



BERCOW  
RADELL  
FERNANDEZ  
LARKIN +  
TAPANES

ZONING, LAND USE AND ENVIRONMENTAL LAW

200 S. Biscayne Boulevard  
Suite 300, Miami, FL 33131

[www.brzoninglaw.com](http://www.brzoninglaw.com)

305.377.6236 office

305.377.6222 fax

[mlarkin@brzoninglaw.com](mailto:mlarkin@brzoninglaw.com)

## VIA ELECTRONIC SUBMITTAL

February 8, 2026

Michael Belush  
Planning and Design Officer  
City of Miami Beach  
1700 Convention Center Drive, 2<sup>nd</sup> Floor  
Miami Beach, Florida 33139

Re: HPB Letter of Intent for Certificate of Appropriateness and Variance Requests for the Remodeling of a Porte Cochère for the Property Located at 100 Lincoln Road, Miami Beach

Dear Mr. Belush,

This law firm represents THE DECOPLAGE CONDOMINIUM ASSOCIATION, INC. (the "Applicant") relating to the property located at 100 Lincoln Road (the "Property") in the City of Miami Beach (the "City"). Please allow this letter to serve as the letter of intent for a Certificate of Appropriateness ("COA") and variance requests for a proposed porte cochère remodeling on the Property.

Description of the Property. The Property is located southeast of the intersection of Lincoln Road and Collins Avenue. See Figure 1, Aerial, below. The Miami-Dade County Property Appraiser identifies the Property with Folio No. 02-3234-080-0001. This Property is located within the RM-3, Residential Multifamily, High Intensity District. The Property is also located within the Ocean Drive/Collins Avenue historic district.

The remodeled porte cochère is proposed on the north side of the Property on Lincoln Road, east of Collins Avenue. The building contains an existing porte cochère for passenger pick up and drop off.

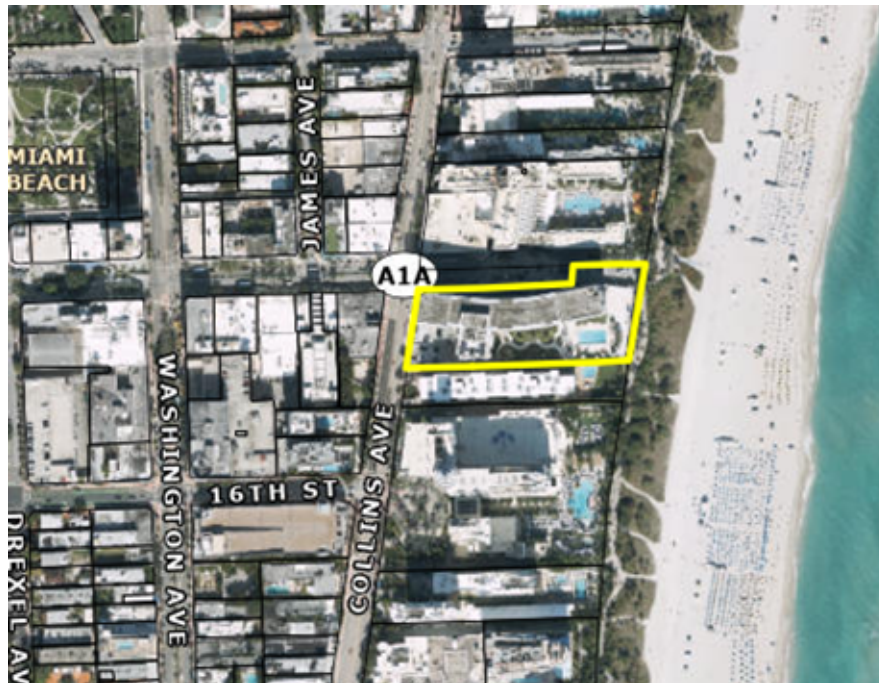


Figure 1, Aerial.

Project. The Applicant proposes to remodel the existing porte cochère to enhance both its architectural quality and functionality. The new design features a contemporary canopy with clean, linear forms that complement the building's character and reflect the neighborhood's midcentury architectural style. Modern materials and lighting will be integrated, including durable, corrosion-resistant finishes suited to the coastal environment. Updated LED lighting will improve nighttime visibility while maintaining a warm, pedestrian-friendly ambiance consistent with other structures along Lincoln Road.

