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VIA ELECTRONIC MAIL

February 8, 2026

Mr. Michael Belush, Planning & Design Officer
Historic Preservation Board
City of Miami Beach
1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139

RE: HPB25-0682: Letter of Intent for Certificate of
Appropriateness for 298 Lincoln Road, Miami Beach

Dear Mr. Belush:

This law firm represents AF BSP Lincoln Funding, LLC (the "Applicant"), the owner of the property located at 298 Lincoln Road (the "Property") within the City of Miami Beach (the "City"). Please allow this letter to serve as the letter of intent in support of the Applicant's request for a Certificate of Appropriateness to restore the façade and engage in minor interior renovations for the exiting building on the Property.

Property Description. The Property, further identified by Miami-Dade County Folio No. 02-3234-019-0870, is located on the west side of Collins Avenue, at the intersection of Lincoln Road and James Avenue. See Figure 1. Aerial, below. The Property is approximately 4,000 square feet (0.09 acres) in size. The site is currently vacant but is improved with a 3-story retail building. The building's historic façade is currently covered with a reflective metallic cladding and labeled with the name of the previous audio electronics tenant.

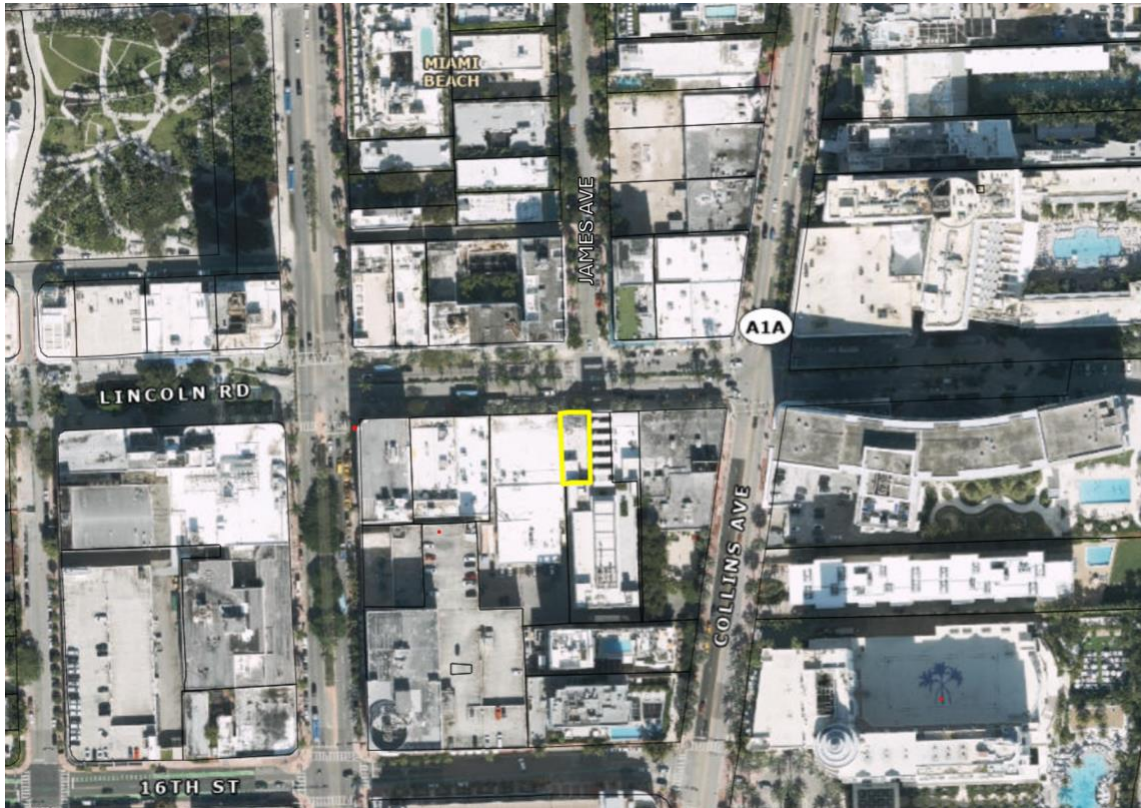


Figure 1. Aerial.

