

MIAMI BEACH

PLANNING DEPARTMENT

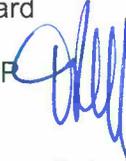
Staff Report & Recommendation

Historic Preservation Board

TO: Chairperson and Members
Historic Preservation Board

DATE: September 14, 2020

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: HPB20-0435, **North Shore Historic District Tatum Waterway Expansion.**

A presentation by the City of Miami Beach Planning Department to the Historic Preservation Board of a Preliminary Evaluation and Recommendation Report relative to the possible expansion of the North Shore Historic District. The possible expansion area is generally bounded by 77th Street on the south, Hawthorne Avenue and Crespi Boulevard on the west, 87th Street on the north and Tatum Waterway Drive and Byron Avenue on the east. If the Historic Preservation Board finds that the possible district expansion area meets the criteria of the land development regulations for designation, it may instruct the Planning Department to prepare a Designation Report pursuant to Section 118-591(e) of the City Code of Miami Beach.

RECOMMENDATION

Instruct the Planning Department to prepare a Designation Report for the Tatum Waterway Expansion of the North Shore Historic District.

BACKGROUND

On September 9, 2014, the Historic Preservation Board directed Planning Department staff to prepare formal Historic Designation Reports for the proposed designation of the North Shore and Normandy Isles local historic districts, with modified boundaries.

At the September 10, 2014 City Commission meeting, the Mayor and City Commission discussed the proposed North Shore and Normandy Isles Local Historic Districts and denied the designations.

At the July 13, 2016 City Commission meeting, the Mayor and City Commission discussed the possibility of creating local historic districts within the boundaries of the North Shore and Normandy Isles National Register Districts and directed the Administration to begin the local designation process for the boundaries recommended in the draft North Beach Master Plan.

On October 11, 2016, the Historic Preservation Board reviewed a Preliminary Evaluation and Recommendation Report relative to the possible designation of the North Shore Historic District and directed staff to prepare a Formal Designation Report for the North Shore Local Historic District, with boundaries as recommend in the draft North Beach Master Plan.

Pursuant to Section 118-591 of the City Code, The City Commission was advised of the action of the Historic Preservation Board via LTC, and as part of a progress report on the demolition moratorium, presented at the October 19, 2016 City Commission meeting.

On December 5, 2016, the Mayor and City Commission modified the boundaries for the proposed North Shore Historic District by removing the portion of the district along Tatum Waterway Drive and Crespi Boulevard.

On September 25, 2017, the Mayor and City Commission adopted Resolution 2017-30013, reaffirming Resolution No. 2016-29608, which adopted the North Beach Master Plan as drafted by Dover, Kohl & Partners and commits to the implementation of the entirety of the Plan. The Resolution adopted on September 25, 2017 contains the following 'Whereas' clause:

WHEREAS, consistent with the Plan, the Mayor and City Commission now feels that it would be in the City's best interest and desires to include the Tatum Waterway area into the North Shore Local Historic District, and continue to create development regulations for the districts that reflect the character of these neighborhoods, while taking into consideration resiliency and sea level rise.

On October 10, 2017, the Historic Preservation Board reviewed an historic designation report for the proposed North Shore Local Historic District, consistent with the boundaries as modified by the City Commission on December 5, 2016 (**MAP 1**). At this meeting, the Board transmitted the historic district designation to the Planning Board and City Commission with a favorable recommendation, and directed staff to prepare a preliminary evaluation expanding the North Shore Local Historic District to include the area along Tatum Waterway/Crespi Boulevard as identified in the North Beach Master Plan.

On November 21, 2017, the Planning Board reviewed the designation report and unanimously approved a motion (7 to 0) to recommend approval of the designation of the proposed North Shore Historic District.

On December 13, 2017, the Mayor and City Commission unanimously approved the designation (7 to 0) of the North Shore Historic District on first reading public hearing and scheduled the second reading public hearing for January 17, 2018.

On December 18, 2017, the Historic Preservation Board reviewed a Preliminary Evaluation and Recommendation Report relative to the possible expansion of the North Shore Historic District and directed staff to prepare a Formal Designation Report for the North Shore Local Historic District Tatum Waterway Expansion. The possible expansion area is generally bounded by 77th Street on the south, Hawthorne Avenue and Crespi Boulevard on the west, 87th Street on the north and Tatum Waterway Drive and Byron Avenue on the east.

