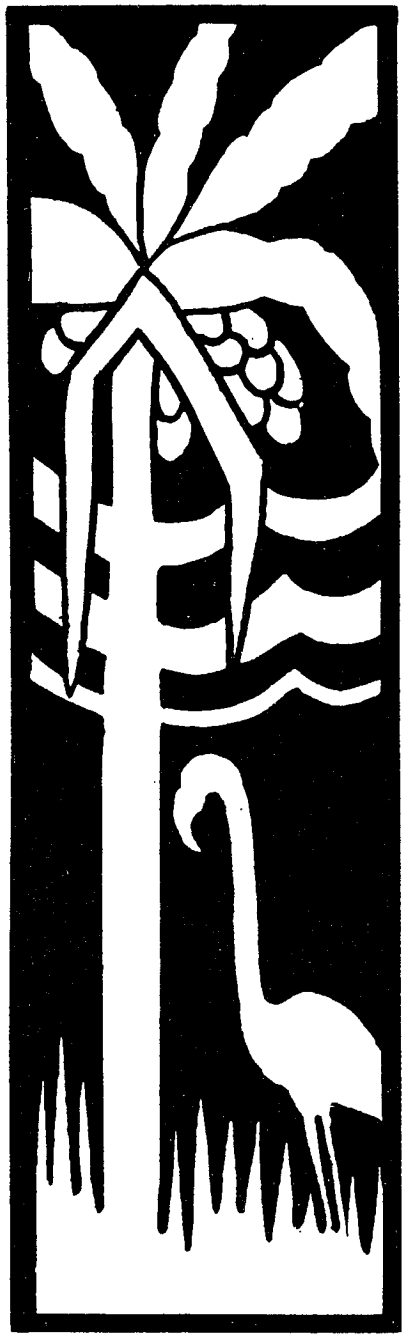
FLAMINGO PARK HISTORIC DISTRICT
EXPANDED DISTRICT DESIGNATION REPORT



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FLAMINGO PARK HISTORIC DISTRICT

Expanded District Designation Report

I. REQUEST

On June 20, 1990, the Miami Beach City Commission adopted ordinance No. 90-2693 designating the Flamingo Park and the Museum Historic Districts. With this action, the majority of the National Register Architectural District (commonly referred to as the "Art Deco District") was placed under the protection of the Miami Beach Historic Preservation Ordinance (see Exhibit 1). On December 5, 1991, the Historic Preservation Board proposed that all areas within the Architectural District not yet locally designated be nominated for local historic designation.

On January 2, 1992, in accordance with Section 19-5(A)(2) of the Zoning Ordinance, the Historic Preservation Board approved a preliminary review of the nominated areas, finding the nominated areas to be in general compliance with the criteria for designation listed in Section 19-5 (B) of the Zoning Ordinance. The Board directed that nominated areas be included in either one (1) large local district or as part of expansion of the existing local districts. It was the opinion of the City Attorney and with the consent of the Board to combine the nominated areas with their adjacent or most similar designated local district, thus expanding the boundaries of the local districts until they match the boundaries of the Architectural District.

This report consists of the previously adopted Flamingo Park Historic District report (1990) revised to include the nominated areas of Lincoln Road between Lenox Avenue (including the Chase Federal Bank building) and the centerline of Collins Avenue (see Exhibit 2).

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 Historic Preservation and Urban Design Department prepares a Preliminary Review and recommendation for consideration by the Board.

Step Three: The Historic Preservation Board considers the Preliminary Review to determine general compliance with the criteria for designation and then votes to direct the Historic Preservation and Urban Design 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 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 Site or District.

III. HISTORIC PRESERVATION AND URBAN DESIGN DEPARTMENT ANALYSIS

1. GENERAL INFORMATION

Location: The currently designated Flamingo Park District 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 Avenue on the east.

The proposed expanded Flamingo Park District is generally bounded by:

The centerline of 6th Street on the south, the centerline of Lenox Court (including all of Flamingo Park and lots 7 and 8 of Block 46) on the west, the centerline of the alley north of Lincoln Road (Lincoln Lane North as extended) on the north, and the centerline of Collins Avenue on the east.

