

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

Historic Preservation Board

TO: Chairperson and Members
Historic Preservation Board

DATE: December 11, 2018

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: HPB18-0199, **100 Lincoln Road – Beachtown**.

The applicant, GFI Investments, Inc., is requesting a Certificate of Appropriateness for the construction of an outdoor elevated dining terrace with bar counter above the existing surface parking area on the north side of the property, including variances to reduce the required pedestal interior side and rear setbacks, ~~to reduce the required open space, rear and side setbacks within the Dune Preservation Overlay District, to reduce the required lot coverage and view corridor, side and rear setbacks, to exceed the maximum height for a deck within the Oceanfront Overlay District, to eliminate the residential or commercial use required facing the water at the ground level containing parking spaces, to reduce the required width for a two-way driveway and required width of a drive aisle for perpendicular parking.~~

STAFF RECOMMENDATION

Continuance of the application due to the late submittal of the required documentation. A full analysis has not been performed and thus the application may be only be reviewed as a discussion item and may NOT be approved.

BACKGROUND

On October 9, 2018, the Board continued the subject application to a date certain of November 9, 2018 at the request of the applicant.

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EXISTING STRUCTURE

Local Historic District:	Ocean Drive/Collins Avenue
Status:	Non-Contributing
Architect:	Melvin Grossman
Construction Date:	1965

SITE DATA

Legal Description:	Lots 6 to 13 and riparian rights and beginning northeast corner of Lot 9 north 50 feet east to ocean HWM south 50 feet w to point of beginning, Block 55 and portion lying east
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and adjacent west of the erosion control line, Fishers 1st Subdivision of Alton Beach, according to the plat thereof recorded in Plat Book 105, Page 62 of the public records of Miami Dade County, Florida.

Zoning: RM-3, Residential Multifamily, High Intensity
Future Land Use Designation: RM-3, Residential Multifamily, High Intensity

Existing Use/Condition: Surface Parking
Proposed Use: Outdoor Café and Surface Parking

HISTORY/ZONING SUMMARY RELATED TO PARKING

According to the building card, 100 Lincoln Road was constructed in 1965 and originally contained 620 residential units and 620 parking spaces.

On September 11, 1987 variances were approved related to the conversion of some parking spaces into offices, including a variance to waive 81 off-street parking spaces.

On July 8, 1988 a variance to waive 30 off-street parking spaces was approved for the operation of a restaurant with 120 seats.

There currently are no parking requirements for the building, as per Section 130-31(b) of the City Code, as the subject structure, although classified as 'non-contributing', is located within the architectural district and was constructed prior to 1993.:

Sec. 130-31. - Parking districts established.

(b) There shall be no off-street parking requirement for main or accessory uses associated with buildings that existed prior to October 1, 1993, which are:

- (1) Located within the architectural district,*
- (2) A contributing building within a local historic district, or*
- (3) Individually designated historic building.*

This provision shall not apply to renovations and new additions to existing buildings which create or add floor area, or to new construction which has a parking requirement.

The existing parking lot (which is the subject of this application) is legal non-conforming, as it does not comply with setback requirements, and the parking spaces and back-up areas do not comply with minimum required dimensions.

Even if the parking spaces were required, because they are non-conforming they would be allowed to be removed, based upon recent amendments to the City Code in 2016:

Sec. 130-35. - Removal of existing parking spaces.

Except as provided for within subsection 130-132(c), no existing required parking space, which is legally conforming, may be eliminated for any use. However, notwithstanding the forgoing, the elimination of any such legal conforming, required parking space for the purposes of addressing Americans with Disabilities Act (ADA) compliance or for the creation of an enclosed dumpster/trash area when there has been a determination by

the planning and zoning director of no feasible alternate location shall be permitted without the need to replace such space or payment of in lieu of required parking.

There is no parking requirement for the proposed outdoor café, as it is associated with a building constructed prior to October 1, 1993 and is located within the architectural district.

The application has been revised to eliminate the parking under the dining terrace. If constructed as previously proposed, the use of the parking spaces under the new dining terrace would have to be used exclusively by the residential units in the building and the applicant would need to substantiate that the total number of covered parking spaces on the site does not exceed 2 spaces per residential unit. Non-required parking must be included as floor area (FAR), unless otherwise exempted from such requirements.