Certificate of Appropriateness. The Project satisfies the standards for a Certificate of Appropriateness by ensuring compatibility with the massing, scale, materials, and rhythm of the Ocean Drive/Collins Avenue Historic District. The porte cochère redesign retains the function and general configuration of the existing structure while introducing resilient design strategies and modest contemporary accents appropriate to its high-visibility location.

The Project's scale is harmonious with the building and surrounding development along Lincoln Road, providing enhanced resident and visitor convenience by improving weather protection during pick-up and drop-off. The remodeling does not alter the roofline or structural proportions of the façade, thereby maintaining the building's historical integrity while enriching its architectural identity.

The Project promotes neighborhood revitalization by enhancing the pedestrian realm, incorporating sustainable lighting, and improving aesthetic cohesion with nearby improvements along Lincoln Road. The use of high-quality, climate-appropriate materials ensures long-term durability in a coastal environment while contributing visually to the vitality of this prominent corridor.

Variance Request. The Project substantially complies with the City's Resiliency Code (the "Code"). The requested variances are necessary to accommodate the modern-day refurbishment of the porte cochère, ensuring it meets both functional needs and the aesthetic standards of the evolving neighborhood.

*Variance #1 - Encroachment.* Pursuant to Sec. 7.5.3.2(n) of the Code, a porte cochère may extend to within 18 inches of a sidewalk. The existing porte cochère already extends past the property line and into the public realm. Due to the Property's existing driveway and the porte cochère's dimensions, the Applicant requests a variance to allow the porte cochère to extend up to the sidewalk and to permit this encroachment to accommodate the proposed streamlined design. This minor encroachment is necessary to fully realize the proposed renovations and improve the drop-off experience.

*Variance #2 - Frontage.* Pursuant to Sec. 7.5.3.2(n), a porte cochère may be up to the width of 30% of the building's core frontage. To accommodate the existing architectural footprint and provide adequate cover, the Applicant requests a variance to allow for a porte cochère that encompasses 41.2% of the building core frontage. This allows for a more cohesive design that aligns with the scale of the existing building.

*Variance #3 - Height.* Pursuant to Sec. 7.5.3.2(n), the maximum allowable height for a porte cochère is 16 feet. The Applicant requests a variance to allow for a height of 22'6", as measured from the highest point of the driveway. In an abundance of caution and in the alternative, if City Staff determines that the height of the porte cochère is measured from the grade of the sidewalk, then the variance requested herein incorporates that methodology. Notably, this request does not involve increasing the height of the structure; rather, it seeks to maintain and horizontally extend the existing nonconforming height.

This variance is necessitated by Sec. 2.12.9 of the City Code, which prohibits the alteration of nonconforming features unless the degree of nonconformity is decreased. In this instance, the Applicant is neither increasing nor decreasing the height, but simply maintaining the existing height. Whether measured from the highest level of the driveway,

or from the grade of the sidewalk, the height remains consistent with the current structure, ensuring no new vertical impacts on the surrounding area.

Practical Difficulty. Pursuant to Article 1, Section 2 of the Subpart B - Related Special Acts of the Code of the City of Miami Beach (the "Municipal Code"), variances can be approved where there are practical difficulties in the way of carrying out the strict letter of the zoning ordinance relating to the use, construction, or alteration of buildings or structures, or the use of land, so that the spirit of the Zoning Ordinance shall be observed, public safety and welfare secured, and substantial justice done.

In this instance, the Applicant's request meets the threshold for practical difficulty as the proposed renovations seek to modernize a legally nonconforming structure without expanding its vertical dimensions or altering its fundamental use. Adherence to the strict letter of Sec. 7.5.3.2(n) would necessitate the costly and impractical demolition of a functional existing amenity, despite the fact that the proposed horizontal extension maintains the established architectural character of the property. By granting these variances, the spirit of the Code is preserved through the continued investment in the City's building stock, while substantial justice is done by allowing the Applicant to update their residential condominium's entrance with a modern drop-off design that remains compatible with the site's unique physical constraints and historical configuration.