On January 17, 2018, the Mayor and City Commission adopted the designation (7 to 0) of the North Shore Historic District on second reading public hearing.

On March 12, 2018, the Historic Preservation Board transmitted the proposed North Shore Historic District Tatum Waterway Expansion to the Planning Board and City Commission with favorable recommendation (7 to 0).

On March 27, 2018, The Planning Board transmitted the proposed North Shore Historic District Tatum Waterway Expansion to the Planning Board and City Commission with favorable recommendation (7 to 0).

On April 11, 2018, the Mayor and City Commission approved the designation of the North Shore Historic District Tatum Waterway Expansion on first reading public hearing and scheduled the second reading public hearing for May 16, 2018.

On May 16, 2018, the Mayor and City Commission adopted the designation of the North Shore Historic District Tatum Waterway Expansion on second reading public hearing.

On September 1, 2020, the City Manager initiated the process of re-noticing the designation of the North Shore Historic District Tatum Waterway Expansion to avoid irreparable harm and in an abundance of caution while the City seeks review of the recent circuit court appellate division decision in YTech-180 Units Miami Beach Investment, LLC v. City of Miami Beach (Fla. 11th Cir. Case No. 2018-184-AP-01). Without waiving any right to further challenge the circuit court's decision, without waiving any argument, defense, or claim, and to protect the historic resources at issue, the City will be providing notice in accordance with the circuit court's construction of Section 118-591(f) and Section 118-8 of the City Code of Miami Beach.

This preliminary evaluation and recommendation for the North Shore Historic District Tatum Waterway Expansion was noticed in accordance with Section 118-591(e) of the City Code. Notice of the September 14, 2020 special meeting of the Historic Preservation Board was published in the Miami Herald on September 3, 2020 and a written notice, postmarked on September 2, 2020, was sent by regular mail to all property owners according to the Miami Dade County Property Appraiser's tax records, within the possible historic district expansion boundaries.

DESIGNATION PROCESS

The process of historic designation is delineated in Sections 118-591 through 118-593 in Subpart B of the Land Development Regulations of the City Code (Chapter 118, Article X, Division 4). An outline of this process is delineated below.

Step One: A request for designation is made either by the City Commission, the Historic Preservation Board, other agencies and organizations as listed in the Land Development Regulations of the City Code, or the property owners involved. Proposals for designation shall include a completed application form available from the Planning Department.

Step Two: The Planning Department prepares a preliminary evaluation report with recommendations for consideration by the Board.

Step Three: The Historic Preservation Board considers the preliminary evaluation to determine if proceeding with a designation report is warranted.

The designation report is an historical and architectural analysis of the proposed district or site. The report:

- 1) describes the historic, architectural and/or archeological significance of the property or subject area proposed for Historical Site or District

- designation;
- 2) recommends Evaluation Guidelines to be used by the Board to evaluate the appropriateness and compatibility of proposed Developments affecting the designated Site or District; and
- 3) will serve as an attachment to the Land Development Regulations of the City Code.

Step Four: The City Commission is notified of the Board's decision and the initial boundaries proposed for designation. Within 60 days of the vote of the Historic Preservation Board to direct the Planning Department to prepare a designation report, the City Commission may, by a five-sevenths vote, deny or modify the proposed request for designation.

Step Five: The designation report is presented to the Historic Preservation Board at a public hearing. If the Board determines that the proposed site or district satisfies the requirements for designation as set forth in the Land Development Regulations of the City Code, the Board transmits a recommendation in favor of designation to the Planning Board and City Commission.

Step Six: The Planning Board will hold a public hearing on the proposed designation, and shall consider the proposed historic designation as an amendment to the Land Development Regulations of the City Code and, subsequently, transmit its recommendation to the City Commission.

Step Seven: The City Commission may adopt an amendment to the Land Development Regulations of the City Code by a five-sevenths majority vote, which thereby designates the Historic Preservation Site or Historic District after one (1) public hearing for a parcel of land less than ten (10) contiguous acres or after two (2) public hearings for a parcel of land that is more than ten (10) contiguous acres.

DESCRIPTION OF BOUNDARIES

The possible expansion area is generally bounded by 77th Street on the south, Hawthorne Avenue and Crespi Boulevard on the west, 87th Street on the north and Tatum Waterway Drive and Byron Avenue on the east. **(MAP 1)**

PRESENT OWNERS

The properties located within the boundaries of the possible North Shore Historic District Tatum Waterway Expansion are held by multiple owners.

