

Staff Report

File #: LN-776

ARCHITECTURAL APPEARANCE COMMITTEE

Meeting Date: JUNE 2, 2026

COSTCO POMpano BEACH (RELO)

Request: Building Design
P&Z# 25-12000023
Owner: Pompano Park JV Northwest Corner LLC
Project Location: S Powerline Rd
Folio Number: 494203410050
Land Use Designation: RAC (Regional Activity Center)
Zoning District: PCD (Planned Commercial Development)
Commission District: 5 (Darlene Smith)
Agent: Eric Jackson
Project Planner: Saul Umaña (saul.umana@copbfl.com / 954-786-4662)

Summary:

The applicant is requesting Building Design approval for a proposed 163,084 square foot Costco Wholesale Retail facility located on a 21.1575-acre parcel within the northwest corner of the planned commercial project, LIVE! Pompano, bounded by Race Track Road and Powerline Road. This commercial parcel is located within the Arvida Pompano Park Plat and is an existing vacant parcel where a Development Order for a multi-tenant grocery store building and 10 additional multi-tenant and stand-alone retail buildings was proposed via PZ#21-12000045. That Development Order would be voided if approval of this Major Site Plan application is granted. The Costco facility is proposing to include a gasoline filling station with 32 fueling positions at 16 dispensers, alongside 811 surface parking spaces. As part of this submittal, a wet detention lake will be featured off-site on a parcel located to the south of this property with a proposed separate landscape plan.

The Building Design was most recently considered by this Committee on April 6, 2026. The Committee requested a resubmittal with revisions intended to better satisfy the Vernacular or Superior Design Alternative criteria and achieve a more iconic architectural result. There was also a general request for additional architectural articulation and the incorporation of higher-quality materials along this frontage, including further emphasis on corner elements due to their visibility and opportunity to create greater architectural interest. Comments were also made regarding the proposed use of metal panels and split-face block, with concerns that these materials are ordinary and do not meet the exceptional or extraordinary material quality requirement for the superior design alternative intent. The proposed plaza also received comments from the Board, with recommendations to further elevate the space, as it does not currently function or read as a true plaza. The Board indicated that the area would benefit from additional design consideration, upgraded materials, enhanced landscaping, and features that create a more inviting and usable gathering space. In addition, the parking area was discussed, with suggestions to incorporate pavers or patterned paving treatments to help break up and

soften larger expanses of asphalt.

The project must comply with the Commercial Design Standards of Section 155.5601, as set forth in the PCD. The project fronts Powerline Road and Race Track Road, with the main entrance of the building fronting onto a plaza that features planters and seating integrated around structural columns. In addition, the façade features metal materials, primarily placed above a concrete masonry split-face CMU base, in varying colors and textures, including metallic silver Butler Rib panels, T10B horizontal metal panels, and embossed insulated metal panels with a sandstone finish. PLEASE NOTE: the Code prohibits aluminum siding, vinyl siding, corrugated metal siding, or other metal cladding as a primary material on any façade visible from a street right-of-way, pursuant to Section 155.5602.C.6 of the Commercial Design Standards. The Section further states that nothing shall limit the use of high-quality, decorative metal, such as brass, copper, or steel, as a building accent material, or in a manner subject to the discretion of the Development Services Director (DSD). The DSD is requesting review of the proposed use of metal panel siding as a primary material on the building by the Architectural Appearance Committee, and if found acceptable, the use of this material will be allowed on façades visible from the street right-of-way.

The applicant is requesting approval for Vernacular or Superior Design Alternative for modifications of two Commercial Design Standards. First:

§155.5602.C.7. Fenestration / Transparency

“a. At least 30 percent of the street-facing façade area of the ground-level floor shall be occupied by windows or doorways. This may be reduced to 20 percent for large-format retail establishments.”

“b. All ground-level windows on street-facing façades shall be transparent.”

“c. Street-facing ground-level façades for uses involving repair, servicing, and/or maintenance shall not include service bay entrances, overhead doors, sliding glass doors, removable panels, or similar doors.”

“d. Street-facing ground-level façades for commercial, institutional, and industrial uses shall not include roll-up doors.”

The front and street-side façades must have at least 20 percent of the street-facing ground-level façade area occupied by windows or doorways, which is already reduced from 30 percent for large-format establishments. The applicant has chosen Option #3 of the Vernacular or Superior Design Alternative Criteria to address this requirement. Option #3 states: *Materials of exceptional or extraordinary quality are applied in a manner that is pronounced and visible from public areas.*

The applicant’s Superior Materials narrative states that “this is achieved by weaving a premium weathered wood material directly into the primary building elements, matching the warm tones established by the neighboring LIVE Pompano master plan. The entrance experience has been redesigned in detail to create a highly defined, one-of-a-kind arrival sequence. To eliminate facade flatness, the design introduces deep architectural variations, changes of textures, and substantial adjustments to the vertical proportions. High finish patterned pedestrian pavers, structural architectural shades, integrated wood-tone benches, and raised masonry planters have been woven directly into the storefront environment to bring the architecture down to a human scale.” The justification continues to state elevated building form works in tandem with high-finish materials including clear anodized aluminum storefront systems, deep split-face CMU at the pedestrian baseline, and engineered architectural panel siding clearly visible from Powerline Road and Racetrack Road.