Land Use and Zoning. The Property is designated High Intensity Commercial (“CD-3”) on the City’s Future Land Use Map and is designated CD-3, Commercial, High Intensity District on the City’s Zoning Map. The Property is further located in the Art Deco MIMO Commercial Character Overlay district.

Historic Preservation. The Property is located in The Miami Beach Architectural District, the City’s national historic district, and the Flamingo Park District, one of the City’s local historic districts. Pursuant to the City’s Historic Properties Database, the existing structure on the Property (which shares an address with 300 Lincoln Road) is classified as a noncontributing structure. See Figure 2, Historic Properties Database, below.

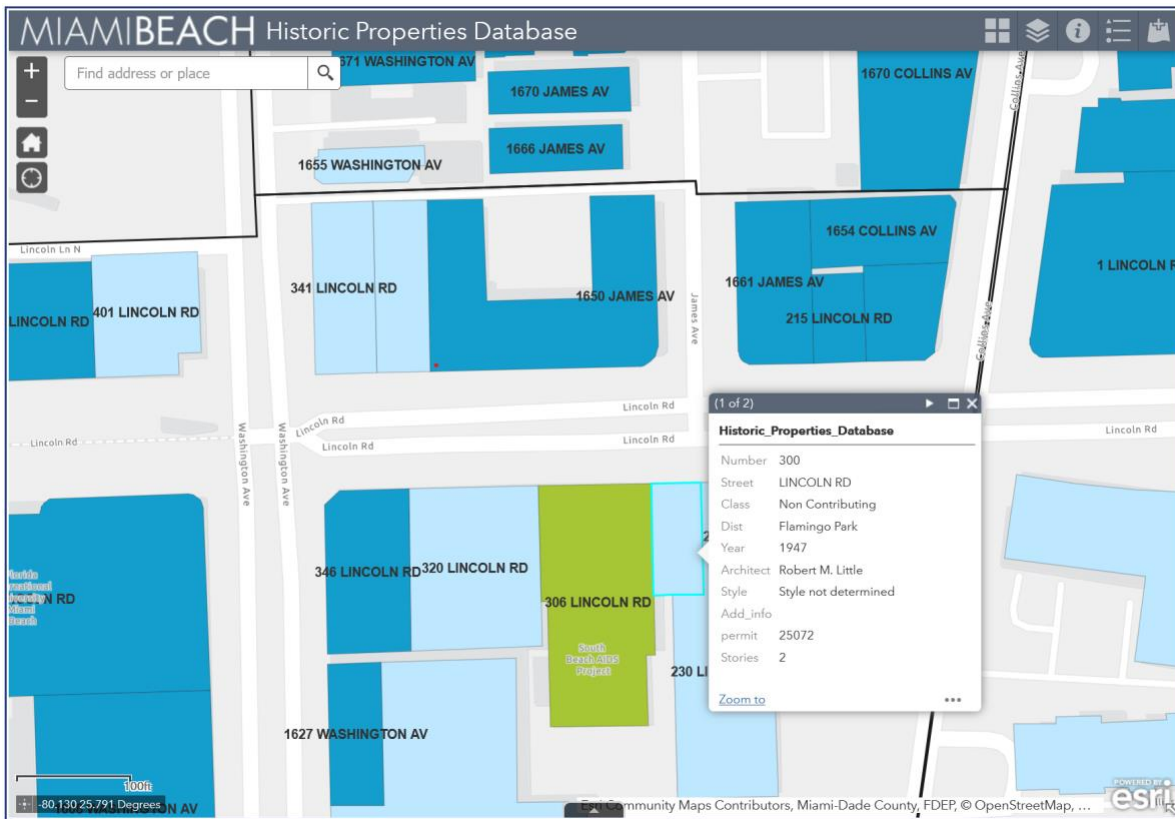


Figure 2. Historic Properties Database.