A map of the proposed expanded district is seen in Exhibit 2. A legal description of the proposed expanded district is included in Appendix A.

Present Owners: Multiple owners. A list is available at the Historic Preservation and Urban Design Department.

Present Land Use: The majority of land area is utilized for multi-family residential of low to moderate intensity. The expanded district also includes the Washington Avenue commercial corridor with a wide variety of retail and office uses and the Lincoln Road commercial corridor also with a wide variety of retail uses including the multiple studios of the South Florida Art Center and various arts related facilities. There is limited hotel use, educational/institutional uses and public open space. The western portion of the expanded district includes a concentration of single family homes.

Present Zoning: The majority of the expanded district is zoned RM-1, Low Intensity Multi-Family. 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 (local historic district designation does not change the F.A.R.).

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.

A map of the zoning districts within the proposed expanded district is seen in Exhibit 3.

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 Street 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 1916.

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 jubilance 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 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

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

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

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

flyers. This was the first airfield in Dade County[4] 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 for the bust 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 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 Miami Beach Community) 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 expanded district in 1927, 1928, and 1929), Miami Beach entered what would become its most profitable building period. Between 1930 and 1940, the

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

[5] Redford, p.145.

[6] Ibid, p.163.

[7] Miami Beach Sun, February 24, 1928.

[8] Miami News, September 20, 1926.

[9] Miami Tribune, September 20, 1926.

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 expanded district were constructed. Small scale, seasonal hotels and apartments filled the lots platted by J.N. Lummus in 1912-1914.

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 population in the 1950's.

The inclusion of Lincoln Road into the Flamingo Park Historic District is significant as Lincoln Road has been Miami Beach's best known commercial corridor since the city was first developed. Lincoln Road was primarily the product of Carl Fisher, who named the street after Abraham Lincoln, one of his heroes. Early developments on Lincoln Road included Carl Fisher's residence on Lincoln Road and Collins Avenue, the Lincoln Hotel (Fisher's first hotel) located at Lincoln Road and Washington Avenue, the Community Church located on land donated by Carl Fisher at Lincoln Road and Drexel Avenue, and the Carl Fisher office building (now the Van Dyke building) at Lincoln Road and Jefferson Avenue. Frequently referred to as Miami Beach's Fifth Avenue, Lincoln Road contained many of South Florida's, and America's, most prominent retailers including Bonwit Teller, Saks Fifth Avenue, Elizabeth Arden, Doubleday and others. The quality and variety of merchandise available on Lincoln Road figured prominently in Miami Beach promotional literature and was a significant factor in the

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[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.

development of Miami Beach as a visitor and residential destination.

In an effort to compete with the development of suburban shopping centers, eight blocks of Lincoln Road were closed to vehicular traffic in 1959. A pedestrian mall with fountains, flower beds and shade/display structures was designed by architect Morris Lapidus. Lapidus, one of the most famous of the local architects of the time was also the architect of the Fountainbleau Hotel, Eden Roc Hotel and the Miami Beach Convention Center. The design of the mall and the motorized tram system were considered very progressive and were expected to re-establish Lincoln Road's primacy among local commercial districts. It was during this time that many historic buildings and storefronts were "updated" with the addition of false facades and modern surfaces. The structures associated with the Mall are contemporary in design and are not historic. As such, it is recommended that the structures and other features located in the Lincoln Road Mall right-of-way not be subject to review under the historic district regulations.

During the 1960s and 1970s, Lincoln Road experienced a decline due to a variety of reasons including reduced tourism, increased competition from Bal Harbour and other suburban shopping centers, lessening income of surrounding residents, etc. Recently, economic conditions have been improving due in large part to the development of the South Florida Arts Center, the New World Symphony, Miami City Ballet, the Colony Theater and other arts related facilities. These types of art and cultural facilities have attracted new stores, restaurants and cafes. The evolution of Lincoln Road as an arts center has attracted numerous new businesses and private investment in the Lincoln Road buildings, many of which have been rehabilitated using historic guidelines.

