



KallerArchitecture

DRC

PZ23-12000023

07/17/2024

September 27, 2023

City of Pompano Beach
Planning and Zoning Department
100 West Atlantic Blvd
Pompano Beach, Florida 33060

RE: Pompano Warehouses
CELU DEVELOPMENTS LLC

To whom it may concern,

The following letter is intended to provide responses to the comments from staff on the above referenced project.

1. Provide a copy of the cross-access agreement for the shared driveway. The copy of the agreement must include language that any changes require the signature of the Development Services director.
Response: Acknowledged, a copy of the recorder cross-access agreement shall be provided.
2. Provide written responses to the comments from.
Response: Refer to written responses in this letter.
3. On the site plan, extend the scope of work to include the entire required driveway width.
Response: Acknowledged, scope of work has been revised from Pre-app to include full width of shared drive.
4. The location of the loading berth does not seem functional. If this placement is purely for meeting the code, then Staff recommends possibly having the loading requirement waived to accommodate more parking/ landscaping.
Response: Acknowledged, while encumbered by the layout of the site, the location of the loading berth was provided with the purpose of meeting code and located near the bay which may be the more likely to

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make use of a large truck loading space. The larger space also provides more freedom of movement for dump trucks to turn around and maneuver within this parking area.

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5. Facades of the ground level floor facing an arterial street or collector street shall not include overhead doors, sliding glass doors, removable panels, or similar type of doors.

Response: No such doors are being proposed along any street facing facade. Overhead doors face interior drives and only door facing street is a storefront door along McNab road as part of the primary building façade.

6. Double Stripped – All parking spaces must be double stripped. 9x18 minimum

Response: Acknowledged, site plan has been revised to show double stripped spaces throughout. Standard dimension for typical space is shown as 9'-0" x 18'-0". Refer to new Sheet SP-3 for parking stripping details.

7. Show detail of the continuous curb for the parking.

Response: Refer to New Sheet SP-4 for Type "D" curb detail.

8. Type C buffer required in the rear of the property facing – RM45 in the rear (Cypress Bend Community)

Type C Buffer - Between a proposed industrial use and land within a non-industrial zoning district , or as required per a use-specific standard in [Article 4](#).

This perimeter buffer functions as an opaque screen from the ground to a height of at least six feet. This type of buffer prevents visual contact between uses and creates a strong impression of total separation.

Option 1

At least 10 feet wide

+

An opaque masonry wall at least 8 feet high

+

1 understory tree per 30 linear feet + a continuous hedge at least 5 feet high on the exterior side of the wall or fence

+

1 canopy tree per 30 feet on the interior side of the wall or fence

Option 2

At least 25 feet wide

+

A wall or opaque fence at least 4 feet high atop a berm at least 4 feet high

+

1 understory tree per 15 linear feet on the exterior side of the wall or fence

+

1 canopy tree per 30 linear feet on the interior side of the wall or fence

Response: Option 1 buffer has been implemented into the site plan design, civil and landscape revised to show this condition.

9. Perform a records request for the existing landscaping easement plan on record tied to the 1903 McNab Property. Provide a copy to Urban Forestry.

Response: Acknowledged, request for records has been carried out. Awaiting a response from records section.

10. Please provide a written response to the following design guidelines as part of the DRC submittal.

Response: Refer to written responses below.

C. Business Activities to be Conducted in Enclosed Buildings

Except as expressly provided otherwise in this Code, all business activities associated with industrial development shall be conducted within a totally and permanently enclosed building.

Response: Buildings are enclosed and each bay is being provided with a storage area as well as loading docks. No business will be conducted outside of the building.

D. Building Orientation

1. Single-Building Development

A development composed of a single building shall orient the building facade containing its primary patron entrance to face the street from which the building derives its street address.

Response: Bay 1 of Building "A" which faces McNab road has been designed with the purpose of providing an appropriate façade and storefront with a primary entrance along McNab road.

2. Multi-Building Development

A development composed of multiple buildings shall locate and configure the buildings to conceal operations and loading areas from off-site views.

Response: All loading bays occur internally within the site with the first loading door being placed over 50-feet back from the ROW to avoid on-site views of the loading areas.

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3. Accessory Structures and Uses

Accessory structures and uses shall not front a street and shall be located in a manner that minimizes their impacts on adjacent uses.