Project. The Applicant proposes to repurpose the existing ±8,462 square feet of gross floor area located on the Property (the "Project"). The Project is intended to restore and reintroduce the Property's historic façade, which is currently obscured by a metallic cladding. The primary scope of work consists of removing this cladding to reveal the historic architectural expression of the building and reestablish its original relationship with the Lincoln Road streetscape.

As part of the exterior improvements, an existing exterior knee wall at the first floor will be demolished, and a previously infilled wall at the second floor will be removed, allowing the reinstatement of historic glazing patterns on both levels. The revised plans also shift the previously recessed first-floor entrance to align with the building's façade and create space for an elevator lobby. This modification eliminates the current alley-like condition and creates a uniform glazed frontage that improves pedestrian activation. Long neglected, the second-floor office space will be reactivated through these façade improvements, supporting the revitalization of both first- and second-floor tenancies and reinforcing the historic character

of the Property. Together, the façade improvements amount to a modest addition of 150 square feet.

Internally, the Project proposes a renovation of the first and second floors, consistent with standard real-estate white-boxing practices. This includes the demolition of existing non-structural partition walls, removal of obsolete plumbing fixtures, and preparation of the interior for future tenant improvements. In addition, an approximately 8'5" x 8' slab area will be demolished on the first, second, and third floors to accommodate a new elevator shaft. As previously mentioned, the elevator lobby will exist on the first floor, and will open with direct access to the public sidewalk.

Parking and Loading Requirements. The majority of the Project does not constitute new construction or a new building under the City's Resiliency Code. The work is limited to the rehabilitation and interior renovation of an existing structure originally constructed in 1947. The minor increase in floor area ratio ("FAR") is limited to a modest 150 square feet and is the only portion of the building with a parking requirement. This portion of the Project, at a Tier 1 retail parking rate of 1 parking space per 300 square feet of parking, requires one additional parking space. See City of Miami Beach Resiliency Code, Section 5.2.4.1. The remainder of the Project does not otherwise trigger new parking or loading requirements.

Loading. Pursuant to Section 5.2.6 of the Resiliency Code, off-street loading is required only for new buildings or for modifications to existing buildings that result in an increase in FAR. When FAR is increased, loading is only required for the increase if it is at least 2,000 square feet. The increase here is 150 square feet, well below any requirement for a loading space.

Parking. Section 5.2.2.a of the Resiliency Code exempts buildings constructed prior to October 1, 1993 and located within the Miami Beach Architectural District from off-street parking requirements, provided the Project does not create additional floor area or constitute new construction with a parking requirement. The Property was constructed in 1947 and is located within the Miami Beach Architectural District. The only increase in FAR is attributable to approximately 150 square feet of additional first-floor area, which requires one additional parking space. The Applicant may satisfy this requirement through the City's fee-in-lieu-of-parking program, for which the Project qualifies because it adds floor area to an existing structure within a local historic district and constitutes an addition of 1,000 square feet or less. See City of Miami Beach Resiliency Code, Article IV, Section 5.4.1. Accordingly, the remainder

of the Project qualifies for the exemption from off-street parking requirements, and no parking is required.

Compliance with COA Criteria. The Project satisfies all of the City's Certificate of Appropriateness requirements. See Exhibit A, COA Criteria. The Project is designed to be compatible with the Miami Beach Architectural District and the Flamingo Park Local Historic District, as well as surrounding properties, while remaining distinguishable from contributing historic structures, consistent with the Secretary of the Interior's Standards for the Treatment and Rehabilitation of Historic Properties. The Project is consistent with the City's Comprehensive Plan and compliant with the underlying CD-3, High Intensity Commercial zoning regulations.