Architectural

The basic form and layout of the expanded district was established during the early platting of property between 1912 and 1916. The majority of the 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] Early photographs show numerous examples of the Mediterranean Revival style on Lincoln Road where Pancoast had his office. Many of these buildings have been altered over the years. The best local examples of the Mediterranean Revival style were found in the Carl Fisher and Roney developments north of the expanded district. However, important examples of Mediterranean Revival style remain within the district, including 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. Other examples include the Carl Fisher office building on Lincoln Road and the Blackstone Hotel on Washington Avenue.

The majority of the buildings within the expanded district were constructed after the land bust of 1926 and the depression of 1929. This second major period of construction 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 expanded district. Of the 632 historic buildings remaining in the expanded district, 530 (84%) were

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[15] Metropolitan Dade County, p.89.

[16] Redford, p.148.

constructed between 1930 and 1949. A small group of architects (Anis, Dixon, Hohauser, Brown, Robertson, Schoppel, Pfeiffer, Ellis, France, Hall, Pancoast and Henderson) designed the majority of the historic buildings remaining within the expanded 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 historic buildings in the expanded district fall into four main stylistic 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 historical 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 expanded district incorporate the features of 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 expanded district are commonly described in the National Register application form as "resort architecture". This indicates a development theme 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 expanded 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 expanded 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. <u>Mandatory Criteria</u>

Integrity of location, design, setting, materials, workmanship, and association.
Staff finds the expanded district to be in conformance with the mandatory criteria for the following reasons:

1. The expanded district is, in its entirety, located within the National Register Architectural District. Designation of the expanded district is consistent with the intent to include all areas within the Architectural District under local historic preservation regulations.

2. The expanded 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 North, the alley separating the National Register Architectural District from non-designated areas. This street also separates the Lincoln Road Commercial corridor from more contemporary office and parking structures.

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 expanded district from the oceanfront hotel zone included within the expanded Ocean Drive/Collins Avenue Historic District.

3. The expanded district contains 632 buildings (64% of total sites) 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. In addition, there are 172 buildings listed as conforming resulting in 81% of buildings and sites which are historic or conforming to the historic character and scale of the district.

4. The existing layout of lots and buildings remain consistent with the original development patterns. The majority of buildings within the expanded district maintain mass, setbacks, and land use patterns. The creation of Lincoln Road Mall in 1959 did alter the historic setting of this street; however, the relation between buildings, blocks and sidewalk remains consistent with the original.

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 expanded 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 expanded district is associated with the popular culture and social phenomenon of the depression and the war years.

B. <u>Review Criteria</u>

Analysis indicates that the expanded 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 expanded 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 expanded 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 expanded 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 expanded district includes approximately 632 buildings (64% of the total sites) 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 expanded 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 expanded 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 expanded 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 expanded district contains the work of numerous local "master" architects including several buildings designed by Henry Hohauser, L. Murray Dixon and Albert Anis. Other "master" architects represented in the expanded 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, R.L. Weed and Walter DeGarmo.

6. **Represent a significant and distinguishable entity whose components may lack individual distinction;** The expanded 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 contribute to 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 1950s and 1960s 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 1970s and 1980s when increasingly poor

and more transient residents occupied the area. The physical deterioration of buildings continued through the 1980s 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 200 buildings within the Architectural District have been reviewed for substantial rehabilitation and new construction 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 Lincoln Road commercial corridor is experiencing significant revitalization due to the area's developing Arts District. Theaters, artist studios and exhibitions have attracted new clubs, stores art/antique galleries and restaurants. Beginning with the restoration of the Sterling Building, the trend in Lincoln Road has been to rehabilitate existing buildings, often restoring their original historic character.

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

IV. HISTORIC PRESERVATION AND URBAN DESIGN DEPARTMENT RECOMMENDATION

1. **Criteria for Designation:** The Historic Preservation and Urban Design 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 Historic Preservation and Urban Design Department recommends the Historic Preservation designation, in accordance with Section 19-5 of the Miami Beach Zoning Ordinance 89-2665 of the expanded Flamingo Park District with boundaries as shown in Exhibit 2 and fully described in Appendix A.

