

# Lincoln Road West Legislation

## *Suggested Amendments*

### April 2026

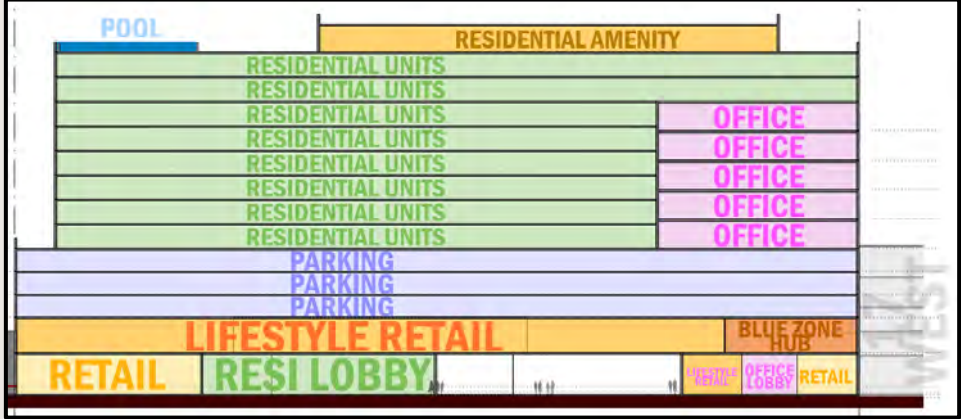
# Proposed Changes to Lincoln Road West Legislation:

- **Regulating % of Residential, Not its Location:**
  - **Current:** *All portions of the project above the first level shall consist of non-transient residential uses.*
  - **Proposed:** *Minimum of 60% of its gross floor area for non-transient residential uses.*
    - Supports live-work-play urban model.
    - Avoids 2<sup>nd</sup> and 3<sup>rd</sup> floor residential units, not desirable in major transit corridors like Alton Road.
    - Limited ground floor space remains for commercial use due to back-of-house needs and micromobility requirements.
    - Revenue from retail and commercial subsidizes overall project economics, reducing pressure to increase residential rents.
- **Micromobility – Right-Sized Approach**
  - **Current:** *Micro-mobility station shall constitute not less than 40% of the ground floor area of the structure.*
  - **Proposed:** *Micro-mobility station with no less than 20 micro-mobility devices to be provided within the confines of the property.*
    - 40% allocation, regardless of its location, is misaligned with actual, realistic demands.
    - Micromobility remains a supplemental mode of transportation – not a primary mode – for most residents, especially in often rainy and unpredictable climate like Miami’s.
    - Over-allocating space leads to underutilized areas and displaces critical uses like housing, residential units, amenities.
- **Parking – Allow Practical Flexibility**
  - **Current:** *Off-street parking spaces, if provided, shall not exceed 20% of the number of off-street parking spaces required under parking tier 1.*
  - **Proposed:** *Applicants may request a Waiver from the planning board to provide up to 80% of the number of off-street parking spaces required under parking tier 1.*
    - Shift from micromobility and transit will occur gradually.
    - Future residents will have to compete for already limited on-street parking.
    - Supports retail viability and residential leasing demand
    - **Necessary for project financing and success.**

