

FLAMINGO

HISTORIC

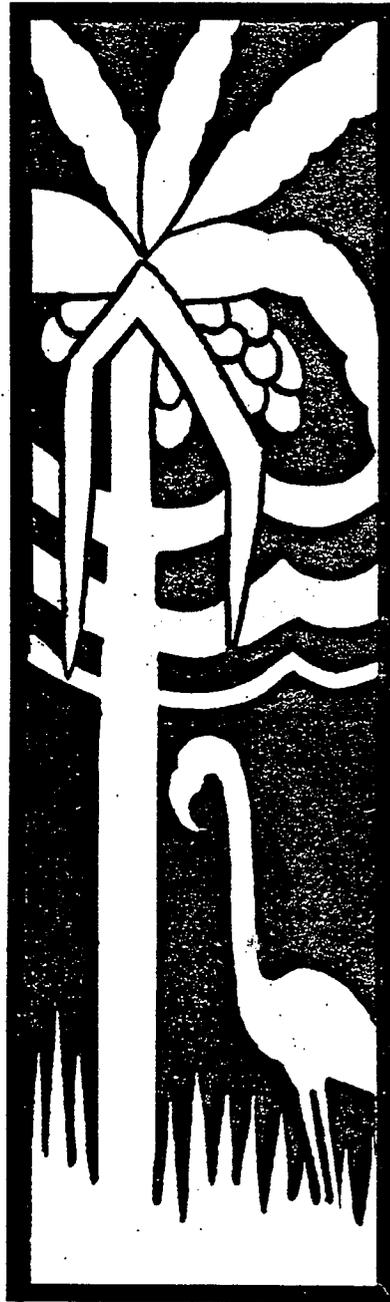
PRESERVATION

DISTRICT

DESIGNATION

REPORT

APRIL 1990



FLAMINGO PARK HISTORIC DISTRICT

I. REQUEST

At its September 7 and 21, 1989 meetings, the Miami Beach City Commission voted to nominate the remainder of the Miami Beach Architectural District (National Register, 1979), that portion not already under local designation, excluding property on the east side of Collins Avenue, all properties fronting or having a property line on Lincoln Road, and properties within the Museum District, for Historic Preservation District Designation (see Attachment I). In accordance with Section 19-5(A)(2) of the Zoning Ordinance, a Preliminary Evaluation of the nomination was submitted to the Miami Beach Historic Preservation Board at its January 4, 1990 meeting.

On January 4, 1990 the Historic Preservation Board reviewed the Preliminary Evaluation and voted (9 to 0) to direct staff to prepare this designation report.

II. DESIGNATION PROCESS

The process of historic designation is delineated in Section 19-5 of the Miami Beach Zoning Ordinance. An outline of this process is provided below:

- Step One: A request for designation is made either by the City Commission, Historic Preservation Board, other agencies and organizations as listed in the Ordinance, or the property owners involved.
- Step Two: The Planning and Zoning Department prepares a Preliminary Evaluation and recommendation for consideration by the Board.
- Step Three: The Historic Preservation Board reviews the Preliminary Evaluation to determine general compliance with the criteria for designation and then votes to direct the Planning and Zoning Department to prepare a designation report.

The designation report is a historical and architectural analysis of the proposed district or site. The report 1) serves as the basis for a recommendation for designation by the Board; 2) describes review guidelines to be utilized by the Board when a Certificate of Appropriateness is requested; and 3) will serve as an attachment to the Zoning Ordinance.

Step Four: The designation report is presented to the Board at a public hearing. If the Board determines that the proposed designation meets the intent and criteria set forth in the Ordinance, they transmit a recommendation in favor of designation to the Planning Board.

Step Five: The Planning Board will hold a public hearing on the proposed designation as a Zoning Ordinance amendment.

As such, the Planning Board will hold a public hearing on the proposed designation and, subsequently, transmit its recommendation to the City Commission.

Step Six: The City Commission may, after two (2) public hearings, adopt the amendment to the Zoning Ordinance which thereby designates the Historic Preservation Site or District.

III. PLANNING AND ZONING DEPARTMENT ANALYSIS

1. GENERAL INFORMATION

Location: The area is generally bounded by:

The centerline of 6th Street on the south, the centerline of Lenox Court (including all of Flamingo Park) on the west, the centerline of the alley south of Lincoln Road (Lincoln Lane South) on the north, and the centerline of Collins on the east.

For detail description see the Legal description in the Appendix.

Present Owners: Multiple owners. A list is available at the Planning and Zoning Department.

Present Land Use: The majority of land area is utilized for multi-family residential of low to moderate intensity. The nominated district also includes the Washington Avenue commercial corridor with a wide variety of retail and office uses. There is limited hotel use, educational/institutional uses and public openspace. The western portion of the nominated district includes a concentration of single family homes. A land use map is attached as Attachment II.

Present Zoning: The majority of the nominated district is zoned RM-1, Low Intensity Multi-Family (a zoning map is attached as Attachment III). This district is intended for low

intensity, low rise single and multi-family residences. The base Floor Area Ratio (F.A.R.) ranges from 0.75 to 1.1 depending on lot size and can be increased to a maximum of 1.25 to 1.60, respectively, with design bonuses.

Other zoning districts included within the nominated district include:

CD-1 Commercial, Low Intensity: this is a retail sales, personal services, shopping district designed to provide services to the surrounding residential neighborhoods.

CD-2 Commercial, Medium Intensity: this district provides for commercial activities, services, offices, and related activities serving the entire City.

CD-3 Commercial, High Intensity: this district is designed to accommodate a highly concentrated business core in which activities serving the entire City are located.

RS-4 Single Family Residential: this district is designed to protect the character of the single family neighborhoods.

RO Residential/Office: this district is designed to accommodate an office corridor or development compatible with the scale of surrounding residential neighborhoods. The Development shall be designed to maintain a residential character.

GU Government Use: any land owned by the City or other government agency.

2. STATEMENT OF SIGNIFICANCE

Historical

The nominated district is of historical significance in that it represents a period of time, a series of events, and the work of those individuals who most shaped the development of the City of Miami Beach.