Response: No accessory structures are being provided for this project.
Comment is non-applicable to this project.

E. Facade Articulation

Each street-facing building facade shall be horizontally and/or vertically articulated to avoid long, blank wall planes, by meeting at least one of the following standards:

Response: The building facades have been designed to provide constant movement throughout the building by use of articulations of the building floor plan in conjunction with vertical articulations of the parapet walls accentuating these recessed portions of the building. The use of

1. Wall Plane Horizontal Articulation

Each facade greater than 100 feet in width shall be articulated with wall offsets (e.g., projections or recesses in the facade plane), changes in facade color or material, or similar features that visually interrupt the wall plane horizontally such that the width of uninterrupted facade does not exceed 100 feet.

Response: The buildings are being provided with a constant articulation of the floor plans which focus on recessing the entrance areas of the building, this is done in conjunction with the parapet articulation to further emphasize this movement. No wall plane exceeds 60-feet in length without some articulation, material change or intersection architectural elements to break the plane horizontality.

2. Vertical Articulation

Each facade greater than 30 feet in height shall incorporate a change in the wall surface plane or in facade color or material that visually interrupts the wall plane vertically such that the height of uninterrupted facade does not exceed 30 feet.

Response: The building facades have been carefully planned to provide a textured band at the entrance areas to break up the building verticality and create a visual definition of the pedestrian level.

3. Roof Line Variation

The facade shall include variations in roof planes and/or in the height of a parapet wall at least every 60 feet of roofline length along the facade.

Response: The buildings are being provided with a constant change in parapet heights used to accentuate the entrances to each bay. No parapet length exceeds 60-feet in length before a change in elevation or intersection of other architectural feature to create variations along the parapet/roof line.

F. Entrance

1. Each principal building shall have clearly defined, highly visible primary entrances for occupants and patrons that incorporate at least one of the following design features to emphasize the importance of the entrance:

- a. Canopy or portico;
- b. Roof overhang;
- c. Horizontal recess or projection;
- d. Arcade or arch;
- e. Peaked roof form;
- f. Outside patio;
- g. Display window;
- h. Architectural tile work or moldings integrated into the design of the building facade;
- i. Integrated planters or wing walls that incorporate landscaped area or seating areas; or
- j. Similar architectural features not found on the remainder of the building facade.

Response: Great care was given to the façade of the building facing McNab and the use of varying parapet heights, building recesses and materials used throughout the buildings on site to give importance to the entrance doors at each bay.

Entrances have been recessed, provided with large storefronts, textured finishes along pedestrian level and concrete eyebrows to define these areas. At the primary façade of the building, this was further accentuated by recessing the storefront and creating a corner feature, which is visible from McNab road and as you enter the site.

2. Facades of the ground level floor facing an arterial street or collector street shall not include overhead doors, sliding glass doors, removable panels, or similar type of doors.

Response: Only a storefront window and door are being provided facing McNab road to create a well-established street façade. No overhead doors or removable panels are provided along this façade.

G. Building Facade Materials

The use of vinyl siding aluminum siding, corrugated metal siding, any other metal siding, unfinished or untreated tilt-up concrete panels, or standard single- or double-tee concrete systems as a primary exterior facade material shall be limited to those portions of building facades that are not visible from an arterial or collector street or an adjacent residential use.

Response: The building façade is being treated with a variety of textures, scoring and fenestrations to create a modern and distinguished façade along McNab road, which carrier through as a consistent design throughout the site. The use of textured linear treatments is also being used with the intent to provide a façade in which these textured areas will read differently as the lighting changes throughout the day.

H. Loading and Service Areas

Loading and service areas shall be separated from patron parking, pedestrian areas, and main drive aisles, and shall be located as far as practicable from any abutting single-family residential development.

Response: Loading areas are physically separated from patron parking and no residential developments directly adjoin this property.

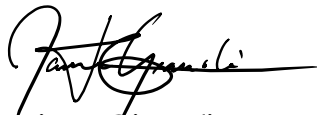
I. Off-Street Parking Location

No more than two bays of off-street parking may be located between the front building facade and the street it faces. This may be doubled for buildings of two or more stories.

Response: No off-street parking is being proposed between the front building façade and the street. Comment is non-applicable to this project.

If you should have any questions, please feel free to contact our office at the number below.

Sincerely,



Jaime Gianoli
KallerArchitecture
Senior Associate