

## Pompano Beach FL Costco

### Superior Materials Justification

Costco Wholesale Corporation proposes development of an approximately 18.5-acre parcel located at the southeast corner of Powerline Road and Racetrack Road in the City of Pompano Beach. The Project consists of an approximately 162,000-square-foot warehouse building with associated parking, fueling facility, utilities, drainage, and landscape improvements.

Pursuant to Section 155.2408.E of the City's Code of Ordinances, Costco is requesting approval of a Superior Design Alternative for specific façade and site requirements. This revised submittal reflects a comprehensive refinement of the architectural and site design in response to prior AAC feedback, with a particular focus on enhanced façade articulation, a more defined entry experience, and improved pedestrian-oriented design.

## 1. Fenestration / Transparency Requirements

### Code Section for Which Relief Is Requested

Pompano Beach Code of Ordinances § 155.5602 (C)(7) (a–d)

### Code Requirement Summary

The Code requires a minimum percentage of ground-level transparency along street-facing façades and prohibits certain non-transparent elements.

### Selected Superior Design Option

Option #3: Materials of exceptional or extraordinary quality applied in a manner that is pronounced and visible from public areas.

### Justification for Superior Design Exception

The revised building elevations introduce a significantly enhanced architectural composition that exceeds the intent of the transparency requirements through the deliberate application of high-quality materials, façade articulation, and integrated site design elements like trellises and canopy projections.

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Rather than relying on a uniform building skin, the design organizes the façade into a series of articulated volumes defined by vertical elements, material transitions, and continuous horizontal datum lines. These strategies break down the scale of long elevations and create a clear architectural rhythm, reducing the perception of a continuous “big box” condition.

High-quality materials—including architectural panels in a variety of textures, split-face CMU at the pedestrian level, and perforated metal screening elements are applied in a coordinated and intentional manner to reinforce these articulated volumes. These materials introduce depth, shadow, and variation across each elevation and are clearly visible from Powerline Road and Racetrack Road. These layered architectural elements provide visual interest and relief in areas where operational requirements limit continuous glazing.

Decorative perforated metal panels are utilized as both screening and architectural features, providing visual permeability, depth, and texture while avoiding the appearance of blank wall surfaces. At the ground level, split-face CMU establishes a durable and human-scaled base condition that further enhances pedestrian experience.

Particular attention has been given to long and highly visible elevations, including those adjacent to the powerline corridor, where additional articulation, material variation, and façade rhythm have been introduced to enhance visual quality and mitigate building scale.

Collectively, these design strategies exceed the intent of the Code by providing a visually rich, articulated, and pedestrian-responsive building that achieves the goals of transparency through architectural expression rather than solely through glazing percentages.

Accordingly, relief from § 155.5602 (C)(7) (a–d) is respectfully requested under Option #3.

## 2. Prohibition of Overhead Doors Facing a Public Right-of-Way

### Code Section for Which Relief Is Requested

Pompano Beach Code of Ordinances § 155.5602 (C)(7)(c)

### Code Requirement Summary

The Code prohibits overhead doors and service openings on ground-level façades facing public streets.

### Selected Superior Design Option

Option #6: Creative, innovative, or artistic applications of design that may be deemed to be of superlative or outstanding aesthetic quality by the AAC.

### Justification for Superior Design Exception

Limited overhead doors are required for the operational functionality of the warehouse. In the revised design, these elements are fully integrated into the overall architectural composition and are not expressed as dominant service features. Additionally they are screened from the public ROW with a landscape wall along the perimeter that has been upgraded in quality from the requirements of the city code as well.

Overhead doors are framed by high-quality materials consistent with the overall building palette, including embossed architectural panels, ribbed architectural panels, and split-face CMU. In addition the building materials, a perforated metal and masonry landscape wall at the northern perimeter of the property has been designed to exceed the city's requirements for screening wall in its architectural detailing and materials further reduce their visual prominence.

This landscape/screening wall fully hides the overhead doors from the ROW and provides an improved pedestrian experience along Racetrack Rd. These combined strategies ensure that overhead doors do not detract from the streetscape or pedestrian experience and instead contribute to a cohesive and integrated architectural expression that exceeds the intent of the Code.

Accordingly, relief from § 155.5602 (C)(7)(c) is respectfully requested under Option #6.

## 3. Landscape Berms and Buffer Design

### Code Section for Which Relief Is Requested

Pompano Beach Code of Ordinances § 155.5203 (F)(3)

### Code Requirement Summary

The Code establishes minimum standards for perimeter buffers and landscape berms.

### Selected Superior Design Option

Option #6: Creative, innovative, or artistic applications deemed outstanding by the Architectural Appearance Committee.

### Justification for Superior Design Exception

The proposed landscape design is conceived as an integrated extension of the architectural composition rather than a standalone buffer element. The revised site design incorporates enhanced upsized planting strategies and layered landscape zones that work in concert with the articulated building façade.

Along Racetrack Road and other key frontages, the design exceeds baseline requirements through the introduction of taller hedges, increased understory tree density, and canopy trees that provide both immediate visual impact and long-term screening. These elements are arranged to reinforce building scale reduction, soften views of large façade areas, and enhance the overall streetscape.

Within the site, landscape islands with trellises, pedestrian pathways, and defined planting zones are introduced to improve the experience of the parking field and create a more comfortable and visually engaging environment.

At the main entrance, raised planters with integrated seating elements define pedestrian zones, reinforce wayfinding, and create a more intentional and welcoming arrival sequence.

The combined effect of these landscape enhancements is a cohesive and layered site design that improves visual quality at Day 1 and over time, exceeding the intent of the Code for perimeter buffering and site integration.

Accordingly, approval under Option #6 is respectfully requested.

## Fuel Facility Integration

The fuel facility has been designed as an integrated component of the overall development, utilizing a consistent material palette, coordinated detailing, and refined proportions to align with the primary building architecture. This ensures a cohesive and elevated appearance for a highly visible site element.

## Conclusion

Through the introduction of a more articulated architectural composition, the strategic application of high-quality materials, and the integration of enhanced landscape design, the revised Project represents a meaningful advancement in architectural quality and site design.

The building no longer reads as a singular, monolithic form, but instead as a series of coordinated and articulated volumes that create visual interest, reduce perceived scale, and enhance the pedestrian experience. These improvements are clearly visible from surrounding public rights-of-way and directly respond to the intent of the City's design standards.

The Project satisfies the criteria for a Superior Design Alternative, and approval of the requested relief is respectfully requested.