The development of Miami Beach as an urban environment began in July, 1912 with the first platting of land by the Ocean Beach Realty Company. This company, operated by brothers J.E. (James Edward) Lummus and J.N. (John Newton) Lummus, purchased 605 acres of swamp land south of present day Lincoln Road from the Lum Plantation (and surrounding parcels) for a cost ranging from \$150 to \$12,500 per acre. Both Lummus brothers came to Miami with contracts from Henry Flagler to establish commissaries for the workers of the Florida East Coast Railroad. J.E. Lummus was primarily involved in business operations in Miami where he became President of the Bank of

Bay Biscayne and organized the Southern Bank and Trust Company. The operation of Ocean Beach Realty Company was primarily the responsibility of J.N. Lummus who became the first Mayor of Miami Beach in 1915.

Ocean Beach's first plat (1912) included that area south of 5th Street; Second addition (1913) included the area east of Washington Avenue between 6th and 7th Streets; third addition (1914) included that area south of 14th Street, east of Alton Road. To finance development of this land, the Lummus Brothers borrowed \$150,000 from Carl Fisher of Indianapolis. In addition to 8% interest on the loan, the Lummus Brothers gave Fisher 105 acres from present day Lincoln Road to 15th Street as a bonus. This property, with additional land to 23rd Street, ocean to bay, was platted by Fisher's Alton Beach Realty Company in 1914. John Collins, who originally owned from present day 14th Lane to 67th Street, ocean to bay, who with son, Irving and son-in-law Thomas Pancoast formed the Miami Beach Development Company, filed his first plat of oceanfront property from 20th to 27th Street in December 1912.

The entire Lummus holdings, west of Washington Avenue, were sold to the Miami Ocean View Company in 1916. Miami Ocean View was composed of James Allison (Union Carbide of America), Arthur C. Newley (National Automobile Company), Jim and George Snowden (various oil companies), Carl Fisher (Indianapolis Speedway and Prest-O-Lite Company), Henry McSweeney (attorney for Standard Oil of New Jersey), and the Lummus Brothers. Because the developers were in the transportation and related businesses, and promoted their projects to acquaintances from the same businesses, boom-time Miami Beach socialites were referred to as "Gasoline Society".¹ N.B.T. Roney bought out the Lummus interest in Miami Ocean View Company in 1921.

Between 1912 and 1918 the land form and infrastructure of Miami Beach was created. The first roads were installed in 1913, the first land fill (over 6 million cubic yards) completed in 1914. Lots were given away as a promotion, chinaware was given as an inducement to attend land auction sales as prospective buyers were brought to the island on boats departing from the Miami mainland every 30 minutes. Sales were satisfactory but not outstanding.

With the infrastructure completed, the jubilation created by the end of World War I and the completion of the County Causeway brought the initial land boom of Miami Beach in 1919. The permanent population of Miami Beach (incorporated 1915) grew from 644 persons in 1920 to 15,000 persons in 1925. The

¹ Redford, Billion-Dollar Sandbar: A Biography of Miami Beach, p. 193

number of winter visitors increased to 30,000. The assessed valuation had increased from \$224,000 to \$5,540,112 in that same period.² Although the building activity between 1922 and 1924 was unprecedented in South Florida, it is generally agreed that 1924 began the height of the "boom years". In 1925, a fire destroyed the Breakers Hotel in Palm Beach, encouraging many seasonal visitors to travel further south to Miami Beach. Between 1924 and 1926, property could double in value in one day.³

In 1915, after the land north of 15th Street was cleared, J.N. Lummus leased to Aviation pioneer Glenn Curtiss (later developer of Miami Springs and Opa Locka) a large tract of land to be used as training grounds for future World War I flyers. This was the first airfield in Dade County⁴ and was such an effective advertisement, Curtiss was not charged any rent. This land would later be purchased by the City of Miami Beach in 1929 for \$300,000 to become Flamingo Park.

There are generally three (3) reasons given for the end of the great land "Boom". One reason was the high level of speculation on Florida land. Huge sales were being reported, however, the majority of profits were on paper only. Speculation took land prices continuously higher and transactions were conducted largely on credit.⁵ Stories of fraud and empty promises of South Florida developments were being generally circulated by 1926. Another reason was the blockage of building materials needed to continue the boom. During the years of 1925 through 1926, railroad lines as far north as Mobile, Alabama jammed with freight cars bringing building supplies to south Florida. The Florida East Coast Railway declared an embargo on shipments to Miami after 2200 cars accumulated unloaded in their yards.⁶ This tie up caused more materials to be transported by ship. The local dock facilities also had difficulty in handling the quantity (increased ten times between 1922 and 1925) when, in 1925, a Danish naval training ship, the "Prince Valdemar" turned over in a storm and sank in the Government Cut Channel. The Prince Valdemar completely blocked the shipping channel, no ships could enter or leave the harbor for 25 days. This meant no

² Nash, The Magic of Miami Beach, p.123.

³ Metropolitan Dade County, From Wilderness to Metropolis, p.76.

⁴ Lummus, The Miracle of Miami Beach, p.38.

⁵ Redford, p.145.

⁶ Ibid, p.163.

building supplies were available and construction came to a stop. The most frequently noted reason for the bust was the hurricane of September, 1926. Winds of 132 mph were recorded at the Allison (now St. Francis) Hospital.⁷

The Miami News reported 131 people dead, 2500 injured in Greater Miami. The paper noted that the worst damage was in South Miami Beach.⁸ The Miami Tribune reported stretches of Ocean Drive washed away and Washington Avenue in wreckage.⁹

Following the bust of 1926 and the depression of 1929 (only a few buildings were built within the nominated district in 1927, 1928, and 1929), Miami Beach entered what would become its most profitable building period. Between 1930 and 1940, the permanent population of Miami Beach nearly doubled to 28,000 with 75,000 visitors annually.¹⁰ The characteristics of the visitors shifted from the privileged to the middle-class or simply, "those who could afford to travel".¹¹ Ten hotels were built in 1935, 38 hotels were built in 1936. In 1935, Miami Beach was ranked by Dun and Bradstreet ninth in the nation for new construction.¹² By 1940 there were 239 hotels and 706 apartment buildings on Miami Beach.¹³ It was during the period from 1930 to 1948 that most of the buildings remaining in the nominated district were constructed. Small scale, seasonal hotels and apartments filled the lots platted by J.N. Lummus in 1914.

In 1942, the Army Air Corps first moved troops to Miami Beach for training exercises. By the end of World War II, 20% of all Air Corps troops were trained in Miami Beach.¹⁴ Eventually 85% of all Miami Beach hotels were utilized by the Army for hospitals, barracks, and classrooms for the soldiers and their families. Many of the soldiers who trained in Miami Beach returned after the war and formed the increasing permanent

⁷ Miami Beach Sun, February 24, 1928.