3. **Areas Subject to Review:** All building elevations and public/semi-public interior areas, site and landscape features, public rights-of-way and public open space. The regular maintenance of streets, sidewalks, utilities and drainage structures shall not require a Certificate of Appropriateness. The structures and other features located in the Lincoln Road Mall right-of-way shall not be subject to review.

   Vacant lots would be included within the designated historic district. The Zoning Ordinance section which provides for a maximum six-month hold on building permits is being removed from the Ordinance (amendments in process). Until then, requests for Accelerated Certificates of Appropriateness will be heard under the provision of the Ordinance. This means that three members of the Historic Preservation Board will sit with the Design Review Board to review new construction. This approach protects the integrity of the local historic districts by including all properties within the designation.

4. **Review Guidelines:** The Historic Preservation and Urban Design 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 expanded district.

Appendix A
Expanded 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 2176.94 feet to a point located on the center line of 16th Street; thence run Easterly, along the center line of 16th Street for a distance of 195.00 feet to a point, said point located on the center line of Lenox Avenue; thence run Northerly, along the center line of Lenox Avenue for a distance of 345.00 feet to a point on the center line of South Lincoln Lane; thence run Westerly, along the center line of South Lincoln Lane for a distance of 135.00 feet to a point, said point located on the Southerly extension of the North line of Lot 8, Block 46, COMMERCIAL SUBDIVISION OF THE ALTON BEACH REALTY PROPERTY recorded in Plat Book 6 at Page 5, Public Records of Dade County, Florida; thence run Northerly, along the North line of said Lot 8 and its Southerly extension for a distance of 210.00 feet to a point located on its intersection with the center line of Lincoln Road; thence run Easterly along the center line of Lincoln Road