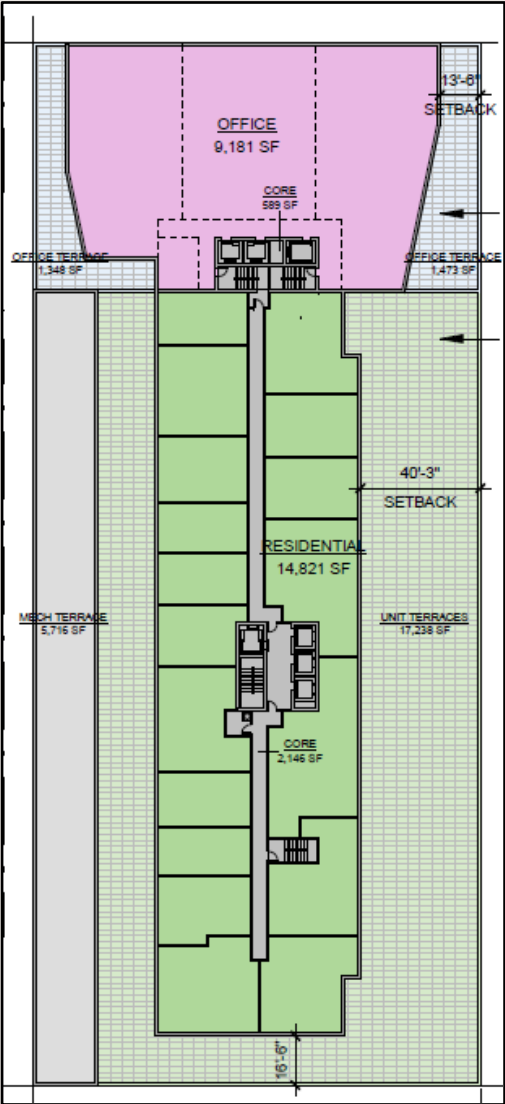


# Proposed Changes to Lincoln Road West Legislation: Minimum Residential Area

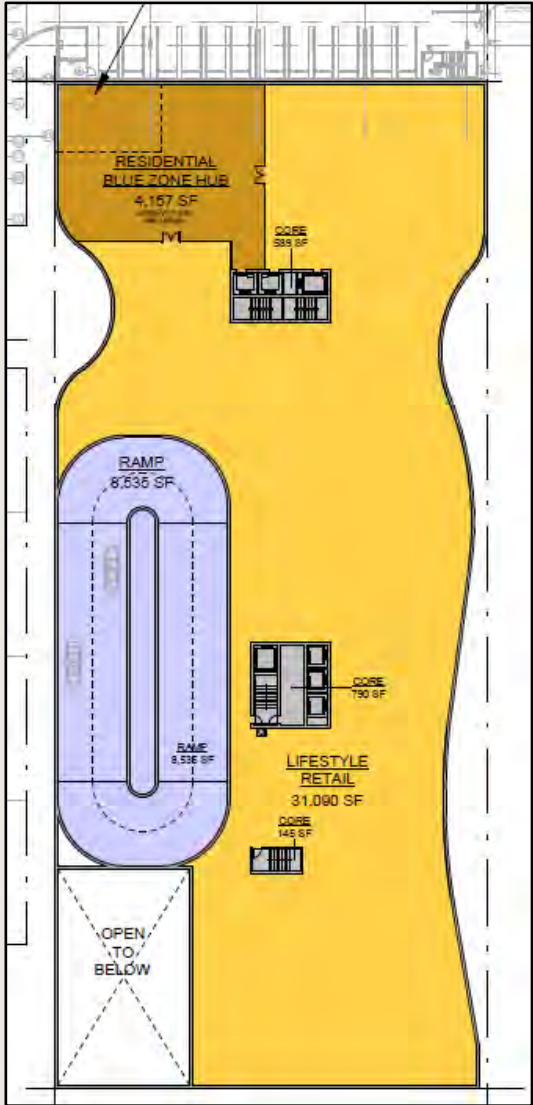
- **Current:** All portions of the project above the first level shall consist of non-transient residential uses.
- **Proposed:** Minimum of 60% of its gross floor area for non-transient residential uses.