⁸ Miami News, September 20, 1926.

⁹ Miami Tribune, September 20, 1926.

¹⁰ Redford, p.204.

¹¹ Metropolitan Dade County, p.129.

¹² Polk, City Directory, 1937, p.14.

¹³ Redford, p.216.

¹⁴ Ibid, p.219.

population in the 1950's.

Architectural

The basic form and layout of the nominated district was established during the early platting of property between 1912 and 1916. The majority of the nominated district is composed of uniform blocks, 400 feet in length, 300 feet in depth, bisected by a 20 foot wide service alley. The majority of buildings are constructed on 50 foot wide lots and are of similar height and setback.

During the earliest period of development, the majority of buildings were of relatively simple wood frame construction, often with stucco surface. As the level of development increased following World War I, new, larger buildings were constructed in the Mediterranean Revival style. The oldest remaining example of this style in Dade County is El Jardin, designed in 1917 by the firm of Kiehnel and Elliot as the winter residence of John Bindley, President of Pittsburgh Steel Company.¹⁵ Mediterranean Revival became popular throughout South Florida. The style is reminiscent of the Mediterranean coast incorporating building styles from Spain, Italy, and Greece. The style was responsive to local environmental conditions with wide overhangs, open breezeways, and extensive use of cool tile and stone. Utilizing traditional architectural forms also gave a greater sense of legitimacy to the fledgling community.

The Mediterranean Revival style flourished in Miami Beach during the boom period between 1919 and 1926. In 1924, Russell Pancoast, architect and grandson of John Collins, commenting on the popularity of the Mediterranean Revival style said there more skilled iron workers in Miami than anywhere else in the world.¹⁶ The best local examples of this style were found in the Carl Fisher and Roney developments north of the nominated district. Curiously, one of the best examples of Mediterranean Revival style within the nominated district is the "old" City Hall building which was constructed in 1927, after the boom period. Again, the use of traditional architectural style was used to bolster a community; this time, to demonstrate that Miami Beach had quickly recovered from the devastating results of the 1926 hurricane.

The majority of the buildings within the nominated district were constructed after the land bust of 1926 and the depression of 1929. This second major period of construction

¹⁵ Metropolitan Dade County, p.89.

¹⁶ Redford, p.148.

lasted from 1930 through World War II up to 1948-49. During this period, as Miami Beach recovered from the bust, architectural design shifted from the traditional to the modern. Architectural design followed the public's fascination with machinery, and the simplified form and ornamentation were well suited to the new economic and social conditions in Miami Beach. Smaller buildings, catering to the more modest means of middle-class visitors and seasonal residents were constructed rapidly in great numbers to meet the increasing population of Miami Beach. This is the primary reason for the consistency of buildings in the nominated district. Of the 579 historic buildings remaining in the nominated district, 476 (82%) were constructed between 1930 and 1949. A small group of architects (Anis, Dixon, Hohaus, Brown, Robertson, Schoppel, Pfeiffer, Ellis, France, Hall, and Henderson) designed 302 (52%) of the historic buildings remaining within the nominated district. Because so many buildings were constructed in so short a period of time, designed by so few architects, the southern section of Miami Beach is highly consistent in scale, architectural style, and design character.

The majority of significant buildings in the nominated district fall into four main categories, although it should be noted that the categories are not always distinct:

1. Art Deco. The earliest of the moderne styles, constructed primarily between 1930 and 1936. The Art Deco structures incorporated classical themes, such as Egyptian and Mayan, in a modern context. The building forms are angular, simpler than earlier Mediterranean Revival structures, with elaborate surface ornamentation. The most striking form of ornamentation is the use of bas-relief panels. Some panels utilize geometric patterns, others incorporated stylized forms of tropical birds and plants. In this way, the buildings reinforced the seaside environment promoted to visitors.

2. Streamline Moderne. This style incorporated images of the technical advances in transportation and communication in the 1930's. The buildings are even more simplified than earlier "Art Deco" structures and respond to a depression-ethic of restraint and machine-like refinement of detail. The Streamline Moderne style is characterized by rounded "aerodynamic" forms, projecting planes, and smooth surfaces of polished oolitic limestone and vitrolite glass.

Streamline Moderne buildings often have references to the nautical and futuristic. Antennas, spires, futuristic towers, chrome plating, neon, as well as fins, smokestacks, portholes, and pipe railings are popular features of these buildings.

3. Mediterranean Revival (and Masonry Vernacular): See discussion earlier in this section.

4. Combination or Transitional Styles. Many buildings in the nominated district incorporate the features multiple architectural styles. As the Moderne style was the contemporary style of the time, it would not be unusual to use the moderne style as a base on which other styles were applied. Therefore, it is common to find a typical moderne building with Mediterranean Revival style (or Neo-Classic, Colonial Revival, or Tudor Revival) features on the primary elevation.

The historic buildings in the nominated district are commonly described in the National Register application form as "resort architecture". This indicates a development theme of appealing to the needs and imagination of visitors. This explains the fantasy based architectural design from Mediterranean to futurism and is the key to the unique humor and frequently noted whimsical appearance of buildings within the nominated district. The resort theme also explains the frequent references to tropical and nautical themes seen in bas-relief panels, etched glass, and porthole windows. The buildings seem intended to continuously remind the visitor that Miami Beach was a seaside resort.

Many buildings, particularly hotel and commercial buildings, have significant interior design features including terrazzo floors, molded ceilings, murals, light fixtures and hardware, fireplaces, and stairways/railings.

In addition to the primary buildings, the nominated district includes significant site features such as entry features, fountains, patios, gardens, specimen trees, and small auxiliary buildings.

3. RELATION TO ORDINANCE CRITERIA

In Accordance with Section 19-5(b) of the Zoning Ordinance, eligibility for designation is determined on the basis of compliance with listed criteria. The first level is referred to as Mandatory Criteria, which is required of all nominated sites or districts. The second level is referred to as Review Criteria which requires compliance with at least one of several listed criteria. The proposed Historic Preservation District is eligible for designation as it complies with the criteria as outlined below.

A. Mandatory Criteria

Integrity of location, design, setting, materials, workmanship, and association.