for a distance of 135.00 feet to a point located on the center line of Lenox Avenue; thence run Northerly, along the center line of Lenox Avenue for a distance of 210.00 feet to the point of intersection with the center line of North Lincoln Lane; thence run Easterly, along the center line of North Lincoln Lane for a distance of 1130.00 feet to a point located on the center line of Meridian Avenue; thence run Northerly, along the center line of Meridian Avenue for a distance of 15.00 feet; thence run Easterly along the center line of North Lincoln Lane for a distance of 304.10 feet to a point; thence deflect 45°00'00" to the right for a distance of 95.43 feet to the point of intersection with the center line of North Lincoln Lane; thence run Easterly, along the center line of North Lincoln Lane for a distance of 1127.00 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 41.00 feet to a point; thence run Easterly, along the center line of North Lincoln Lane for a distance of 370.00 feet to the point of intersection with the center line of James Avenue; thence run Southerly, along the center line of James Avenue for a distance of 10.00 feet to the point of intersection with the Westerly extension of the North line of Lot 3, Block 30, 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 Lot 3, for a distance of 270.28 to the point of intersection with the center line of Collins Avenue; thence run along the center line of Collins Avenue for a distance of 953.16 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 Easterly, along the South line of the above mentioned Block 76 and its Easterly extension for a distance of 175.87 feet to a point located on the center line of Collins Avenue; thence run Southerly, along the center line of Collins Avenue for a distance of 177.67 feet to a point, said point being the intersection of the center line of the Easterly extension of 14th Lane; thence run Westerly, along the center line of 14th Lane and its Easterly extension for a distance of 192.70 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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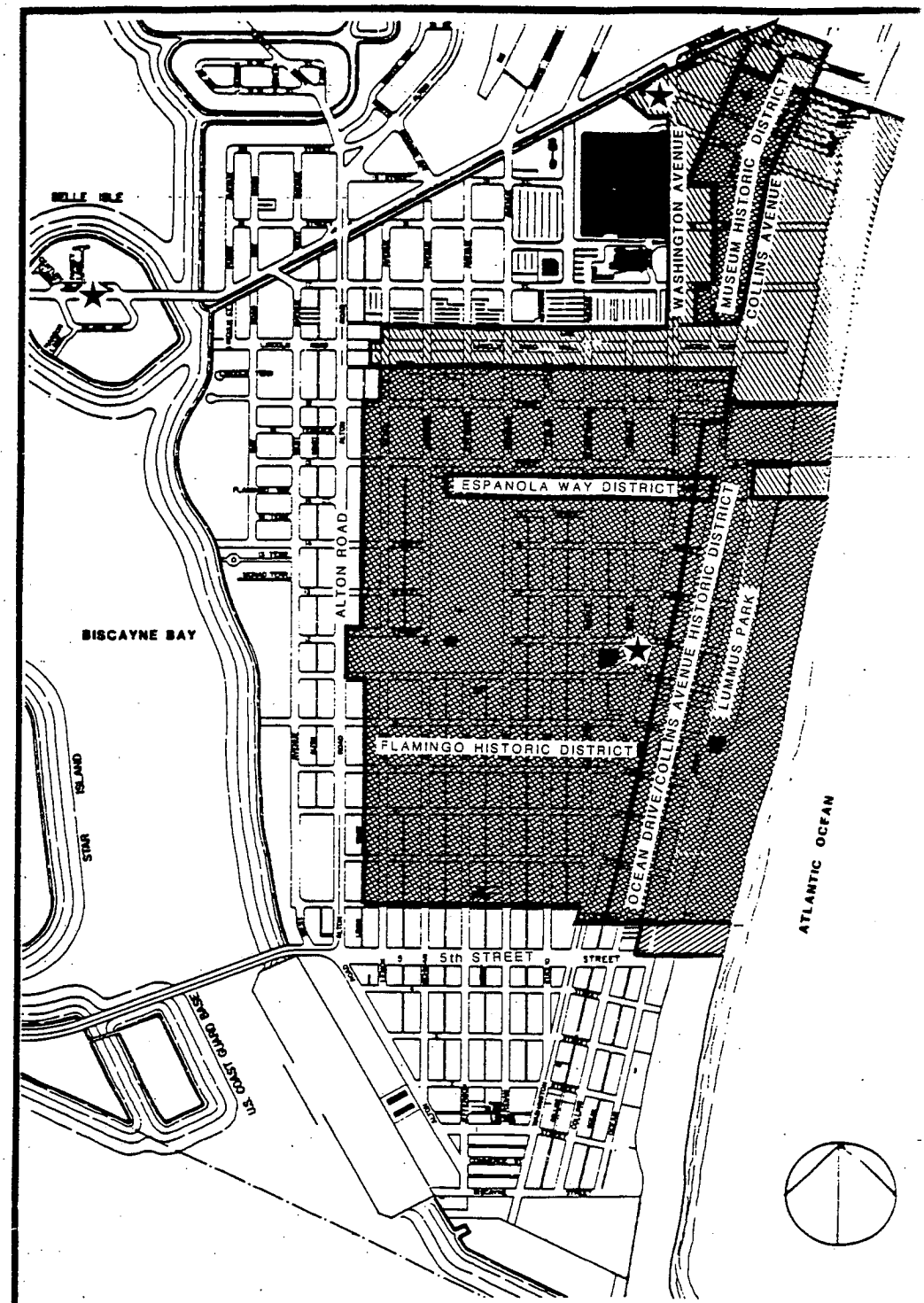