Sec. 114-1. - Definitions.

Floor area means the sum of the gross horizontal areas of the floors of a building or buildings, measured from the exterior faces of exterior walls or from the exterior face of an architectural projection, from the centerline of walls separating two attached buildings. However, the floor area of a building shall not include the following unless otherwise provided for in these land development regulations.

(5) Floor space used for required accessory off-street parking spaces. However, up to a maximum of two spaces per residential unit may be provided without being included in the calculation of the floor area ratio

Section 130-32(44), allows an exception to inclusion of such parking as floor area for Contributing buildings on oceanfront lots. However, the building that is part of the subject site is classified as Non-Contributing.

Sec. 130-32. - Off-street parking requirements for parking district no. 1.

(44) [Contributing building on oceanfront lot:] Any contributing building on an oceanfront lot, located within a local historic district, or individually designated historic site, which is located in parking district no. 1, may provide parking on the site for any use listed in subsections (2A), (6), (7), (8), (9), (11), (12), (13), (16A), (17), (17A), (22), (26), (28), (31), (36), (37) and (41) above. Such parking, if provided, shall be exempt from FAR, in accordance with the regulations specified in chapter 114 of these land development regulations. Any such parking shall be for the exclusive use of the contributing building or designated site and shall not be in excess of the parking required under the provisions of paragraphs (2A), (6), (7), (8), (9), (11), (12), (13), (16A), (17), (17A), (22), (26), (28), (31), (36), (37) and (41) above.

THE PROJECT

The applicant has submitted plans entitled “Beachtown”, as prepared by Urban Robot Associates, dated November 14, 2018.

The applicant is requesting the following variances:

1. A variance to eliminate all required pedestal interior side setback of 16'-4" in order to construct an elevated dining terrace, trellis and loading space at zero setback from the north side property line.
 2. A variance to eliminate all required pedestal rear setback of 116'-10" from the rear property line in order to construct two stairs, an elevated dining terrace and trellis with zero setback from the rear property line.
- Variances requested from:

Sec. 142-247. - Setback requirements.

(a) The setback requirements for the RM-3 residential multifamily, high intensity district are as follows:

Subterranean and Pedestal, Side Interior: Sum of the side yards shall equal 16% of lot width. Minimum — 7.5 feet or 8% of lot width, whichever is greater.

Subterranean and Pedestal, Rear, Oceanfront lots: — 20% of lot depth, 50 feet from the bulkhead line whichever is greater.

A new elevated deck and trellis structure as part of an outdoor dining venue is proposed within an existing non-conforming surface parking area on the northern side of the property. As proposed, the easternmost part of the parking will be removed and in-filled and elevated for the construction of a new deck and trellis structure about 6.5' higher. The remaining parking will be at existing grade level, which is approximately 8.0' NGVD and the finished floor of the deck will be located at 14.5' NGVD.

Staff has previously noted that the improvements to the parking area are welcome and a transition with landscape and other features like seating, water features, etc. that do not require variances would enhance significantly this side of the property. The proposed outdoor dining venue at a lower scale, as allowed by the Code can also be achieved. Because the trellis and deck are attached to the main building, the required pedestal setbacks of the main structure apply. Based on the lot width of 204.3' of the property, a setback of 16'-4" (8% of the lot width of 204.3') is required from the north side and based on the lot depth of 584.3' of the property, a setback of 116'-10" is required from the rear side. The required setbacks are relatively large due to the large size of the property.

Although the deck and trellis have been reduced from the original size proposed, the size of the structures and their elevation trigger the variances requested. As part of the project and variances, the existing access stair to the pool deck will be removed and two (2) new stairs on the east side of the existing building are proposed. One stair will provide access to the existing pool deck and the other stair will provide access to a new seating area eastward of the existing parking pedestal. The existing structures and parking area already cover almost all the entire required rear yard of the site.

