
Representative

Dated: October 15, 2020

SMITH STORAGE LLC
CENTRAL PARK - DRC NARRATIVE (AMENDED)

I. INTRODUCTION

The Applicant, Smith Storage LLC, proposes to construct Central Park, a 5-story, 43-unit apartment building at the corner of N.E. 33rd Street and North Dixie Highway, extending to N.E. 11th Avenue, in the City of Oakland Park in an area zoned for Mixed Use.

Smith Storage LLC requests that the Project application for site plan approval be reviewed.

SITE

The site is an “L” shape, wrapping around the intersection corner with the south side frontage on N.E. 33rd Street measuring 203.42 feet and the east side frontage on Dixie Highway measuring 157.50 feet. West side frontage along N.E. 11th Avenue is 105 feet. The gross area is 26,667 s.f. or 0.612 acres. The building setbacks are as required: 10 feet on neighboring sides; 12 feet on Dixie Highway and N.E. 33rd Street; and 10 feet rear setback on N.E. 11th Avenue. Landscaped Area (pervious) is 4678 s.f. which equals 17.5% of the land area which exceeds the required 5%.

HEIGHT

The height of the building is 65 feet from the Level 1 finished floor to top of roof slab. 68 feet is allowed under the 5 stories additional height program, (Sec. 24-269. 5 stories/68’) which will be applied for. The Central Park project will contribute with public amenities like additional public art, water feature, street parking and entry plaza.

DENSITY

The building is proposed to have 43 residential units: 41 one bedroom apartments, 1 two bedroom penthouse unit, and 1 two story Live/Work Unit. This exceeds the residential density of 31 which is allowed (including the density bonus of 5 per acre) and will be requested to be allowed as a Variance. This project located along N Dixie Highway will receive a lot of exposure from pedestrians and drivers, becoming a desirable landmark that will attract many potential dwellers. With a higher density this project will serve better the community by providing a strategic placement near the downtown area and close to major transportation routes.

PARKING

Parking required for the 43 units would be 47 cars including the live/work requirements. With a 30% reduction it would be reduced to 32.9 (33). 37 compliant parking spaces are provided and a total of 42 considering the 5 additional tandem spaces.

DESIGN

The Central Park project design is characterized as contemporary style architecture exemplified by the simple and clean lines of the structure, including modern balconies and geometric features along the façade. The façade of the building is well articulated, providing visual variety and interest without being overwhelming. The street level façade enhances the pedestrian environment by incorporating diverse architectural features into its design which add special interest and compatibility with nearby properties and site elements.

The Central Park project is compatible with modern design criteria and its features include: (1) parking within an internal parking garage which is screened and shielded from view from surrounding thoroughfares and neighboring buildings; (2) active uses and amenities on the first floor; (3) internal vehicle drop off and entryway; (4) generous setbacks from neighboring properties; (5) an architectural style which creates a compact building form, eliminating the “pedestal-styled” tower atop a large parking structure; (7) an effective design which results in a structure which is not a single continuous volume of height; and (8) undulations of the building and varying levels of architectural dimensions and features which break up the mass of the facades.

DEFENSIBLE SPACE

Security for the residents and their guests is of utmost importance. Therefore, the design of Central Park incorporates secure parking garage entry/exit with cameras and card key operated elevators, and a protected lobby entrance. In addition, the lighting and landscaping is planned in a manner so as not to obstruct or otherwise inhibit law enforcement’s visibility of the property for crime prevention purposes. The security features of Central Park will be discussed with and approved by the Oakland Park Police Department during DRC evaluation.

NEIGHBORHOOD COMPATIBILITY

Consistent with the Developer Contribution for Public Amenities (Sec.24-269 (F)) the Central Park project will provide green park space, a plaza and water feature, benches, artwork, parking spaces on 33rd street, and new sidewalks as public amenities. The live/work unit will also have a public access and contribute to the business activity on Dixie Highway.

II. NARRATIVE AMENDMENT – ADDITIONAL BUILDING HEIGHT PROGRAM

SECTION 24-269 (E) – AGGREGATION REQUIREMENT

The Applicant, Smith Storage LLC, would like to request for the removal of the aggregation requirement on Section 24-269 (E) of the Oakland Park Land Development Code, to allow for the feasibility of the Central Park project. The proposed building will occupy approximately half the total block area, which would allow for another project of similar dimensions to take place next to it. The removal of the aggregation requirement would also inspire the development of the neighboring parcel blocks. If approved, the Central Park project will comply with the other applicable requirements of the Additional Building Height Program.