restrict the reasonable utilization of the existing structure and would result in unnecessary and undue hardship.

The FedEx facility at 2700 NW 25th Street requires the addition of a dock opening to support the operational demands of its logistics function. As established above, the Blount Road facing wall is the only viable location for this dock given the building's fixed interior conveyance system layout and site-specific truck circulation constraints. There is no alternative location on the building where a dock door could be placed without (a) rendering the interior material handling system non-functional, (b) requiring demolition and reconstruction of major structural and operational interior systems at extraordinary cost, or (c) creating unsafe or inoperable truck access.

Requiring strict compliance that is, prohibiting the dock on the Blount Road-facing facade without alternative would leave the existing building unable to accommodate the operational improvement it requires, effectively prohibiting the reasonable and intended industrial use of the property. This is not a hardship of the applicant's making; it is a direct consequence of applying a code restriction to an existing building whose pre-established configuration offers no code-compliant alternative location for the required improvement.

Standard 4. No Special Privilege Conferred

Granting this variance would not confer any special privilege on the applicant that is denied to other similarly situated lands or structures. The basis for this variance request is entirely rooted in the objective, physical characteristics of the existing building and site characteristics that are not specific to FedEx or to any attribute of the current applicant. Any property owner with an existing pre-engineered warehouse building in similar configuration a fixed footprint, an established interior operational infrastructure, and site geometry limiting truck circulation to a road-facing facade would be entitled to seek the same relief under the same standards.

Furthermore, the relief sought is narrowly tailored to the single dock opening required for this facility's operational needs. The applicant is not requesting exemption from the broader requirements of §155.5603.F.2 for the building as a whole and is not seeking to place multiple non-conforming openings on the road-facing facade. The variance is grounded in site-specific physical necessity, not in a desire for preferential treatment.

Standard 5. Variance is the Minimum Necessary

The variance requested is the minimum necessary to allow a reasonable use of the existing structure. The applicant requests relief only to permit a single overhead dock door opening on the Blount Road-facing facade. No additional non-conforming openings, no exemption from other facade requirements, and no relief from any other provision of §155.5603 or the broader Code is sought. The scope of the variance is limited precisely to what is required and nothing more to enable the operational improvement that the building's use necessitates.

Additionally, the applicant proposes to install the overhead door within a fully enclosed modular dock vestibule. This enclosure itself further minimizes the impact of the variance by containing the door opening within an enclosed architectural structure, substantially reducing the visual and operational footprint of the non-conforming element to the maximum extent possible.

Standard 6. Variance is in Harmony with Code Purpose and Intent

Section 155.5603.F.2 prohibits overhead doors, sliding glass, removable panels, and similar door types on the ground-level facades of buildings facing arterial and collector streets. The evident purpose of this restriction is to preserve the visual character and aesthetic quality of the streetscape along major roadways to prevent industrial-scale openings from dominating the facades that define the public right-of-way experience along collector and arterial streets.

The applicant's proposed modular dock vestibule directly and affirmatively addresses this purpose. The vestibule is a fully enclosed architectural structure that houses the overhead door opening entirely within its enclosure. From the perspective of Blount Road, the vestibule presents a continuous, enclosed facade not an open overhead door bay. The door opening is not visible from the roadway when the dock is not in active use, and even during use, the activity is contained within the enclosed vestibule structure rather than open to the street. The proposed installation thus preserves the exact visual and aesthetic outcome that §155.5603.F.2 was designed to protect.

Granting this variance, specifically because the proposed improvement includes an enclosed vestibule that screens the overhead door from the collector street is consistent with the general purpose and intent of the Code and preserves its spirit. The variance does not create the type of open, street-facing industrial door bay that the Code seeks to prevent; it creates an enclosed dock structure that achieves compliance with the spirit of the restriction even while technically requiring relief from its literal application.

Standard 7. No Adverse Health, Safety, or Welfare Impacts

The proposed variance would not adversely affect the health or safety of persons residing or working in the neighborhood, would not be injurious to property or improvements in the neighborhood, and would not otherwise be detrimental to the public welfare.

The fully enclosed modular dock vestibule physically contains all dock-related activity including truck positioning, loading and unloading operations, associated noise, and exhaust within an enclosed structure. This enclosure reduces, rather than increases, the operational impact of the dock on the surrounding area compared to an open dock configuration. No operational activity that would not otherwise occur at an existing industrial/warehouse facility will be introduced by this improvement.

The dock does not alter truck access routes to or from the property in a manner that would create new traffic conflicts on Blount Road or adjacent streets. FedEx freight vehicles already access the property as part of its existing operations; the proposed dock improvement supports those existing operational patterns rather than generating new or materially different traffic. The improvement does not encroach on the public right-of-way, does not obstruct sight lines along Blount Road, and does not affect pedestrian circulation or safety.

There are no residential uses immediately adjacent to the subject property that would be adversely affected by this improvement. The surrounding land uses are consistent with the industrial/warehouse character of the corridor. No neighboring property owner would experience any diminution of use or value as a result of the proposed dock installation.

Standard 8. Consistency with the Comprehensive Plan

The proposed variance is consistent with the City of Pompano Beach Comprehensive Plan. The subject property is located within an established industrial and warehouse corridor that is designated for such uses under the City's land use plan. The FedEx facility at 2700 NW 25th Street represents the exact type of freight logistics and industrial operation contemplated by the industrial land use designation applicable to this area.

The addition of a modular dock vestibule to an existing, conforming industrial warehouse facility enhances the operational function of a use that is fully consistent with the Comprehensive Plan's vision for this corridor. The improvement does not alter the use of the property, does not increase building coverage or floor area beyond the existing footprint, and does not introduce any use that is inconsistent with the applicable land use designation. The variance, if granted, supports the productive and efficient use of industrial land in a manner that directly aligns with the Comprehensive Plan's goals for the industrial sector of the city.

CONCLUSION

The City has correctly noted that variances are granted sparingly and only when the hardship is not self-imposed and the request represents the minimum relief necessary for reasonable use of the property. This application meets both tests squarely.

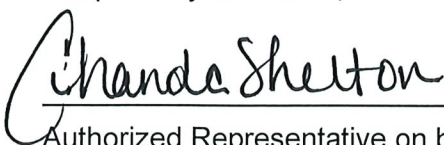
The hardship here is not self-imposed. The building exists. The interior conveyance system exists. The truck circulation constraints exist. All three were established before the applicant sought this improvement, and none were created by the applicant's choices. The hardship is a direct consequence of applying a code restriction to a pre-existing building whose physical configuration through no fault of the current landowner leaves no code-compliant alternative location for the required dock.

The relief requested is the minimum necessary. One dock door. One enclosed vestibule. No other non-conforming elements. The applicant has further mitigated the variance's impact by selecting an enclosed modular dock vestibule that screens the overhead door from Blount Road going beyond what is technically required for the variance and directly addressing the streetscape concerns that §155.5603.F.2 was enacted to protect.

For all of the foregoing reasons, the applicant has demonstrated that all eight variance standards are satisfied. Strict application of §155.5603.F.2 would effectively prohibit the reasonable operational use of this existing industrial facility. The applicant respectfully requests that the City of Pompano Beach Planning and Zoning Department approve the requested variance.

For all of the foregoing reasons, the applicant respectfully requests that the City of Pompano Beach Planning and Zoning Department approve the requested variance from Section 155.5603.F.2 of the City Code to permit the installation of a single overhead dock door within a fully enclosed modular dock vestibule on the Blount Road-facing facade of the subject property.

Respectfully submitted,



Authorized Representative on behalf of Federal Express Corporation