PRESENT USE

The current uses within the boundaries of the possible historic district expansion are primarily multi-family residential. Other uses within the district include single family homes.

PRESENT USE

The established zoning districts within the boundaries of the possible North Shore Historic District are as follows:

RM-1 Residential Multifamily, Low Intensity

Please refer to the zoning map for more detailed information. **(MAP 2)**

HISTORICAL BACKGROUND

The North Shore area of Miami Beach originated on a natural barrier island with sandy beaches fronting the Atlantic Ocean and mangrove wetlands spreading into Biscayne Bay on the west. Prior to about 1918, the only development in the area was the Biscayne House of Refuge, one of five stations established in 1876 by the federal government to provide food and shelter to shipwrecked sailors and passengers along the sparsely inhabited coastline from Miami to Fort Pierce, Florida.

With the end of World War I, the subdivision and planning of North Beach began. A patchwork quilt of subdivisions soon sprouted along the Atlantic Ocean. Native mucky swamps and dense brush were transformed in order to entice tourists and sell home sites. The Tatum Waterway, a man-made canal, provided much of the fill for the western fringes of North Shore and the Biscayne Beach subdivision to the west. By 1929, the area presented a nearly continuous grid of streets platted with 50-foot lots from 63rd Street to 87th Terrace. The resulting coherent district owes much to the repetition of similar building types and styles within a compact space. An exception was the swath of territory belonging to the United States Coast Guard which was the former site of the Biscayne House of Refuge.

President Warren G. Harding declared a large portion of the government tract as surplus property just after his January 1921 visit to Miami Beach, where he vacationed with successful Miami Beach developer, Carl S. Fisher. This surplus land between present day 73rd and 75th Streets was surveyed and platted as a complete town consisting of broad streets with ample space for parking and a public beach on the Atlantic Ocean. The development was laid out from east to west with an oceanfront hotel district, a commercial district, a residential district, and a public park on the Biscayne Bay side of the island. The remaining government tract between 72nd and 73rd Streets remained under the control of the Coast Guard until 1941, when the federal government traded the land for a more strategic location on Government Cut. The property became today's North Shore Park.

ARCHITECTURAL BACKGROUND

The majority of buildings located within the possible North Shore Historic District Tatum Waterway Expansion area were designed in the Post War Modern style of architecture. These buildings include mostly multi-family residential buildings that constitute a distinctive built environment of resort architecture that differs from the more famous Miami Beach Architectural District located in South Beach. The North Shore neighborhood owes much of its character to the repetition of similar building types and styles within a compact space. Other architectural styles represented in the North Shore area include Mediterranean Revival/Art Deco Transitional (Med-Deco), Streamline Moderne, Wood Frame Vernacular, Masonry Vernacular, and Classical Revival.

Post War Modern

The Post War Modern style of architecture in South Florida, which spans from approximately 1945 to the mid-1960s, is often interchangeably referred to as Miami Modern (MiMo) or Mid-Century Modern, the latter being a more nationally recognized term. Regardless of name, the historic design impact of this mid-20th century style can be seen today throughout South Florida and beyond. In order to better understand the Post War Modern or style of architecture, it is important to view this architectural movement in the context of the historical, political, social, economic, and technological changes that were taking place during this period worldwide, nationwide, and locally.

The United States emerged as a world power following World War II. After years of deprivation during the Great Depression and wartime, everyone dreamed of a carefree, better world for themselves and their children. The Baby Boom was the result of the eagerness to get this new generation underway, while the legislation of the G.I. Bill helped to provide education and prosperity for war veterans.

Miami Beach played a significant role as a training site and redistribution center for the U.S. Army-Air Forces during World War II. The immediate availability of the City as a training center in 1942 is credited with reducing the length of the war effort by six to eight months and saving the government \$6 million in building costs. After the war, many veterans who had trained as recruits in Miami Beach returned here to vacation or to make their home. This, in addition to the Cuban Revolution in 1959 which prompted an unprecedented mass immigration of Cubans to Miami, resulted in a need for housing, retail, and services to accommodate the different growing segments of the population increased.