Staff finds the nominated district to be in conformance with the mandatory criteria for the following reasons:

1. The nominated district is, in its entirety, located within the National Register Architectural District;
2. The proposed district is contained within recognizable man-made boundaries;
 - a. South: 6th Street, the dividing line between the Architectural District and the Redevelopment Area;
 - b. West: Lenox Court, dividing line between the historic district and the Alton Road Commercial Corridor;
 - c. North: Lincoln Lane South, the alley separating the primarily residential district from the Lincoln Road Commercial Corridor;
 - d. East: Collins Court (south of 16th Street) in the line separating the proposed district from the existing Ocean Drive/Collins Avenue Historic District; and the centerline of Collins Avenue (between 16th Street and 22nd Street) separating the proposed district from the potential high intensity construction on the east side of Collins Avenue.
3. The nominated district contains 579 (63% of total) buildings listed as historic in the Miami Beach Historic Properties Database. The historic buildings are representative of the predominant architectural styles of the period: Mediterranean Revival, Art Deco, and Streamline Moderne.
4. The existing layout of lots and buildings remain consistent with the original development patterns. The majority of buildings within the nominated district maintain mass, setbacks, and land use patterns.
5. There is consistent and creative use of building materials, such as stucco wall surfaces and decorative stone elements. Other significant interior and/or exterior materials include tile, vitrolite, and murals. Also present are significant tree specimens.
6. There are numerous examples of quality workmanship in stone and tile work in floors, veneers and

stairs, and metal and woodwork in railings and grills, and other decorative elements such as wall plaques and relief ornamentation.

7. The nominated district is associated with the two major periods of Miami Beach development 1919 to 1926 and 1930 to 1948. The district is associated with the important early developers of Miami Beach, including J.E. and J.N. Lummus, Carl Fisher, James Allison, Arthur Newley, Jim and George Snowden, Henry McSweeney and Newton B.T. Roney. The nominated district is associated with the popular culture and social phenomenon of the depression and the war years.

B. Review Criteria

Analysis indicates that the nominated district is in compliance with the following review criteria:

1. **Association with events that have made a significant contribution to the broad patterns of our history;** The nominated district includes the primary areas of multi-family and commercial development from two important periods of development in Miami Beach; 1919-1926 and 1930-1948. The nominated district also includes the only remaining single family zoned neighborhood south of Collins Canal.
2. **Association with the lives of Persons significant in our past;** The nominated district is closely associated with early pioneer developers of Miami Beach including J.E. and J.N. Lummus, Carl fisher and John Collins.
3. **Embody the distinctive characteristics of a type, period, or method of construction;** The nominated district includes approximately 579 buildings (63% of the total buildings) in the Art Deco, Streamline Moderne and Mediterranean Revival Architectural styles which were the predominant architectural styles in South Florida from the 1920's through the 1940's, the time period of major growth and development of Miami Beach.
4. **Possess high artistic values;** Buildings within the nominated district evidence artistic value in decorative use of building materials, building form, and ornamentation.
5. **Represent the work of a master;** In the context of the nominated district, the term "master" shall

relate to architects. The determination of master status is based on the quality, quantity, and relative importance of the buildings designed by a given architect. The buildings evaluated to make this determination need not be located within the nominated district, or even within the City of Miami Beach or Dade County; however, an architect who was particularly influential in determining the character of buildings within the City would have additional importance.

Based on analysis of historic buildings listed on the Miami Beach Historic Properties Data Base and research into architectural records, it is the opinion of the Department that the nominated district contains the work of numerous local "master" architects including Henry Hohausser (102 buildings remaining within the National Register District, 76 buildings within the nominated district), L. Murray Dixon (106 buildings remaining within the National Register District, 18 within the nominated district) and Albert Anis (47 buildings within the National Register District, 18 in the nominated district). Other "master" architects represented in the nominated district include Keihnel and Elliot, R.F. France, M.L. Hampton, T.H. Henderson, V.H. Nellenbogen, R. Pancoast, G. Pfeiffer, C.B. Schoeppl, A. Skislewicz, R.A. Taylor, and R.L. Weed.

6. **Represent a significant and distinguishable entity whose components may lack individual distinction;** The nominated district represents a neighborhood(s) contained by significant, primarily, man-made boundaries. Within these boundaries is a large number of significant buildings. Many buildings are simple, with minimal ornamentation, but are consistent in scale, setting, basic form, and period of construction. In addition, many non-historic buildings constructed in the 1950's are also consistent in scale and setbacks so they do not detract from the rhythm of the district.

4. **PLANNING CONTEXT**

Present Trends and Conditions:

The proposed district was, during the period from 1930 through 1948 the primary multi-family residential and retail areas of Miami Beach. Largely seasonal in population, the neighborhood began to decline in the 1950's and 60's as tourist patterns changed and newer/larger hotels and apartment buildings were

constructed to the north. Evolving into a lower cost neighborhood for retirees, the neighborhood remained stable until the 1970's and 80's when increasingly poor and more transient residents occupied the area. The physical deterioration of buildings continued through the 1980's until the reduced property values combined with the availability of Federal Investment tax credits attracted rehabilitation-oriented developers. Architectural interest, reasonable rents, proximity to downtown, increased entertainment/cultural activities in southern Miami Beach began to attract young residents seeking an avant-garde environment, reminiscent of Greenwich Village or Coconut Grove. To date, an estimated 100 buildings have been substantially rehabilitated with hundreds more receiving cosmetic and minor improvements. A current trend is the reduction in total number of units in favor of larger units which can attract more permanent tenants at higher rental rates. It is expected that the residential neighborhood will continue to gain stability as more buildings are substantially rehabilitated and more couples/families are attracted to the larger units. It is expected that retention/rehabilitation of historic buildings will continue to be the focus of development activity in this area and the chief reason for its success.

The Washington Avenue retail corridor historically catered to the more basic needs of area residents rather than luxury or visitor-oriented businesses which were located on Lincoln Road. As the adjacent residential neighborhood changed over time, so did the Washington Avenue businesses, becoming a multi-ethnic collection of food, clothing, hardware, and other basic goods/services providers. Like the adjacent residential neighborhood, commercial buildings deteriorated due to lack of maintenance and inappropriate/inconsistent alterations.