Typical Office & Residential Floor Plan



Proposed 2<sup>nd</sup> Floor Retail

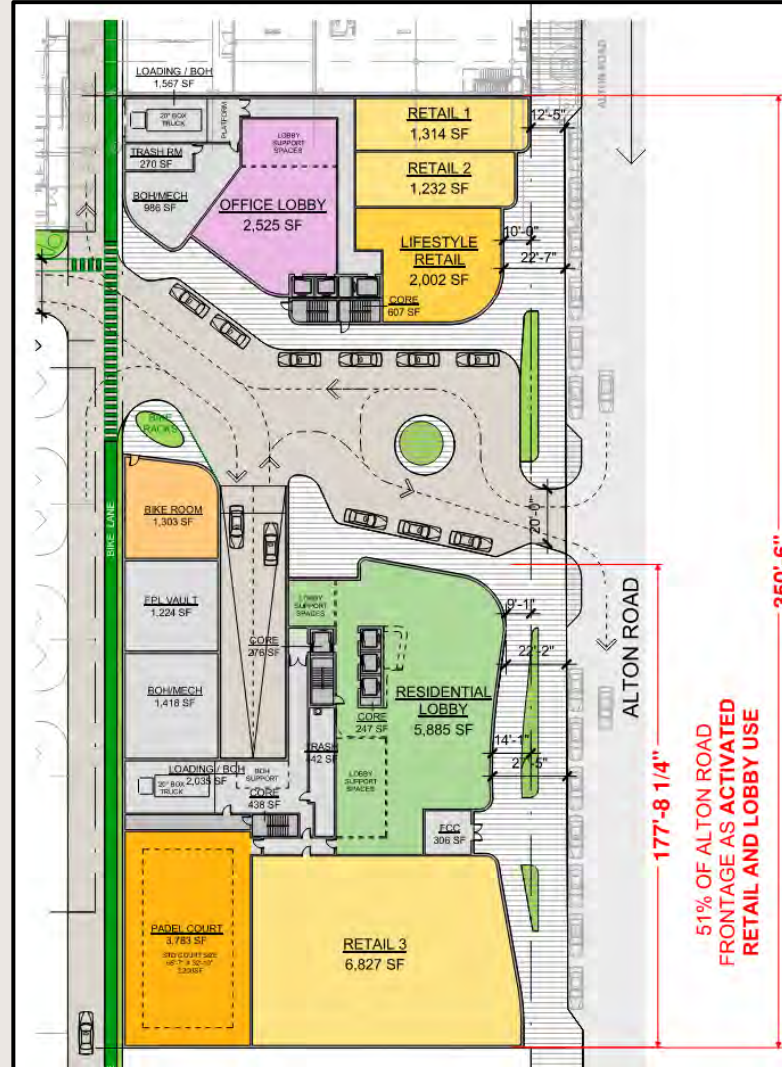


# Proposed Changes to Lincoln Road West Legislation: Micro-mobility

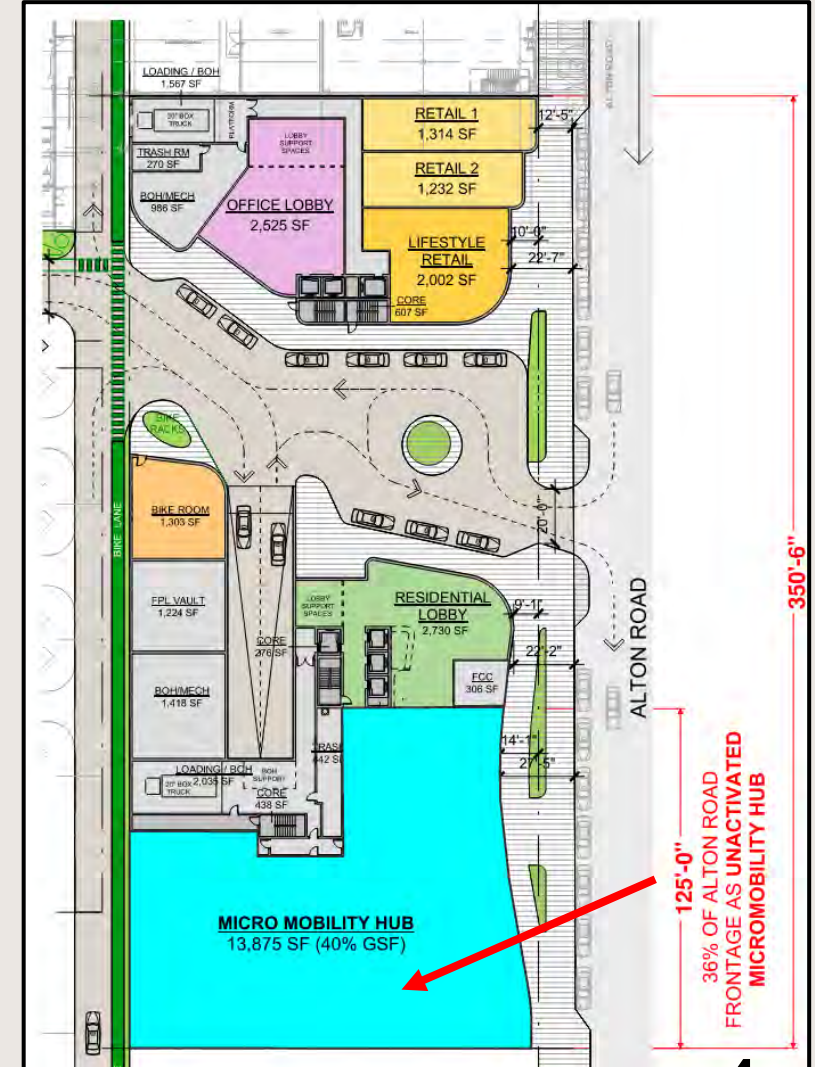
**Current:** *Micro-mobility station shall constitute not less than 40% of the ground floor area of the structure.*

**Proposed:** *Micro-mobility station shall constitute not less than 40% of the ground floor area of the structure, not to exceed 6,000 square feet.*

**Proposed Ground Floorplan:**



**Floorplan w/ 40% Micromobility Requirement:**



	Proposed	Micro-Mobility	Delta
L1 Retail	11,375 SF	4,548 SF	(6,827 SF)
Resi Lobby	5,885 SF	2,730 SF	(3,155 SF)
Amenity	3,783 SF	0 SF	(3,783 SF)

# Proposed Changes to Lincoln Road West Legislation: Parking

**Current:** *Off-street parking spaces, if provided, shall not exceed 20% of the number of off-street parking spaces required under parking tier 1.*

**Proposed:** *Full parking tier 1 for commercial and office uses, 1 space per residential unit.*

<b>Program</b>	<b>Qty</b>	<b>Lincoln Road West: 20% of Tier 1 Req</b>	<b>Proposed Change: 1:1 Spaces per Unit Tier 1 for Commercial</b>
<b>Residential</b>	+/- 184 units	0.30 spaces per unit	1.00 spaces per unit
<b>Retail</b>	+/- 43K RSF	1 space per 1,244 SF	1 space per 250 SF
<b>Office</b>	+/- 61K GSF	1 space per 2,000 SF	1 space per 400 SF



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# Thank you.



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