Satisfaction of Hardship Criteria. In an abundance of caution, the Applicant notes that the Variances requested also satisfy the hardship criteria pursuant to Section 118-353(d) of the City Code, as follows:

1. 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;

The property contains an existing, legally nonconforming porte cochère. Its established physical location, height, and relationship to the building core create a unique footprint that does not conform to modern Resiliency Code setbacks and dimensions.

2. The special conditions and circumstances do not result from the action of the applicant;

The current dimensions and height of the porte cochère are pre-existing conditions. The need for a variance arises from the conflict between the existing historical structure and the current Sec. 7.5.3.2(n) requirements.

3. Granting the variance requested will not confer on the applicant any special privilege that is denied by these land development regulations to other lands, buildings, or structures in the same zoning district;

The request simply seeks to maintain and modernize an existing amenity common to similar buildings in this district. Granting these variances allows the applicant to update a nonconforming structure without being penalized for its original design.

4. Literal interpretation of the provisions of these land development regulations would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of these land development regulations and would work unnecessary and undue hardship on the applicant;

Strict adherence to the 16-foot height and 30% frontage limits would require the partial demolition or structural lowering of the existing porte cochère, causing unnecessary financial hardship and compromising the architectural integrity of the building.

5. The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure

These requests represent the minimum relief necessary to refurbish the structure. The design maintains the existing height and simply extends the existing nonconforming profile horizontally to improve functionality.

6. The granting of the variance will be in harmony with the general intent and purpose of these land development regulations and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare; and

The project is in harmony with the Code's intent to improve resiliency and aesthetics. The extension to the sidewalk and the height maintenance pose no threat to public safety, sightlines, or the general welfare of the neighborhood.

7. 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. The planning and zoning director may require applicants to submit documentation to support this requirement prior to the scheduling of a public hearing or any time prior to the board of adjustment voting on the applicant's request.

The proposal is consistent with the Comprehensive Plan's goals for property reinvestment and architectural preservation. The modification of the porte cochère will not impact traffic, utilities, or any other Level of Service ("LOS") standards.

Sea Level Rise and Resiliency Criteria. The proposed Project advances the 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.

Minimal demolition is anticipated; however, any removed materials will be recycled or reused where feasible.

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

All new glazed elements will consist of hurricane-impact-rated systems in compliance with the Florida Building Code.

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

The design will introduce shading devices and natural ventilation to reduce heat gain and dependence on active cooling.

4. Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided, in accordance with chapter 4 in Land Development Regulations.

The landscape plan features native, salt-tolerant, and drought-resistant vegetation in accordance with Chapter 4 of the Land Development Regulations.

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 Applicant has reviewed elevation data for the site and adjacent rights-of-way, aligning proposed grades with future adaptation potential consistent with future projections.

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, 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 3 additional feet in height.

The Applicant will ensure that the new driveway shall be adaptable to the raising of public rights-of-ways and adjacent land.

7. 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.

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

8. Existing buildings shall be, where reasonably feasible and appropriate, elevated to the base flood elevation, plus City of Miami Beach Freeboard.

Not applicable, as no building elevation is proposed.

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 areas are located below the base flood elevation.

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

The design incorporates on-site stormwater retention to minimize runoff.

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

New driveway materials will utilize cool or porous pavement systems to reduce heat island impacts.

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

The updated design employs shading, permeable surfaces, and vegetated features to mitigate localized heat retention.

Conclusion. Granting the Certificate of Appropriateness and associated variances requested herein will bring a much-needed update and attractive improvement to the eastern end of Lincoln Road. The remodeling and subsequent operations will not have an impact on abutting uses, and the Project is sensitive to the unique aesthetic character of the Ocean Drive/Collins Avenue historic district. The Applicant respectfully requests your favorable review and recommendation of this application. If you have any questions or comments regarding the Application or this letter, please contact me at (305) 377-6236.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Larkin", with a stylized, wavy flourish.

Michael Larkin

Enclosures

cc: Paul Savage  
Carlos A. Markovich