

## Pompano Beach FL Costco

### Superior Materials Justification

Costco is developing the +/- 18.5 acre parcel located at the southeast corner of Powerline Road and Racetrack Road ("Property") in the City of Pompano Beach ("City"). Costco is seeking to build a +/- 162,000 square foot Costco Warehouse with associated parking, utility, drainage improvements and landscaping ("Project"). In order to develop the Project, Costco is seeking a *superior/vernacular design alternative* pursuant to section 155.2408.E of the City's Code of Ordinances ("Code") for the following requirements:

## 1. Fenestration / Transparency Requirements

### Code Section for Which Relief Is Requested

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

### Code Requirement Summary

The code requires that a minimum of 30 percent of the street-facing ground-level façade area be occupied by windows or doorways, which may be reduced to 20 percent for large-format retail establishments. In addition, all ground-level windows on street-facing façades must be transparent, and street-facing façades may not include service bay entrances, overhead doors, sliding glass doors, removable panels, or similar door types.

### Selected Superior Design Option

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

### Justification for Superior Design Exception

The proposed Costco Wholesale building satisfies and exceeds the intent of 155.5602 (C)(7) by prioritizing material quality and deliberate massing beyond Costco prototype standards. Literal compliance with the 20% transparency mandate is operationally unfeasible due to internal high-bay inventory shelving and specialized perimeter cold-storage configurations inherent to wholesale clubs. To fulfill the intent of the code—mitigating blank walls and enhancing the public realm—the project introduces an architectural language tailored specifically to the Pompano Beach context. This is achieved by weaving a premium weathered wood texture metal panel

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. Patterned concrete pedestrian walkways, structural architectural shades, integrated wood benches, and raised masonry planters have been woven directly into the storefront environment to bring the architecture down to a human scale. This elevated building form works in tandem with high-finish materials including clear anodized aluminum overhead door 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 a coordinated perimeter landscape framework, featuring layered hedges, understory trees, and mature canopy trees running parallel to the street-facing frontages. Rather than functioning as a standalone element, the softscape context is designed in immediate coordination with the building form's vertical proportions to soften the overall edge, reinforce pedestrian scale, and maximize visual interest along public rights-of-way. While landscaping alone is not relied upon as the sole basis for architectural superiority, its intentional integration with the high-quality building facade strengthens the project's ability to significantly surpass the visual intent of the city's transparency standards.

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) – Prohibition of Overhead / Service Doors on Street-Facing Ground-Level Façades

### Code Requirement Summary

The code prohibits overhead doors, service bay entrances, sliding glass doors, removable panels, or similar door types on ground-level façades facing a public street or right-of-way.

### Selected Superior Design Option

Option #6: The project proposes other creative, innovative, or artistic applications deemed outstanding by the Architectural Advisory Committee.

**AAC**

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## Justification for Superior Design Exception

The project seeks relief from §155.5602 (C)(7)(c) for limited overhead door openings required for the operational functionality of the Tire Center facing Racetrack Road. To satisfy the criteria for Option #6, the project departs from standard industrial prototype design to deploy an innovative, highly artistic screening and architectural integration layout that treats these functional openings as an intentional.

Overhead doors are covered by overhead canopies and surrounded by embossed insulated metal panels and split-face CMU, ensuring continuous material quality and design cohesion with the overall building envelope. To neutralize any industrial or generic big-box aesthetic, the overhead door openings are treated as an intentional extension of the building's primary architectural grid, incorporating them into a deliberate architectural rhythm across the facade.

To creatively obscure the operational facade along Racetrack Road, an architectural screening strategy has been implemented directly around the service bay envelope. The overhead doors are paired with a structural overhead canopy for shading, breaking the facade, and adding visual interest, alongside an architectural trellis system positioned independently behind custom wood-tone seating benches to transform the utility edge into a highly detailed streetscape element. To structurally block public sightlines, a custom split-face CMU and wood slat fence wall has been added along the Racetrack Road frontage, permanently shielding all active service operations from the view of passing pedestrians and vehicles.

Landscape elements, including hedges and layered planting, are strategically located to further soften views of these openings from the public right-of-way, reinforcing their subordinate role within the overall architectural composition.

The unique combination of an independent trellis backdrop, integrated seating hardscape, a custom perimeter screen wall, and architectural canopies represent a highly creative and custom application specifically engineered for the Racetrack Road frontage. This configuration ensures that the overhead doors do not detract from the pedestrian or streetscape experience. Instead, they contribute to a cohesive architectural expression that exceeds the intent of the code, which is to prevent visually dominant service functions along street-facing façades.

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



## 3. Landscape Berms and Buffer Design

### Code Requirement Summary

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

F – Perimeter Buffers;

3 – Required Buffer Types and Standards

### Selected Superior Design Option

Option #6: The project proposes other creative, innovative, or artistic applications deemed outstanding by the Architectural Advisory Committee.

### Justification for Superior Design Exception

The building elevations embedded with the landscape context show extensive canopy tree placement and layered landscaping that interact with the articulated façade. This further enhances the visual quality of the building and supports the code's intent for integrated, softened edges around large structures. In addition, superior landscape design has been applied along Racetrack Road in the form of a 4' tall hedge (in lieu of a typical 24- 36" hedge), 10-12' understory trees at 2 times the normally required quantity, and 14-16' canopy trees and 14-16' street trees.

Architecturally, pronounced parapet changes have been integrated across the main street building profile to vary the roofline, establishing dynamic vertical proportions and breaking up the monolithic massing facing the public right-of-way. To ensure a premium aesthetic after dark, deliberate architectural uplighting has been integrated directly between the perimeter landscaping beds, casting dramatic vertical shadows up the articulated facade surfaces.

The streetscape network has been thoroughly optimized for pedestrian comfort and complete screening along the primary frontage, ensuring an immediate, realistic physical impact upon installation. Heavily land-buffered walking paths feature trees positioned specifically to provide continuous shade to pedestrians along key travel routes and links to the western multi-use pathway. Combined with the layering of hedges and trees in the parking lot between the building and the north perimeter buffer, this provides an effective screen from Racetrack Road to the north building facade tire center door. In addition, raised planters with integrated seating wrapped around the canopy support columns help define clear wayfinding boundaries while creating a more pedestrian-friendly and welcoming main entrance.



The proposed landscape berm is not provided merely to satisfy minimum buffer requirements, but as a creative and integrated design element that enhances the overall streetscape, urban fabric, and architectural composition of the project.

## Conclusion

Through the pronounced application of exceptional-quality architectural materials, enhanced façade articulation, and an innovative, multi-layered urban streetscape design, the proposed Costco Wholesale building exceeds the intent of the City of Pompano Beach's fenestration, operational door, and perimeter buffer standards. Landscaping is employed as a complementary and highly creative design element that reinforces pedestrian scale, blocks operational sightlines, and maximizes visual quality, while the primary basis for superiority remains a balanced combination of durable, high-quality materials and outstanding site-specific layout solutions applied in a clearly visible manner from public rights-of-way.

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