Based on the present design, staff is not supportive of the requested variance to reduce the required north side setback. Based on the lack of practical difficulties, staff cannot recommend approval of variances #1 and #2 as currently proposed. At a minimum, staff would recommend relocation of the proposed transformer vault so that it is not located within any required setback, and reduction in size of the trellis structure to comply with the required side setbacks. Further, staff would recommend that the northern boundary of the proposed elevated grading and

stepped platforms be shifted to the south a minimum of eight (8') feet. This would reduce the variance request to the minimum necessary. Additionally, it would allow for the expansion of the existing beachwalk access, which would mitigate the revise variance request. This expanded beachwalk access should extend along the northern boundary of the subject site, and include the elimination of the remaining parking along the north property line, a portion of which is proposed to be retained. Notwithstanding the added public benefit that would be provided, the expansion of the beach access walkway is especially warranted as this will be the primary point of entry to the elevated terrace and dining. As currently proposed, access to the dining terrace is from the beachwalk access which is entirely located on the Ritz Carlton property which abuts the site to the north.

3. A variance to eliminate the required side setback of 15'-0" from the property line in order to construct an elevated dining terrace and trellis at zero setback from the north side property line within the Oceanfront Overlay District.
4. A variance to eliminate the required rear setback of 10'-0" from the Bulkhead Line in order to construct new stairs at zero from the Bulkhead Line within the Oceanfront Overlay District.
5. A variance to eliminate all required lot coverage of 50% (6,400 square feet) in order to construct an elevated dining terrace and not provide open space within the Oceanfront Overlay District.
6. A variance to eliminate the required view corridor of 50% (6,400 square feet) within the Oceanfront Overlay District in order to construct an elevated dining terrace at the northern side of the property.

Sec. 142-802. - Additional regulations for oceanfront lots.

These regulations apply to buildings and structures located west of the bulkhead line. Oceanfront lots shall have a minimum required rear yard setback of 50 feet at grade and subterranean levels measured from the bulkhead line in which there shall be no construction of any dwelling, hotel, apartment building, commercial building, seawall, parking areas, revetment or other structure incidental to or related to such structure except in accordance with the following provisions:

(3) There shall be a minimum required 15-foot setback from a side lot line and a minimum required ten-foot setback from the bulkhead line.

(7) Lot coverage shall be at least 50 percent of the required rear yard setback, open to the sky and landscaped. All areas covered by permitted uses, other than portable beach furniture, shall be considered in the lot coverage calculation.

(8) A view corridor shall be created by maintaining a minimum of 50 percent of the required rear yard setback open and unencumbered, apart from landscaping and decorative open picket type fences, from the erosion control line to the rear setback line.

These variances pertain to the new raised deck, trellis and new stairs within the Oceanfront Overlay district that includes the easternmost 50' from the Bulkhead Line. Although the original structures will be reduced in size, they still encroach into this area in all directions. The deck has been lowered 2.5' in elevation from the initial proposal, which eliminates the variance from the maximum deck height. Although the latest proposal is a substantial improvement compared to the initial plans, staff would recommend that the trellis structure be reduced or divided into smaller, separated structures in order to allow the placement of canopy trees within the outdoor

dining terrace. With these modifications staff could be more supportive of minor variances to achieve a much improved Lincoln Road street end, which include the expansion of the beachwalk access as noted above.

PRACTICAL DIFFICULTY AND HARDSHIP CRITERIA

The applicant has submitted plans and documents with the application that, as currently proposed staff has concluded DO NOT satisfy Article 1, Section 2 of the Related Special Acts, allowing the granting of a variance if the Board finds that practical difficulties exist with respect to implementing the proposed project at the subject property.

The applicant has submitted plans and documents with the application that also DO NOT indicate the following, as they relate to the requirements of Section 118-353(d), Miami Beach City Code:

- That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;
- That the special conditions and circumstances do not result from the action of the applicant;
- That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, buildings, or structures in the same zoning district;
- That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance and would work unnecessary and undue hardship on the applicant;
- That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure;
- That the granting of the variance will be in harmony with the general intent and purpose of this Ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and
- That the granting of this request is consistent with the comprehensive plan and does not reduce the levels of service as set forth in the plan.

COMPLIANCE WITH ZONING CODE

The application, as submitted, with the exception of the variances requested herein, appears to be inconsistent with the following requirements of the City Code:

1. **Sec. 142-1109**: Accessory outdoor bar counters shall not be visible from any point along the property line adjacent to a public right-of-way. Additional physical screening devices may be required in order to comply with this requirement.