In 1980, the City of Miami Beach adopted the Washington Avenue Revitalization Plan. The plan calls for the revitalization of the street through a program of preservation, sympathetic rehabilitation, design controls, and public improvements. The plan also contained recommendations for funding the public/private improvements. To date, 130 storefronts have been renovated in compliance with the Washington Avenue Plan guidelines. A grant program, administered by Miami Beach Development Corporation (MBDC) using City and County Community Development Block Grant Funds has dispensed \$600,000 in grants resulting in \$9.1 million in improvements. As the demographics of the adjacent residential neighborhood changes to indicate a younger, more affluent population, there is a corresponding change

in type of commercial activities on Washington Avenue. More youth oriented businesses, including clothing stores, furniture stores, record/video stores, together with a variety of restaurants are opening on Washington Avenue. The physical character of the street, aside from the facade improvements, remains much the same. Current trends for Washington Avenue continue to support the wide variety of commercial businesses in individual, small-scale storefronts, strong pedestrian orientation, and rehabilitation of historic buildings.

The character of the single family neighborhood on the west edge of the nominated district will remain as the Comprehensive Plan and new Zoning Ordinance support the maintenance of single family uses in this district. Future planning projects will focus on public improvements to adjacent municipal properties which will enhance the single family neighborhood. The Flamingo Park Master Plan, adopted in 1977, includes a list of improvements to the Park which will enhance its capacity to provide for the recreational needs of this district (southern Miami Beach).

Conservation Objectives:

Historic Preservation designation would compliment the efforts currently underway by area property owners and developers. Historic preservation designation will aid in the achievement of several important goals:

1. Preserve the character and architectural integrity of this historic area for future generations;
2. Protect important historic buildings, streetscape, and open space from inappropriate and undesirable alteration;
3. Provide the residential, commercial, and development community with a consistent policy of endorsing maintenance of scale and building type. This will encourage the economic vitality of the neighborhood through the continued rehabilitation of buildings.

IV. PLANNING AND ZONING DEPARTMENT RECOMMENDATION

1. **Criteria for Designation:** The Planning and Zoning Department finds the nominated district in compliance with the Mandatory Criteria and Review Criteria (Numbers 1 through 6) as listed in Section 19-5(B) of the Zoning Ordinance.

2. **Historic Preservation District Boundaries:** The Planning and Zoning Department recommends the Historic Preservation designation, in accordance with Section 19-5 of the Miami Beach Zoning Ordinance 89-2665 of the nominated district with boundaries as described in Attachment I.
3. **Areas Subject to Review:** All building elevations and public/semi-public interior area, site and landscape features, and public open space.
4. **Review Guidelines:** The Planning and Zoning Department recommends the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings, as amended, be the standards for review of projects in the nominated district.

Appendix
Flamingo District Legal Description

Commence at the intersection of the Center line of Washington Avenue, and the Center line of 6th Street, said intersection being the POINT OF BEGINNING; thence run Westerly; along the Center line of 6th Street for a distance of 2059.63 feet to a point, said point located on the Center line of Lenox Court; thence run Northerly along the Center line of Lenox Court, and its Northerly extension along Blocks 105, 106, 122, 123, and 124, LENOX MANOR, according to the Plat thereof recorded in Plat Book 7, Page 15, Public Records of Dade County, Florida, for a distance of 2195.01 feet to a point located on the Center line of 11th Street; thence run Westerly, along the Center line of 11th Street for a distance of 210.00 feet to the intersection with the Center line of Alton Road; thence run Northerly, along the Center line of Alton Road for a distance of 430.00 feet to a point, said point located on the Westerly extension of the North Right-of-Way line of 12th Street; thence run Easterly, along the North Right-of-Way line of 12th Street and its Westerly extension for a distance of 210.00 feet to a point, said point being the intersection of the North Right-of-Way line of 12th Street and the Center line of Lenox Court; thence run Northerly, along the Center line of Lenox Court for a distance of 2523.65 feet to a point located on the Center line of South Lincoln Lane; thence run Easterly, along the Center line of South Lincoln Lane for a distance of 2260.00 feet to a point; said point located on the West line of Lot 1, Block 52, SECOND COMMERCIAL SUBDIVISION OF THE ALTON BEACH REALTY COMPANY, according to the Plat thereof recorded in Plat Book 6, Page 33, Public Records of Dade County, Florida; thence run Southerly, along the West line of

said Lot 1 for a distance of 79.05 feet to a point; thence run Easterly, along the South line of the above mentioned Lot 1 and its Easterly extension for a distance of 195.00 feet to a point, said point located on the Center line of Drexel Avenue; thence run Northerly along the Center line of Drexel Avenue for a distance of 58.10 feet to a point, said point located on the Westerly extension of the Center line of South Lincoln Lane; thence run Easterly, along the Center line of South Lincoln Lane for a distance of 196.80 feet to a point, said point located on the Northerly extension of the West line of Lot 3, Block 53, PLAT OF PINE RIDGE SUBDIVISION OF THE ALTON BEACH REALTY COMPANY, according to the Plat thereof recorded in Plat Book 6 at Page 34, Public Records of Dade County, Florida; thence run Southerly for a distance of 190.00 feet to a point, said point being the Northwest corner of Lot 1 of the above mentioned Block 53; thence run Easterly, along the North line of the above mentioned Lot 1, Block 53 and its Easterly extension for a distance of 211.80 feet to a point located on the Center line of Washington Avenue; thence run Northerly, along the Center line of Washington Avenue for a distance of 100.00 feet to a point, said point located on the intersection of the Center line of Washington Avenue with the Westerly extension of the South line of Lots 5 and 18, Block 54, according to FISHER'S FIRST SUBDIVISION OF ALTON BEACH, recorded in Plat Book 2, at Page 77, Public Records of Dade County, Florida; thence run Easterly, along the South line of said Lots 5 and 18 and its Easterly and Westerly extension for a distance of 567.34 feet to a point, said point located on the Center line of Collins Avenue; thence run Southerly, along the Center line of Collins Avenue for a distance of 425.88 feet to a point, said point being the intersection of the Center line of Collins Avenue with the Easterly extension of the North line of Lot 7, Block 57, FISHER'S FIRST SUBDIVISION OF ALTON BEACH, according to the Plat thereof recorded in Plat Book 2, Page 77, Public Records of Dade County, Florida; thence run Westerly, along the North line of said Lot 7 and its Easterly extension for a distance of 271.56 feet to a point, said point being the Northwest corner of said Lot 7; thence run Southerly, along the West line of Lot 1 thru 7 of the above mentioned Block 57 and its Southerly extension for a distance of 420.00 feet to a point, said point being located on the North line of Block 76, FISHER'S FIRST SUBDIVISION OF ALTON BEACH, Plat Book 2, Page 77, Public Records of Dade County, Florida; thence run Easterly along the North line of said Block 76 for a distance of 5.00 feet to a point, said point being the Northwest corner of Lot 2 of the above mentioned Block 76; thence run Southerly, along the West line of said Lot 2 for a distance of 100.00 feet to a point; thence run Westerly, along the South line of the above mentioned Block 76 and its Westerly extension for a distance of 230.00 feet to a point located on the Center line of Washington Avenue; thence run Southerly, along the Center line of Washington Avenue for a distance of 205.70 feet to a point, said point being the intersection of the Center line of Washington Avenue and the Westerly extension of the North line of Lot 17, Block 26, OCEAN BEACH FLORIDA, ADDITION NO. 2, according to the