America redirected its enormous industrial capacity from the defense economy back to the domestic economy following the war. There was no longer a perceived need for rationing, conserving, and recycling. The economy was thriving and gave rise to the growing middle class. New electric appliances and gadgets with push buttons began to appear in many households. Air conditioning was introduced as a novel modern convenience that tremendously added to the comforts of living in Florida. It became especially important because air conditioning allowed for a year-round economy and freed architects from having to adapt their buildings to the hot, humid climate.

It was the beginning of the space age. The first Sputnik was launched in 1957. Rivalry with the U.S.S.R. led to the space race. Futuristic, flamboyant, fun design elements showed up in cars, furniture, and buildings. Automobiles sprouted wings and depicted rocket motifs. The small globe with protruding antennae reminiscent of the Sputnik became a common design detail. Cheese holes, woggles and boomerangs began to appear in architecture everywhere in Miami Beach.

After a hiatus in construction due to World War II, the Post War Modern style picked up where Art Deco left off with the added influences of a booming Post War economy, new technologies such as air conditioning, the prevalence of the sophisticated, affordable, and reliable new automobiles, and a feeling of national optimism. The local expression of this style was dubbed Miami Modern or MiMo by the Greater Metropolitan Miami area's Urban Arts Committee in about 2004.

North Shore was largely built up after World War II. Buildings emphasized horizontality, exhibiting flat roofs with broad overhanging eaves, echoed by the horizontal projections of the exterior corridors and anchored to the ground with long low planter boxes. Individual windows were grouped together with projecting concrete bands and contrasting textures to create bold patterns. Space-age design elements were employed in clustered pipe columns and angled roofs that resembled delta wings. Often two or more contrasting materials, such as stone, brick, mosaic tile or patterned stucco were used to create bold designs. In addition, decorative metal railings and concrete screen block were often used to wrap around intimate garden patios which conveyed an architectural sensibility characteristic of the middleclass, tropical resort that flourished in the North Beach area.

Architects adapted to the tropical climate by introducing exterior stairways and corridors permitting natural cross-ventilation to each dwelling. Large numbers of modern, garden-style apartment buildings were built between 1935 and 1963. Generally built on a single 50-foot lot, most of the apartment buildings were two stories in height with front patios and side gardens. On larger lots, the linear configuration of garden apartments was articulated to form L, C, or J shapes, or featured two mirrored buildings to create generous, private courtyards. The building type adapted to both the narrow lot structure of the city and local environment conditions with patios, surrounding gardens, porches, loggias, flat roofs with broad overhanging eaves and exterior staircases and catwalks. These small garden apartment buildings, hotels and motels multiplied in large numbers, produce a densely built environment where low-scale buildings allow landscaping to moderate the urban frontages. The scale of architecture in the district is largely consistent; a product of the fact that so much of the area was constructed in a short period of time by a relatively small group of architects.

Architects

Architects, Gilbert M. Fein, Gerard Pitt, Leonard Glasser and Donald G. Smith dominated the new construction, while others like Frank Wyatt Woods, Harry O. Nelson, Joseph DeBrita, and Manfred Ungaro were also quite influential. Together, these architects defined a new direction of Mid-Century Modern design in Miami Beach. Their buildings, conditioned to the environmental forces of a hot and humid climate as well as to the need to distinguish buildings within a competitive environment, led to a daring and unexpected expression of modern themes. While the vast majority of the proposed district can be characterized as Post War Modern, this style nonetheless demonstrates a high degree of continuity with earlier architectural trends, including Vernacular, Mediterranean and Streamline Moderne style buildings.

Several of Miami Beach's distinguished local architects are represented in the potential district expansion area, including the following:

Gilbert M. Fein (1920-2003) was from New York City and studied architecture at New York University. He served in the Army Corps of Engineers during World War II and settled in Miami Beach after the war. He designed hundreds of residential and commercial buildings in South Florida in the new Postwar style, becoming "one of the masters of Modernism." Most of Fein's comfortably livable buildings are unassuming and not prominent landmarks, but some of the better-known are:

Starlite Hotel	750 Ocean Drive
News Cafe	800 Ocean Drive
Helen Mar Annex	2445 Lake Pancoast Drive
Lake View Apartments	4780 Pinetree Drive
Park Isle Club	780 73rd Street

Gerard Pitt (1885-1971) was born in New Rochelle, New York, and graduated from Columbia University in 1907. In his early career he worked in New York City and Detroit. He moved to Miami in 1930 and was in partnership with George L. Pfeiffer, 1940-41. Pitt served as supervising architect for the southeast district of the Florida Hotel Commission from 1935 to 1957. In Miami Beach, he designed dozens of mostly small-scale apartment buildings in Art Deco and Postwar Modern styles from 1940 to the late 1960s, when he was in his 80s. These include:

Lincoln Arms	1800 James Ave.
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Miljean	1831 James Ave.
Tropical Gardens	1600 Collins Ave.
Clifton Hotel	1343 Collins Ave.