This shall not be considered final zoning review or approval. These and all zoning matters shall

require final review and verification by the Zoning Administrator prior to the issuance of a Building Permit.

CONSISTENCY WITH 2025 COMPREHENSIVE PLAN

A preliminary review of the project indicates that the proposed **outdoor cafe use** appears to be **consistent** with the Future Land Use Map of the Comprehensive Plan.

COMPLIANCE WITH CERTIFICATE OF APPROPRIATENESS CRITERIA

A decision on an application for a Certificate of Appropriateness shall be based upon the following:

- I. Evaluation of the compatibility of the physical alteration or improvement with surrounding properties and where applicable, compliance with the following criteria pursuant to Section 118-564(a)(1) of the Miami Beach Code (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):
 - a. The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as revised from time to time.
Not Applicable
 - b. Other guidelines/policies/plans adopted or approved by Resolution or Ordinance by the City Commission.
Satisfied
- II. In determining whether a particular application is compatible with surrounding properties, the Board shall consider the following criteria pursuant to Section 118-564(a)(2) of the Miami Beach Code (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):
 - a. Exterior architectural features.
Satisfied
 - b. General design, scale, massing and arrangement.
Satisfied
 - c. Texture and material and color.
Satisfied
 - d. The relationship of a, b, c, above, to other structures and features of the district.
Satisfied
 - e. The purpose for which the district was created.
Satisfied
 - f. The relationship of the size, design and siting of any new or reconstructed structure to the landscape of the district.
Satisfied
 - g. An historic resources report, containing all available data and historic documentation regarding the building, site or feature.

Not Applicable

- h. The original architectural design or any subsequent modifications that have acquired significance.

Satisfied

- III. The examination of architectural drawings for consistency with the criteria pursuant to Section 118-564(a)(3) of the Miami Beach Code and stated below, with regard to the aesthetics, appearances, safety, and function of any new or existing structure, public interior space and physical attributes of the project in relation to the site, adjacent structures and properties, and surrounding community. The criteria referenced above are as follows (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):

- a. The location of all existing and proposed buildings, drives, parking spaces, walkways, means of ingress and egress, drainage facilities, utility services, landscaping structures, signs, and lighting and screening devices.

Satisfied

- b. The dimensions of all buildings, structures, setbacks, parking spaces, floor area ratio, height, lot coverage and any other information that may be reasonably necessary to determine compliance with the requirements of the underlying zoning district, and any applicable overlays, for a particular application or project.

Not Satisfied

The applicant has requested variances.

- c. The color, design, surface finishes and selection of landscape materials and architectural elements of the exterior of all buildings and structures and primary public interior areas for developments requiring a building permit in areas of the city identified in section 118-503.

Satisfied

- d. The proposed structure, and/or additions to an existing structure is appropriate to and compatible with the environment and adjacent structures, and enhances the appearance of the surrounding properties, or the purposes for which the district was created.

Satisfied

- e. The design and layout of the proposed site plan, as well as all new and existing buildings and public interior spaces shall be reviewed so as to provide an efficient arrangement of land uses. Particular attention shall be given to safety, crime prevention and fire protection, relationship to the surrounding neighborhood, impact on preserving historic character of the neighborhood and district, contiguous and adjacent buildings and lands, pedestrian sight lines and view corridors.

Not Satisfied

The site plan would respond more successfully to the character of the neighborhood if the elevated deck was lowered and surface parking lot was removed.