Plat thereof recorded in Plat Book 2, Page 56, Public Records of Dade County Florida; thence run Easterly, along the North line of said Lot 17 and its Easterly and Westerly extensions for a distance of 192.69 feet to a point located on the Center line of Collins Court; thence run Southerly, along the Center line of Collins Court for a distance of 1370.86 feet to a point, thence continue Southerly, along the Center line of Collins Court for a distance of 2739.34 feet to a point, said point located on the Center line of 6th Street; thence run Westerly, along the Center line of 6th Street for a distance of 195.09 feet to a point located on the Center line of Washington Avenue; thence run Northerly, along the Center line of Washington Avenue for a distance of 112.97 feet to the POINT OF BEGINNING. Said lands located, lying and being in the City of Miami Beach, Florida.

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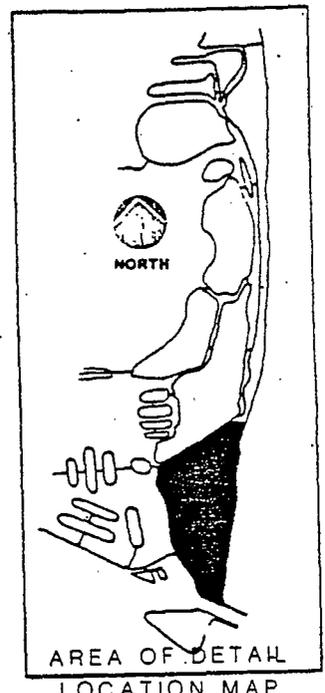
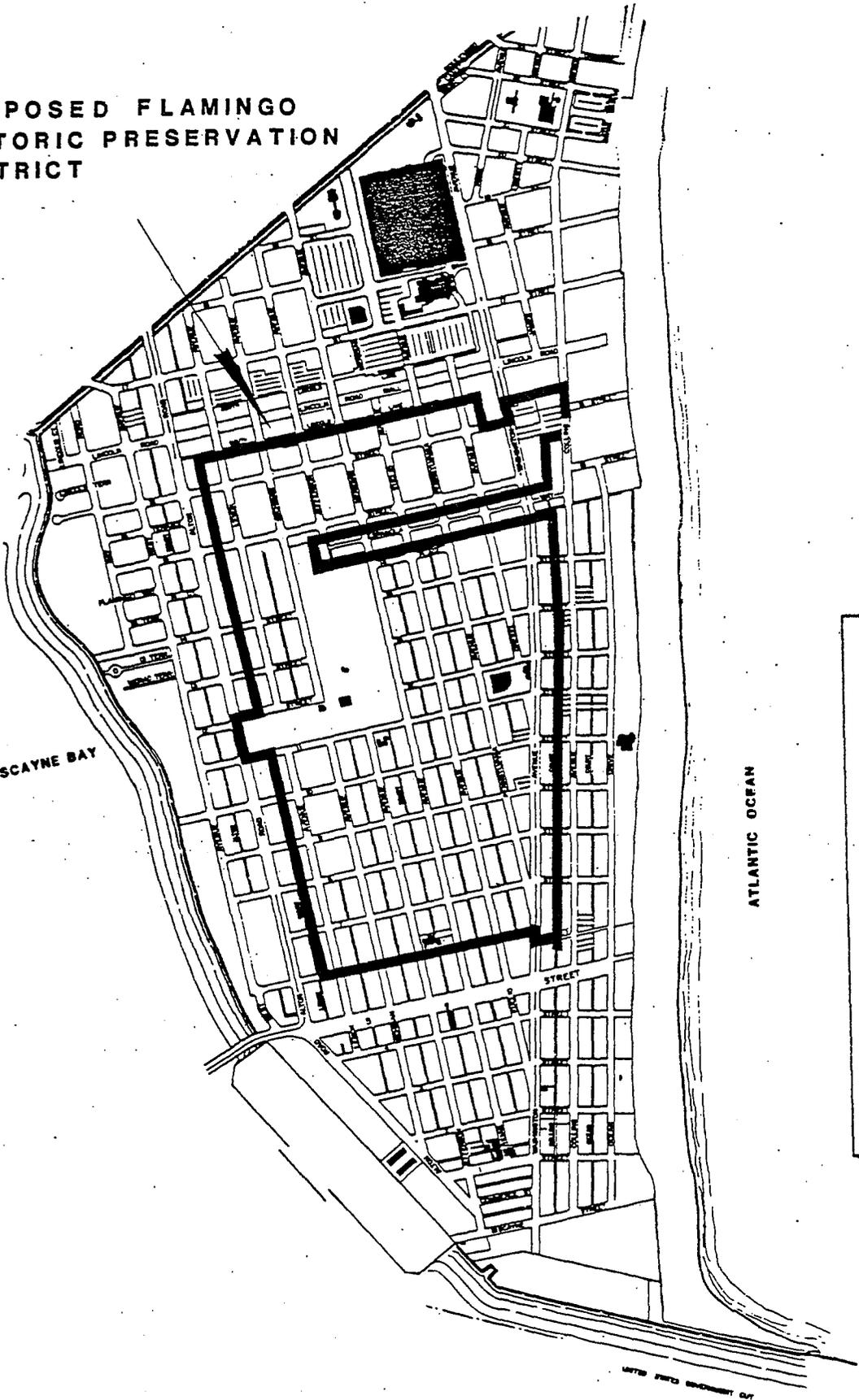
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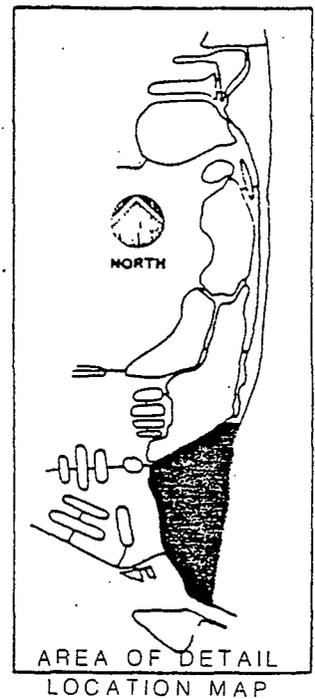
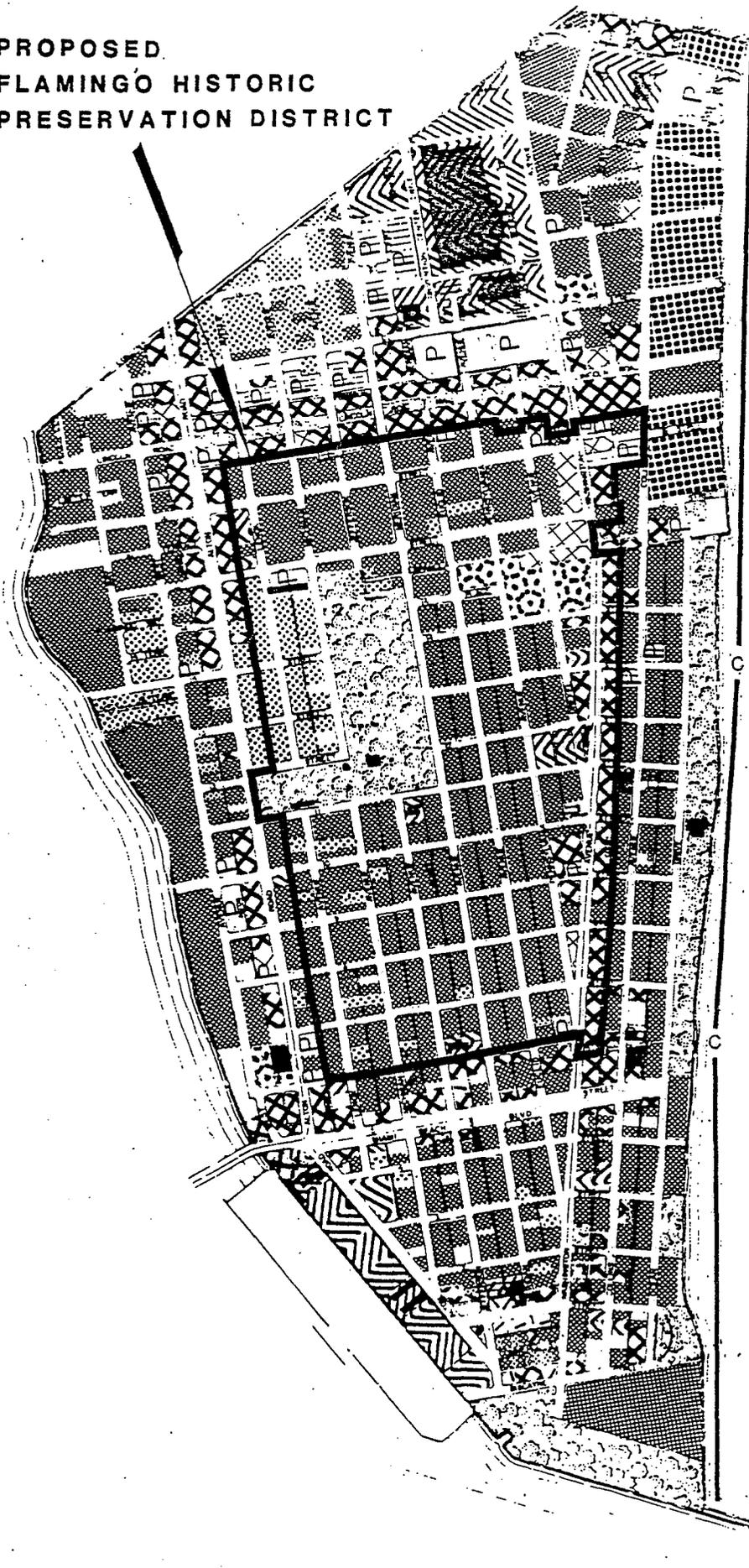
**PROPOSED FLAMINGO
HISTORIC PRESERVATION
DISTRICT**