Nathan A. Seiderman (1908–2002) had an office on Normandy Isle and worked mostly in North Beach, designing at least 32 apartment buildings there from 1951 to 1959. He also designed the Fairfax Apartments at 1776 Collins Avenue in 1951. He later moved to Los Angeles, California, and died in 2002.

Donald G. Smith (1906–1967) was born in Indiana and educated at Western Reserve University in Cleveland, Ohio. In 1938, he established a private practice in Miami Beach. The Royal Palm Hotel in Miami Beach was one of his earliest and best works. He also designed the Lynmar Hotel and the Metropole Hotel in South Beach and dozens of small residences and apartment houses throughout the city. In the post-war years he formed a well-known partnership with Irvin Korach.

CRITERIA

The historic preservation board shall have the authority to recommend that properties be designated as historic buildings, historic structures, historic improvements, historic landscape features, historic interiors (architecturally significant public portions only), historic sites, or historic districts if they are significant in the historical, architectural, cultural, aesthetic or archeological heritage of the city, the county, state or nation. Such properties shall possess integrity of location, design, setting, materials, workmanship, feeling or association and meet at least one of the following criteria:

Staff finds that the possible North Shore Historic District satisfies four of the eight criteria for designation as enumerated in City Code Section 118-592.

- (1) *Association with events that have made a significant contribution to the history of the city, the county, state or nation.*

Satisfied

The majority of contributing properties within the possible historic district expansion area directly reflect the turn of events in America following World War II. 88 of the 104 buildings within the possible historic district expansion were constructed between 1942 and 1965. Unprecedented development followed the American success in WWII when new resort hotels and residential resort architecture were contemplated. Development during this time was on a scale never before seen in South Florida. This event redefined the evolution of resort architecture in Miami Beach and Florida.

Furthermore, Miami Beach played a significant role as a training site and redistribution center for the U.S. Army-Air Forces during World War II. After the war, many veterans who had trained as recruits in Miami Beach returned here to vacation or to make their home.

- (3) *Embody the distinctive characteristics of a historical period, architectural or design style or method of construction.*

Satisfied

The apartment buildings that characterize much of the built environment of the possible historic district expansion area exemplify the plasticity and

transparency of Moderne architectural styling and the later Post War Modern movements, featuring cubic massing and large glass casement windows which cross-ventilated each unit and were sheltered by projecting concrete eyebrows. Exterior catwalks and outdoor stairways predicted the more functional building types of the postwar period. Often, two buildings were mirrored, or turned at angles in order to create common garden spaces, and better take advantage of the southern exposure. On the interior, a combination of bedrooms and studio apartments featured dinettes, dressing rooms, and streamlined kitchens.

As the district urbanized, it developed an architectural character calibrated to its resort identity, its modest means and its speculative planning. Beginning in the late 1930s, the district was more intensively developed with modern garden apartment building types that sponsored a corresponding urban culture in both the civic and commercial realm. These buildings were adapted to both the narrow lots and local environment conditions with patios, surrounding gardens, porches, loggias, flat roofs with broad overhanging eaves and exterior staircases and catwalks.

These new types, multiplied in large numbers, produce a densely built environment where low-scale buildings allow landscaping to moderate the urban frontages. The scale of architecture along the Tatum Waterway is largely consistent, a product of the fact that a relatively small group of architects constructed much of the area in a short period and literally gave shape to the district. These architects defined a new direction of mid-century modern design in Miami Beach. Their buildings, conditioned to the environmental forces of a hot and humid climate as, well as to the need to distinguish buildings within a competitive environment, led to a daring and unexpected expression of modern themes.

- (7) *Be listed in the National Register of Historic Places.*

Satisfied

The properties located within the possible North Shore Local Historic District Tatum Waterway Expansion are located within the North Shore Historic District, listed on the National Register of Historic Places on November 18, 2009.