The purpose of the High Intensity Commercial Category is to provide development opportunities for and to enhance the desirability and quality of existing and/or new medium intensity commercial areas which primarily serve the entire City. The Project advances the purpose of the CD-3 district by restoring the building's historic façade, which is currently obscured by non-original metallic cladding, and by reestablishing the building's historic relationship with the Lincoln Road streetscape. Exterior improvements are limited to the removal of non-historic elements and the reinstatement of historic glazing patterns at the first and second floors through the demolition of an exterior knee wall and the removal of a previously infilled wall. These improvements enhance transparency, pedestrian activation, and architectural compatibility.

By reactivating long-neglected second-floor office space and supporting the revitalization of both first- and second-floor tenancies, the Project injects new life into this prominent corner along Lincoln Road while respecting the scale, character, and historic context of the surrounding district. The Project will enhance the pedestrian experience, improve the visual quality of the streetscape, and contribute to the continued economic and architectural vitality of the area. The Project will not adversely impact public health, safety, morals, or general welfare; rather, it will strengthen the historic character, usability, and attractiveness of this primary commercial corridor.

Sea Level Rise and Resiliency Criteria. Sea Level Rise and Resiliency Criteria. The proposed renovations will make for a more resilient building. The proposed Project advances the City's Sea Level Rise and Resiliency Criteria in Section 7.1.2.4 of the Resiliency Code as follows:

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

A recycling and salvage plan for any demolition will be provided.

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

Hurricane proof impact windows will be provided.

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

The Applicant will provide, where feasible, passive cooling systems.

(4) Whether resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided.

The Project will preserve the existing resilient, Florida-native, or Florida-friendly landscaping.

(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.

Sea level rise projections have been considered in the design and development of the Project.

(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.

The ground floor areas will be adaptable to raised public rights-of way and adjacent properties.

(7) Where feasible and appropriate. All critical mechanical and electrical systems are located above base flood elevation.

All mechanical and electrical systems will be located above base flood elevation.

(8) Existing buildings shall be, where reasonably feasible and appropriate, elevated to the base flood elevation.

The existing structure, where reasonably feasible and appropriate, will be elevated to base flood elevation.

(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.

No habitable space is located below base flood elevation.

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

Water retention systems will be provided as part of the resiliency goals of the Project.

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

Cool pavement and porous materials are proposed where appropriate.

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

The proposed design has considered the potential for heat island effects on-site and will minimize the potential to the greatest extent possible.

Conclusion. The proposed improvements will modernize and activate the Lincoln Road frontage, sensitively repurpose the existing noncontributing structure, and align with the City's historic preservation and resiliency goals. Accordingly, we respectfully request your favorable review and approval of this Application. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Michael Larkin

cc: Graham Penn, Esq.
Mark W. Royero, Esq.

Exhibit A

Pursuant to Section 2.17.7.d of the City Resiliency Code, a decision on an application for a Certificate of Appropriateness shall be based upon the following:

- I. Evaluation of Compatibility. of the physical alteration or improvement with surrounding properties and where applicable, compliance with the following criteria pursuant to section 2.13.7(d)(ii)(1) of the Code.
 - a. The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as revised from time to time.
Not Applicable.
 - b. The Secretary of Interior's Standards for Reconstruction as may be amended from time to time.
Not Applicable.
 - c. Other guidelines/policies/plans adopted or approved by resolution or ordinance by the city commission.
The proposed development is consistent with prior City Commission approvals and adopted policies supporting pedestrian-oriented uses within active public corridors.
- II. Compatibility with Surrounding Properties. In determining whether a particular application is compatible with surrounding properties the historic preservation board must consider the following criteria pursuant to section 2.13.7(d)(ii)(2) of the Code.
 - a. Exterior architectural features.
Compatibility with Surrounding Properties. In determining whether a particular application is compatible with surrounding properties the historic preservation board must consider the following criteria pursuant to section 2.13.7(d)(ii)(2) of the Code.
 - b. General design, scale, massing and arrangement.
The general design maintains the existing structural walls of the existing structure, maintaining compatibility with the surrounding massing and urban form.

