

Carter N. McDowell

Tel 305.350.2355

Fax 305.351.2239

cmcdowell@bilzin.com

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Thomas Mooney
Planning Director
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

Re: HPB 25-0667 - Letter of Intent for Certificate of Appropriateness for Additional Demolition of the Contributing Historic Structure Located at 100 21st Street, Miami Beach, FL

Dear Mr. Mooney:

This firm represents BHI Miami Limited Corp, the applicant ("Owner" and "Applicant") for the enlarged partial demolition and redevelopment of the contributing structure formerly known as the Seagull Hotel located at 100 21st Street, Miami Beach within the Ocean Drive/Collins Historic District and the Miami Beach Architectural District (the "Property").

Please accept this correspondence as the Applicant's letter of intent for the attached plans and application to the Historic Preservation Board ("HPB") of a modification to the previously approved Certificate of Appropriateness for the additional demolition of the top three floors of the north façade as ordered by the Building Official. The Owner and development team are fully committed to delivering the Bvlgari Miami Beach as approved by the HPB, including the restoration of the northern contributing façade; however, the structural condition of the existing building, and particularly the north façade, necessitates additional demolition in order to safely construct the approved project in a manner which protects the health and safety of the construction team in addition to those members of the general public who may travel along the adjacent public side walk and right-of-way.

For completeness, on June 15, 2021, the HPB approved the Applicant's Application HPB20-0442 for a complete transformation of the 145-room Seagull Hotel into the 100-room, ultra-luxury Bvlgari Hotel Miami Beach (the "Project"). Design architect Citterio-Viel & Partners with the architect of record, Revuelta Architecture International, prepared the HPB approved plans. Importantly, as reflected in HPB approval, it was determined there were no remaining architecturally significant interior spaces and so the focus of the historic restoration was and is the northern street facing façade. Unfortunately, the construction of the Project was significantly delayed for two years by litigation with the Applicant's immediate neighbor, the Setai, which was finally resolved and now the master building permit has been issued and work has commenced on the Project.

Since that time, the Applicant's construction and engineering teams have found that this 8-story building was built solely on spread footings with no pile-supported structures and that the

concrete strength of the existing building is far below what is acceptable, ranging from 1,134 to 2,974 PSI, compared to a **minimum** of 5000 PSI typically used for coastal construction. As a result, the HPB has approved the Applicant's subsequent applications, HPB 24-0635 and HPB 25-0649, approving the demolition and reconstruction of the porte cochere and additional demolition of balance of the existing structure, except the north façade.

After the last HPB approval for additional demolition, HPB 25-0649, the construction and engineering teams returned to work on the Property; however, during the demolition process the team noticed an unexpected amount of vibrations throughout the building and immediately ceased work to protect the staff on site and anyone near or around the construction site. Through this experience and further analysis, the structural engineer determined that it is impossible to safely support seven floors of the north façade without the possibility of an imminent collapse, potentially endangering both the workers on site and risking debris falling into the public right-of-way. The engineering team presented its findings to the Building Official noting the additional demolition of the top three floors would remove the weight of those floors and thereby reduce the wind loading on the façade, and preserve the remaining bottom four floors. This is shown below on the annotated elevation from the HPB 25-0649 plans:

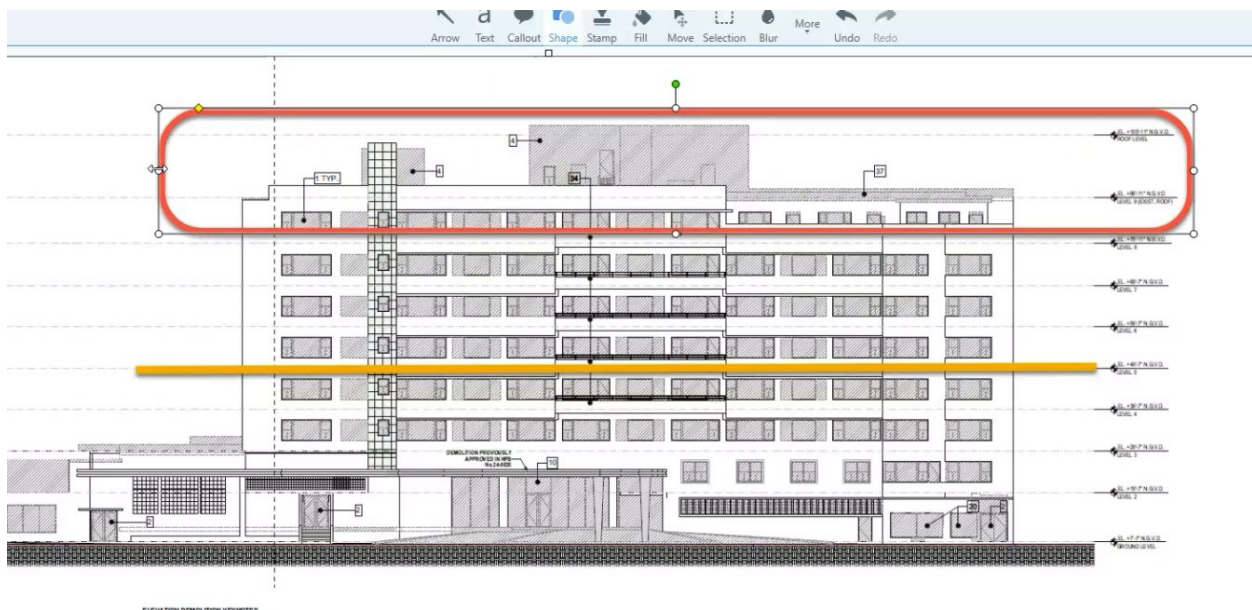


Figure A: Additional Demolition of North Façade

In Figure A above, the area outlined in red is already approved for demolition, the line in yellow is up to where the structural engineer concluded that we could safely preserve and support the north wall of the building.

On July 14, 2025, the Building Official issued a memorandum supporting the structural engineer's conclusions and recommending the removal of the additional three floors from the top of the north façade to provide for the best possible success of the project and safety of the workers. Both the structural engineer's letter to the Building Official and the Building Official's memorandum are included with this Application.

The proposed renovation will address the City's Sea Level Rise and Resiliency Review Criteria as follows:

- 1) A recycling or salvage plan for partial or total demolition shall be provided.

Prior to the partial demolition of the existing structure, the Applicant will provide a recycling and salvage plan to the City.

- 2) Windows that are proposed to be replaced shall be hurricane proof impact windows.

The windows within the reconstructed portion of the north façade will be hurricane proof impact windows.

- 3) Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.

N/A

- 4) Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided, in accordance with chapter 126 of the city Code.

N/A

- 5) The project applicant shall consider the 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. The applicant shall also specifically study the land elevation of the subject property and the elevation of surrounding properties.

The proposed scope of work will meet all applicable zoning and building codes while preserving as much as is feasibly possible of the integrity of the contributing historic building.

- 6) The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-way and adjacent land, and shall provide sufficient height and space to ensure that the entry ways and exits can be modified to accommodate a higher street height of up to three additional feet in height.

N/A

- 7) As applicable to all new construction, all critical mechanical and electrical systems shall be located above base flood elevation. All redevelopment projects shall, whenever practicable and economically reasonable, include the relocation of all critical mechanical and electrical systems to a location above base flood elevation.

N/A

- 8) Existing buildings shall, wherever reasonably feasible and economically appropriate, be elevated up to base flood elevation, plus City of Miami Beach Freeboard.

N/A

- 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 54 of the city Code.

N/A

- 10) As applicable to all new construction, stormwater retention systems shall be provided.

N/A

- 11) Cool pavement materials or porous pavement materials shall be utilized.

Porous pavement materials will be utilized where most effective.

- 12) The design of each project shall minimize the potential for heat island effects on-site.

The heat island effects on site will be reduced per code requirements and appropriate engineering design.

The Applicant continues to be committed to its ongoing renovation to the contributing Seagull Hotel structure, transforming it into the Bvlgari Hotel Miami Beach, the first of its kind in the United States. Unfortunately, the existing building is not structurally sound and requires this additional demolition of a portion of the north façade. The balance of the project remains consistent with this Board's approval of Application HPB20-0442. For the foregoing reasons, the Applicant respectfully submits the proposed project for approval by the Historic Preservation Board.

Sincerely,

Carter N. McDowell

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Enclosures