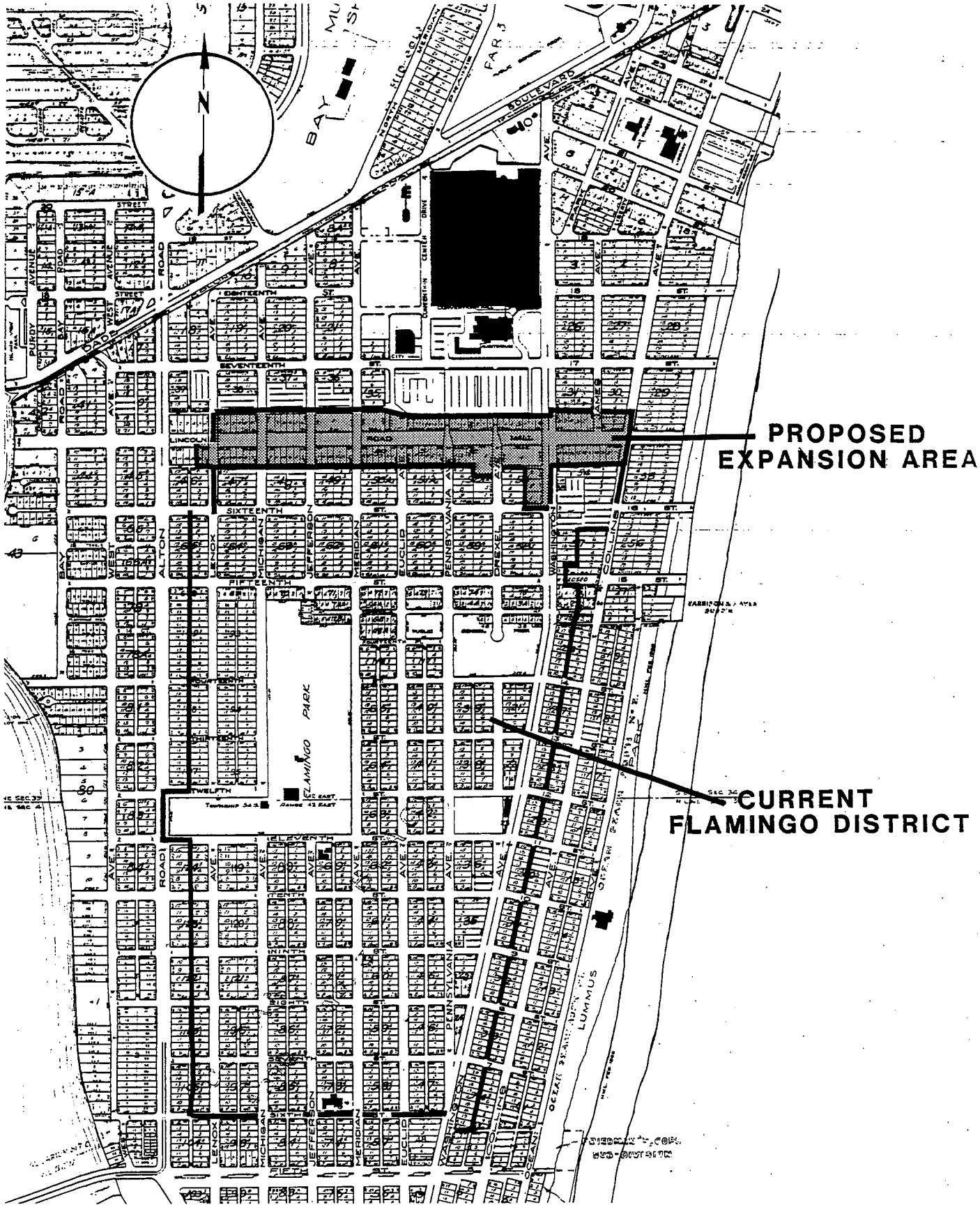
NATIONAL REGISTER ARCHITECTURAL DISTRICT

LOCAL HISTORIC PRESERVATION DISTRICTS

★ LOCAL HISTORIC PRESERVATION SITES

Prepared by the CMB Historic Preservation and Urban Design Dep:

EXHIBIT 1


PROPOSED
EXPANSION AREA
CURRENT
FLAMINGO DISTRICT
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BAY
BOULEVARD
EIGHTEENTH
SEVENTEENTH
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FIFTEENTH
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LINCOLN
ALTON
LENOX
MICHIGAN
JEFFERSON
MERIDIAN
EUCLID
PENNSYLVANIA
DREXEL
WASHINGTON
COLLINS
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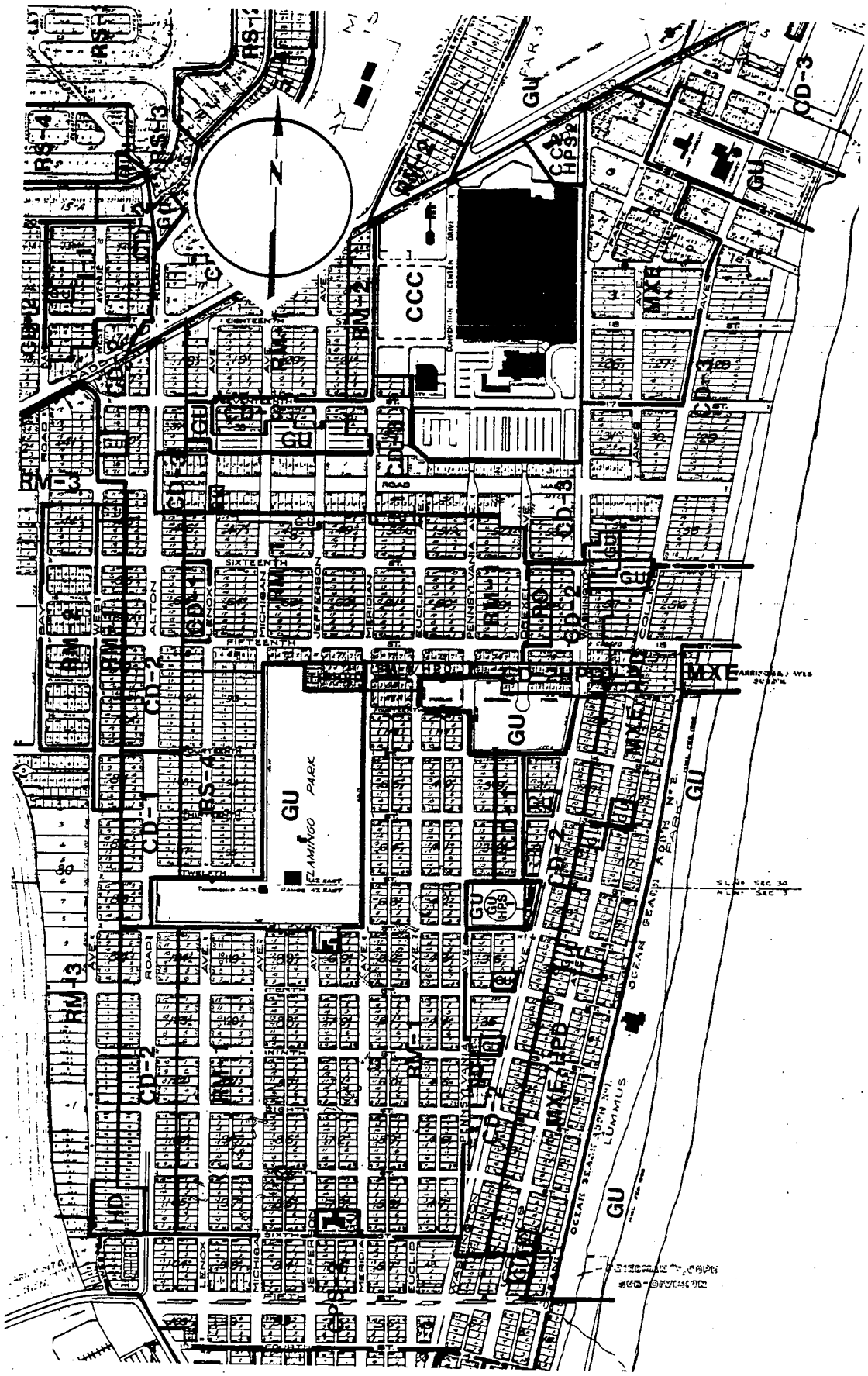
LUMMUS
OCEAN
PURDY
AVENUE
ROAD
STREET
WEST
BAY

EXHIBIT 2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CD-1
CD-2
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RM-3
RS-4
MXE
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SIXTEENTH
FIFTEENTH
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EUCLID
PENNSYLVANIA
ELAMINGO PARK
LUMMUS
OCEAN BEACH ADDN NO. 2
OCEAN BEACH ADDN NO. 1
SUB-DIVISION

EXHIBIT 3