- f. Pedestrian and vehicular traffic movement within and adjacent to the site shall be reviewed to ensure that clearly defined, segregated pedestrian access to the site and all buildings is provided for and that any driveways and parking spaces are usable, safely and conveniently arranged and have a minimal impact on pedestrian circulation throughout the site. Access to the site from adjacent roads shall be designed so as to interfere as little as possible with vehicular traffic flow on these roads and pedestrian movement onto and within the site, as well as permit both pedestrians and vehicles a safe ingress and egress to the site.
Satisfied
- g. Lighting shall be reviewed to ensure safe movement of persons and vehicles and reflection on public property for security purposes and to minimize glare and reflection on adjacent properties and consistent with a City master plan, where applicable.
Satisfied
All exterior lighting located east of the Coastal Construction Line will be required to meet state Department of Environmental Protection regulations.
- h. Landscape and paving materials shall be reviewed to ensure an adequate relationship with and enhancement of the overall site plan design.
Satisfied
- i. Buffering materials shall be reviewed to ensure that headlights of vehicles, noise, and light from Structures are adequately shielded from public view, adjacent properties and pedestrian areas.
Satisfied
- j. Any proposed new structure shall have an orientation and massing which is sensitive to and compatible with the building site and surrounding area and which creates or maintains important view corridor(s).
Satisfied
- k. All buildings shall have, to the greatest extent possible, space in that part of the ground floor fronting a sidewalk, street or streets which is to be occupied for residential or commercial uses; likewise, the upper floors of the pedestal portion of the proposed building fronting a sidewalk street, or streets shall have residential or commercial spaces, or shall have the appearance of being a residential or commercial space or shall have an architectural treatment which shall buffer the appearance of a parking structure from the surrounding area and is integrated with the overall appearance of the project.
Satisfied
- l. All buildings shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.
Satisfied
- m. Any addition on a building site shall be designed, sited and massed in a manner which is sensitive to and compatible with the existing improvement(s).
Satisfied

- n. All portions of a project fronting a street or sidewalk shall incorporate an amount of transparency at the first level necessary to achieve pedestrian compatibility.
Satisfied
- o. The location, design, screening and buffering of all required service bays, delivery bays, trash and refuse receptacles, as well as trash rooms shall be arranged so as to have a minimal impact on adjacent properties.
Satisfied

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 133-50(a) of the Land Development establishes review criteria for sea level rise and resiliency that must be considered as part of the review process for board orders. The following is an analysis of the request based upon these criteria:

- (1) A recycling or salvage plan for partial or total demolition shall be provided.
Not Applicable
- (2) Windows that are proposed to be replaced shall be hurricane proof impact windows.
Not Applicable
- (3) Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.
Not Applicable
- (4) Whether resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided.
Satisfied
- (5) Whether adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, as may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact, including a study of land elevation and elevation of surrounding properties were considered.
Satisfied
- (6) The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways and adjacent land.
Satisfied
- (7) Where feasible and appropriate, all critical mechanical and electrical systems shall be located above base flood elevation.
Satisfied
- (8) Existing buildings shall be, where reasonably feasible and appropriate, elevated to the base flood elevation.
Not Applicable

- (9) When habitable space is located below the base flood elevation plus City of Miami Beach Freeboard, wet or dry flood proofing systems will be provided in accordance with Chapter of 54 of the City Code.

Not Applicable

- (10) Where feasible and appropriate, water retention systems shall be provided.

Not Applicable

STAFF ANALYSIS

The applicant is proposing to construct an elevated deck structure with outdoor seating including a bar counter along the northeast portion of the site, immediately adjacent to a major pedestrian walkway leading to the beach and ocean. The proposed deck will replace more than half of the existing surface parking lot. This 31 space parking lot has been in place since the construction of the existing Non-Contributing building in 1965 and has had an increasingly negative impact on the abutting pedestrian walkway.

In response to concerns expressed by staff regarding the initial design, the applicant has submitted revised plans which include the following changes:

- The area of the surface parking lot has been reduced in size, including the removal of 20 existing parking spaces.
- The proposed elevated seating deck has been reduced in size and lowered approximate 1'-0".
- An enclosed trash room has been introduced within the surface parking lot area.
- The pedestrian entrance to the outdoor dining area has been relocated from the east side to the north side along the Lincoln Road street end connecting to the Beachwalk.
- The mobile food kiosks have been removed and a new kitchen including bathrooms and an indoor seating area has been introduced within the existing envelope of the building. Sliding glass doors have been introduced along the north and east facades of this portion of the building.
- Decorative "wattle weave" has been introduced as a natural surface finish along the east façade at the café level.
- The existing stair accessing the pool deck level has been relocated.
- Additional landscape material has been introduced including a planted terrace feature and native tree species in a manner that is compatible with the dune environment.