These superior materials are further enhanced by coordinated landscape design that works in concert with the articulated façade to strengthen the project's ability to meet and exceed the transparency standards. Layered

hedges, understory trees, and canopy trees along street-facing frontages soften views, reinforce pedestrian scale, and enhance the overall visual experience -- particularly in areas where operational requirements limit traditional glazing. While landscaping is not relied upon independently as the basis for superior design, its integration with the high-quality architectural materials collectively elevates the public streetscape along both road frontages.

Next, the second request for approval of Vernacular or Superior Design Alternative for modification of the Commercial Design Standards for the street-facing façade along Race Track Road, which includes the tire sales area, and incorporates service bay overhead doors facing Race Track Road. The applicant's revised Superior Materials narrative states that they are using Option #6 which states: *Creative, innovative, or artistic applications of design that may be deemed to be of superlative or outstanding aesthetic quality by the AAC.* The applicant's revised narrative state the overhead doors are integrated into the building design through the use of insulated metal panels, split-face CMU, and overhead canopies, maintaining architectural consistency and avoiding a generic industrial appearance. Along Racetrack Road, the operational facade is screened with canopies, trellis features, wood-tone seating elements, and a custom split-face CMU and wood slat fence wall to enhance the streetscape and block public views of the service areas.

According to the revised Superior Materials narrative, the proposed development incorporates an enhanced architectural and landscape design strategy that softens the appearance of the large-scale building while creating a visually cohesive and pedestrian-friendly streetscape along Racetrack Road. Extensive canopy trees, layered landscaping, understory trees, and enhanced buffering elements are integrated with the articulated façade to reinforce the building's architectural character and comply with the intent of the code for softened building edges. The landscape plan significantly exceeds minimum requirements through the use of a 4-foot hedge in lieu of standard hedging, additional understory trees planted at twice the required quantity, and large canopy and street trees that strengthen the visual quality of the corridor.

Architecturally, the building incorporates varied parapet heights and façade articulation to reduce the appearance of monolithic massing and establish stronger vertical proportions along the public frontage. Pedestrian comfort and visual screening are further enhanced through shaded walkways, layered landscaping, raised planters with integrated seating, and enhanced buffering between the building and Racetrack Road, effectively screening operational areas from public view. In addition, integrated architectural uplighting and the proposed landscape berm function as intentional design elements that contribute to the overall streetscape character, urban design quality, and architectural identity of the project.

Pursuant to Section 155.2205, Code of Ordinances, the Architectural Appearance Committee may require such changes in plans and specifications as, in its judgment, may be requisite and appropriate to ensure that the exterior appearance of buildings and structures enhances the aesthetic character of the surrounding development by complying with the architectural appearance standards of this Code and approved design guidelines.

The subject property is located on the southeast corner of South Powerline Road and RaceTrack Road.

Subject Property: Planned Commercial Development (PCD) | Vacant Parcel

Surrounding Properties:

North: B-3/PCI | Walmart Shopping Center

South: PCD | Vacant land, Surface parking area, multi-family development sites



East: PCD |TopGolf Pompano Beach
West: B-3 |Gas Station

Staff Conditions:

If approved by the Architectural Appearance Committee, staff recommends including the following conditions.

- 1) Obtain approval from the Architectural Appearance Committee for the Vernacular or Superior Design Alternative requests detailed above in the Staff Report.
- 2) Motor Vehicle Sales and Services uses (tire sales/gas station) shall provide a Type B buffer around the perimeter of the site. Fence and Wall details shall be provided consistent with Option #1 of the Type B buffer standards. Final wall and fence location to be verified by the Urban Forestry team.
- 3) Demonstrate compliance with Section 155.5203.D.5 (Vehicular Use Area Landscaping). A minimum five-foot (5') wide landscaped area or planter shall be provided between all vehicular use areas and abutting buildings. Planters are currently shown only on the east side; required planters shall also be provided on the north and south sides.
- 4) All required site features, including but not limited to Type B buffers and fencing, shall be located outside of any roadway easements.
- 5) Site features (such as landscaping and irrigation) of the abutting detention area shall be permitted concurrent with any site work authorized under this Development Order.
- 6) The primary building entrance shall front onto a street, courtyard, or plaza and shall not front onto an off-street surface parking area. The proposed plaza shall be subject to approval by the Planning and Zoning Board.
- 7) Standard Conditions of Approval and/or Specifications required prior to Building Permit / Zoning Compliance Permit issuance:
 - a. Plans are subject to compliance with all applicable Code requirements, including but not limited to DRC comments issued for this site plan.
 - b. Landscape and Irrigation Plans must comply with all Zoning Code requirements as verified by the City's Urban Forestry Division.
 - c. A copy of the CPTED plan approved by the Broward Sheriff's Office must be submitted for Zoning.






CITY OF POMPANO BEACH

AERIAL MAP



Legend

-  Applicant Parcel
-  Pompano Beach Parcels
-  Municipal Boundary

Scale:
1:4,000

Date Exported:
1/8/2026

S POWERLINE RD & SW 3RD ST
POMPANO PARK JV NORTHWEST CORNER LLC

AAC

PZ25-12000023
06/02/2026

Created by:
Department of
Development Services