**PROPOSED
FLAMINGO HISTORIC
PRESERVATION DISTRICT**

EXISTING LAND USE

	INSTITUTIONAL/RELIGIOUS
	PUBLIC FACILITY
	LIGHT INDUSTRIAL
	PARKING
	VACANT
	CONSERVATION PROTECTED
	RESIDENTIAL/SINGLE FAMILY
	RESIDENTIAL/MULTI-FAMILY
	COMMERCIAL
	COMMERCIAL/MULTI-FAMILY
	HOTEL
	RECREATION & OPEN SPACE



BISCAYNE BAY

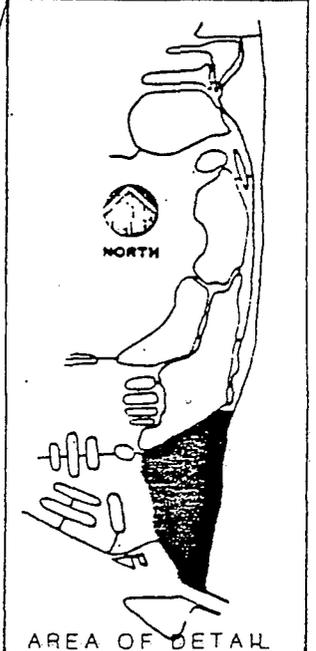
ATLANTIC OCEAN

**PROPOSED
FLAMINGO
HISTORIC PRESERVATION
DISTRICT**

EXISTING ZONING MAP

KEY

CITY OF MIAMI BEACH ZONING DISTRICTS		
RM-1, 2, 3, 4	RESIDENTIAL SINGLE FAMILY	RD-1, 2
TH-1, 2	TEMPORARY RESIDENTIAL	RD-3
RM-1	MULTIPLE FAMILY LOW INTENSITY	CC
RM-2	MULTIPLE FAMILY MEDIUM DENSITY	R-PS1
RM-3	MULTIPLE FAMILY HIGH INTENSITY	R-PS2
FD-1	COMMERCIAL LOW INTENSITY	R-PS3
FD-2	COMMERCIAL MEDIUM INTENSITY	R-PS4
FD-3	COMMERCIAL HIGH INTENSITY	RM-PS1
LD-1	INDIVIDUAL LIGHT	C-PS1
LD-2	INDIVIDUAL MEDIUM	C-PS2
LD-3	INDIVIDUAL HEAVY	C-PS3
MAE	MIXED USE NEIGHBORHOOD	C-PS4
HD	HIGH DENSITY	C-PS5
MP	MARINE RECREATIONAL	HPD
MPA	MARINE RECREATIONAL	HPD-1
MPB	MARINE RECREATIONAL	HPD-2
MPD	MARINE RECREATIONAL	HPD-3
MPE	MARINE RECREATIONAL	HPD-4
MPF	MARINE RECREATIONAL	HPD-5
MPG	MARINE RECREATIONAL	HPD-6
MPH	MARINE RECREATIONAL	HPD-7
MPJ	MARINE RECREATIONAL	HPD-8
MPK	MARINE RECREATIONAL	HPD-9
MPL	MARINE RECREATIONAL	HPD-10
MPM	MARINE RECREATIONAL	HPD-11
MPN	MARINE RECREATIONAL	HPD-12
MPO	MARINE RECREATIONAL	HPD-13
MPQ	MARINE RECREATIONAL	HPD-14
MPR	MARINE RECREATIONAL	HPD-15
MPS	MARINE RECREATIONAL	HPD-16
MPV	MARINE RECREATIONAL	HPD-17
MPW	MARINE RECREATIONAL	HPD-18
MPX	MARINE RECREATIONAL	HPD-19
MPY	MARINE RECREATIONAL	HPD-20
MPZ	MARINE RECREATIONAL	HPD-21
MPAA	MARINE RECREATIONAL	HPD-22
MPAB	MARINE RECREATIONAL	HPD-23
MPAC	MARINE RECREATIONAL	HPD-24
MPAD	MARINE RECREATIONAL	HPD-25
MPAE	MARINE RECREATIONAL	HPD-26
MPAF	MARINE RECREATIONAL	HPD-27
MPAG	MARINE RECREATIONAL	HPD-28
MPAH	MARINE RECREATIONAL	HPD-29
MPAI	MARINE RECREATIONAL	HPD-30
MPAJ	MARINE RECREATIONAL	HPD-31
MPAK	MARINE RECREATIONAL	HPD-32
MPAL	MARINE RECREATIONAL	HPD-33
MPAM	MARINE RECREATIONAL	HPD-34
MPAN	MARINE RECREATIONAL	HPD-35
MPAO	MARINE RECREATIONAL	HPD-36
MPAP	MARINE RECREATIONAL	HPD-37
MPAQ	MARINE RECREATIONAL	HPD-38
MPAR	MARINE RECREATIONAL	HPD-39
MPAS	MARINE RECREATIONAL	HPD-40
MPAT	MARINE RECREATIONAL	HPD-41
MPAU	MARINE RECREATIONAL	HPD-42
MPAV	MARINE RECREATIONAL	HPD-43
MPAW	MARINE RECREATIONAL	HPD-44
MPAX	MARINE RECREATIONAL	HPD-45
MPAY	MARINE RECREATIONAL	HPD-46
MPAZ	MARINE RECREATIONAL	HPD-47
MPBA	MARINE RECREATIONAL	HPD-48
MPBB	MARINE RECREATIONAL	HPD-49
MPBC	MARINE RECREATIONAL	HPD-50
MPBD	MARINE RECREATIONAL	HPD-51
MPBE	MARINE RECREATIONAL	HPD-52
MPBF	MARINE RECREATIONAL	HPD-53
MPBG	MARINE RECREATIONAL	HPD-54
MPBH	MARINE RECREATIONAL	HPD-55
MPBI	MARINE RECREATIONAL	HPD-56
MPBJ	MARINE RECREATIONAL	HPD-57
MPBK	MARINE RECREATIONAL	HPD-58
MPBL	MARINE RECREATIONAL	HPD-59
MPBM	MARINE RECREATIONAL	HPD-60
MPBN	MARINE RECREATIONAL	HPD-61
MPBO	MARINE RECREATIONAL	HPD-62
MPBP	MARINE RECREATIONAL	HPD-63
MPBQ	MARINE RECREATIONAL	HPD-64
MPBR	MARINE RECREATIONAL	HPD-65
MPBS	MARINE RECREATIONAL	HPD-66
MPBT	MARINE RECREATIONAL	HPD-67
MPBU	MARINE RECREATIONAL	HPD-68
MPBV	MARINE RECREATIONAL	HPD-69
MPBW	MARINE RECREATIONAL	HPD-70
MPBX	MARINE RECREATIONAL	HPD-71
MPBY	MARINE RECREATIONAL	HPD-72
MPBZ	MARINE RECREATIONAL	HPD-73
MPCA	MARINE RECREATIONAL	HPD-74
MPCB	MARINE RECREATIONAL	HPD-75
MPCC	MARINE RECREATIONAL	HPD-76
MPCD	MARINE RECREATIONAL	HPD-77
MPCE	MARINE RECREATIONAL	HPD-78
MPCF	MARINE RECREATIONAL	HPD-79
MPCG	MARINE RECREATIONAL	HPD-80
MPCH	MARINE RECREATIONAL	HPD-81
MPCI	MARINE RECREATIONAL	HPD-82
MPCJ	MARINE RECREATIONAL	HPD-83
MPCK	MARINE RECREATIONAL	HPD-84
MPCL	MARINE RECREATIONAL	HPD-85
MPCM	MARINE RECREATIONAL	HPD-86
MPCN	MARINE RECREATIONAL	HPD-87
MPCO	MARINE RECREATIONAL	HPD-88
MPCP	MARINE RECREATIONAL	HPD-89
MPCQ	MARINE RECREATIONAL	HPD-90
MPCR	MARINE RECREATIONAL	HPD-91
MPCS	MARINE RECREATIONAL	HPD-92
MPCT	MARINE RECREATIONAL	HPD-93
MPCU	MARINE RECREATIONAL	HPD-94
MPCV	MARINE RECREATIONAL	HPD-95
MPCW	MARINE RECREATIONAL	HPD-96
MPCX	MARINE RECREATIONAL	HPD-97
MPCY	MARINE RECREATIONAL	HPD-98
MPCZ	MARINE RECREATIONAL	HPD-99
MPDA	MARINE RECREATIONAL	HPD-100



ATTACHMENT III

UNLABELLED PARCELS ARE DESIGNATED FOR VARIOUS GOVERNMENT USES (G11)