Staff is supportive of the project concept, which has the potential to create a more successful transition from the urban environment to the casual beach front, as well as enhance the pedestrian experience along this highly traveled pedestrian connection to the beach. With further refinements to the north side of the project area, as more specifically outlined in the variance analysis and project sections herein, the proposal should be able to move forward at a future date.

VARIANCE ANALYSIS

As indicated in the History/Zoning summary section of this report, the subject parking lot has been in existence in some form even before the building was constructed and is non-conforming. Although it may have been part of the required parking at some point in the past, it is not currently required parking for the building.

The applicant has modified the plans and has reduced the number of variances from 14 to 6. The number of non-conforming parking spaces has been reduced from 31 to 11 spaces and the area of the elevated deck and trellis has also been reduced in size.

As designed, the proposed structure requires 6 variances as it still encroaches on the required setbacks and Overlay Districts. Although the parking area already extends up to the side property line, it is set back more than 10' from the rear property line. The proposed structure would extend up to the interior side property line increasing the non-conformity of the area for a property with a building that is non-conforming regarding rear setbacks and current regulations in the Oceanfront Overlay and Dune Preservation Overlay Districts. In addition, an open bar counter is proposed, which the Code requires not be visible from a public right-of-way. Staff is unable to determine whether the bar counter is visible or not from the right of way, due to the openness and height of the structures and the length and height of the screen wall proposed. Neither a hardship nor practical difficulties for any of variances have been demonstrated in the letter of intent; therefore, staff cannot support any of the variances in the proposed configuration.

Consequently, staff would recommend the removal of the non-required, non-conforming parking, and the construction of an outdoor café that substantially complies with the requirements of the City Code. Lowering the entire terrace slightly above ground level will create better connectivity between Lincoln Road and the beach walk and would create a significantly improved pedestrian experience. It would also eliminate the need for new stairs and ramps for the elevated deck.

As indicated previously staff would also recommend that the northern boundary of the proposed start of the elevated grading and stepped platforms be shifted to the south a minimum of eight (8') feet, in order to allow the expansion of the existing beachwalk access. This expanded beachwalk access should extend along the northern boundary of the subject site, and include the elimination of the remaining parking along the north property line, a portion of which is proposed to be retained. Notwithstanding the added public benefit that would be provided, the expansion of the beach access walkway is especially warranted as this will be the primary point of entry to the elevated terrace and dining. As currently proposed, access to the dining terrace is from the beachwalk access which is entirely located on the Ritz Carlton property which abuts the site to the north.

Staff is confident that with the elimination of the parking area and the reduction in the north-south width of the outdoor cafe, the above recommendations can be accomplished, including elimination or further reduction of the requested variances.

Finally, it was previously noted that new structures could not increase the FAR in the property as it already exceeds the maximum permitted for the site. The recent proposal locates the kitchen and seating area of the outdoor café within the parking area of the existing building which may constitute new FAR in the building. At this time, staff is unable to evaluate the FAR on the property based on the information and plans provided by the applicant. Therefore, staff recommends continuance of the application until the FAR issue is fully resolved, prior to an approval by the Board. As such, the Board may discuss the item and provide feedback, but cannot take any action until the FAR issues have been resolved.

Lastly, staff recommends the following landscape comments be addressed:

1. Provide standard landscape legend and demonstrate how nonconformances related to the landscape code as prescribed by CMB Chapter 126 is being reduced for the entire property.
2. Per CMB Urban Forestry recommendations, rooting volume for the proposed Sea Grape trees in tree pits shall be no less than 500 cu ft. Planter dimensions and soil volume calculation shall be provided as part of the building permit.
3. Provide a property survey inclusive of any existing tree with a DBH of 3" or greater as part of the building permit application.
4. Include umbrellas and tables layout with size and specifications on the landscape plan. Location and size of umbrellas shall be coordinated with the placement of trees in order to prevent conflicts or the need for improper tree pruning upon maturity.
5. The landscape plan for the greenspace area along the 186 LF of building façade facing the rear property line and the edge of the adjacent beachwalk shall be significantly enhanced with the addition of more native salt tolerant canopy shade trees.

RECOMMENDATION

In view of the foregoing analysis and until all applicable FAR issues are resolved, staff recommends the Certificate of Appropriateness and all requested variances be **continued** to a future date.