- c. Texture and material and color.
The design will utilize lighter materials such as white stucco finish and white tinted concrete this area of Lincoln Road. The additional glazing and the metal sheet work will help complement and restore the historic architectural expression of the area.
- d. The relationship of a, b, c, above, to other structures and features of the district.
The removal of non-historic elements and restoration of the façade reestablish the building's historic relationship with the Lincoln Road streetscape and enhance architectural compatibility.
- e. The purpose for which the district was created.
By restoring the historic façade and reinforcing pedestrian activity, the Project strengthens the architectural character and economic vitality of this primary commercial corridor.
- f. The relationship of the size, design and siting of any new or reconstructed structure to the landscape of the district.
The Project sensitively repurposes an existing noncontributing structure while respecting the scale, character, and historic context of the surrounding district as a pedestrian corridor.
- g. A historic resources report, containing all available data and historic documentation regarding the building, site or feature.
Not Applicable. To the extent that the design wishes to return to the historic pattern of the area, the site plan includes a historic image of the area and the site's building card.
- h. The original architectural design or any subsequent modifications that have acquired significance.
Not Applicable. To the extent that the design wishes to return to the historic pattern of the area, the site plan includes a historic image of the area and the site's building card.

III. Architectural review criteria. The examination of architectural drawings for consistency with the criteria pursuant to section 2.13.7(d)(ii)(3) of the 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.

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 screening devices.

The Project rehabilitates an existing structure with no expansion of the building envelope and maintains the established site configuration.

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, any applicable overlays, for a particular application or project.

The Project remains compliant with the CD-3 zoning district and applicable overlays while rehabilitating the existing structure.

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 2.13.1(c).

The façade restoration removes non-original cladding and reinstates historic glazing. White stucco and white tinted concrete will complement the Lincoln Road architectural palette.

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.

The Project respects the scale, character, and historic context of the district while enhancing the visual quality of the streetscape.

- 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

Reactivation of first- and second-floor spaces and increased transparency improve functionality and pedestrian experience, as was the historic pattern for the area.

- 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 and that 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.

Pedestrian entrances are oriented toward the street, providing direct sidewalk access and minimizing interaction between pedestrians and vehicles, thereby supporting safe and efficient circulation.

- 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.

Lighting will be designed to promote safety and minimize impacts on adjacent properties, consistent with City standards.

- h. Landscape and paving materials shall be reviewed to ensure an adequate relationship with and enhancement of the overall site plan design.

Existing resilient, Florida-friendly landscaping will be preserved to compliment the overall site design.

- 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.

The rehabilitation-focused scope limits operational impacts on adjacent properties and pedestrian areas. The renovations will not include or increase vehicular traffic for the area.

- 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).

The Project maintains the building's established orientation and massing, preserving neighborhood character and view corridors.

- 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 proposed building fronting a sidewalk, street or streets shall be 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.

Facade improvements and reactivation of upper-floor office space support active commercial uses and pedestrian engagement.

- l. All buildings shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.

The integrated sloped rooftop design perfectly accommodate placement of the elevator tower further into the property, so that it is not visible from the street.

- 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).

The small increase in floor area is designed so that a current pedestrian recess is brought forward to meet the building's faced on the first floor. This addition will compliment the building's original façade design and will improve compatibility with other buildings in the area.

- 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.

Removal of the knee wall and reinstatement of glazing enhance first-level transparency and pedestrian compatibility.

- 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.

Service functions will be arranged towards the rear of the property, to minimize impacts on adjacent properties and the public realm.

- p. In addition to the foregoing criteria, the requirements of chapter 104, of the General Ordinances, shall apply to the historic preservation board's review of any proposal to place, construct, modify or maintain a wireless communication facility or other over the air radio transmission or radio reception facility in the public rights-of-way.

Not applicable. No wireless communication facilities are proposed.

- q. The structure and site comply with the sea level rise and resiliency review criteria in chapter 7, article I, as applicable.

The Project incorporates resiliency measures including impact windows, water retention, elevation considerations, and placement of critical systems above base flood elevation.