- (8) *Consist of a geographically definable area that possesses a significant concentration of sites, buildings or structures united by historically significant past events or aesthetically by plan or physical development, whose components may lack individual distinction.*

Satisfied

The possible North Shore Historic District Tatum Waterway Expansion area was primarily developed in the years following WWII and contains a high concentration of Post War modern architecture.

The historic preservation board shall consider if the historic buildings, historic structures, historic improvements, historic landscape features, historic interiors (architecturally significant public portions only), historic sites, or historic districts comply with the sea level rise and resiliency review criteria in Chapter 133, Article II, as applicable, pursuant to Section 118-592.

- (a) Criteria for ordinances, resolutions, or recommendations:

(1) **Whether the proposal affects an area that is vulnerable to the impacts of sea level rise, pursuant to adopted projections.**

The possible historic district expansion area affects properties that are vulnerable to the impacts of sea level rise.

The adopted projections are the following:

At Mean High Water, Sea Level Rise is projected to be (NGVD Elevations):

- 2.31 to 2.64 by 2030 (near-term)
- 2.98 to 3.98 by 2060 (mid-term)
- 4.39 to 6.89 by 2100 (long-term)

ESTIMATED from LIDAR and 1995 Partial Building Records indicates the following for the area located to the east of the Tatum Waterway:

- Average Existing Crown of Road – 4.56 NGVD
- Future Crown of Road – 5.26 NGVD
- Average Existing Edge of Pavement – 3.69 NGVD
- Future Edge of Pavement – 5.06 NGVD
- Average Ground Elevation – 3.90 NGVD

ESTIMATED from LIDAR and 1995 Partial Building Records indicates the following for the area located to the west of the Tatum Waterway:

- Average Existing Crown of Road – 4.40 NGVD
- Future Crown of Road – 5.26 NGVD
- Average Existing Edge of Pavement – 3.45 NGVD
- Future Edge of Pavement – 5.06 NGVD
- Average Ground Elevation – 3.96 NGVD

The estimated Lidar data indicates the majority of the subject properties have ground elevations that are currently at a level below the future crown of road elevation.

(2) **Whether the proposal will increase the resiliency of the City with respect to sea level rise.**

In order for the historic district expansion to increase the resiliency of the City, substantial alterations, adaptive re-use and/or redevelopment of many of the properties will likely be required. A suitable level of flexibility will be necessary in reviewing applications for Certificates of Appropriateness for alterations, demolition, additions to existing buildings and new construction in order for the properties to meet current and future Building Codes and the City's resiliency standards.

(3) **Whether the proposal is compatible with the City's sea level rise mitigation and resiliency efforts.**

In order for the historic district expansion to be compatible with the City's sea level rise mitigation and resiliency efforts, substantial alterations, adaptive re-use and/or redevelopment of the subject properties will likely be required. A suitable level of flexibility will be necessary in reviewing applications for Certificates of Appropriateness for alterations, demolition, additions to existing buildings and new construction in order for the properties to meet current and future Building Codes and to be consistent with the City's resiliency initiatives.

STAFF ANALYSIS

As noted in the 'Background' section of this report, in 2016 the Planning Department presented a Preliminary Evaluation and Recommendation Report relative to the possible designation of the North Shore Local Historic District. All properties recommended for local historic designation in the North Beach Master Plan were evaluated, including those located within the subject expansion area and were found to satisfy the minimum requirements for historic designation as outlined in Section 118-592 of the City Code. At that time, staff recommended that the area adjacent to the Tatum Waterway be excluded from the North Shore Local Historic District due to its vulnerability to the impacts of sea level rise and lower concentration of highly significant architecture. On December 5, 2016, the City Commission reviewed the boundaries, and removed the area along the Tatum Waterway from consideration as part of the North Shore Local Historic District.

On September 25, 2017, the City Commission passed Resolution No. 2017-30013 reaffirming its intention to implement the entirety of the North Beach Master Plan. Subsequent to this resolution, the Historic Preservation Board initiated the designation process and recommended in favor of the historic designation for the Tatum Waterway expansion of the North Shore Historic District. On May 16, 2018, the Mayor and City Commission adopted the designation of the North Shore Historic District Tatum Waterway Expansion on second reading public hearing.

On September 1, 2020, the City Manager initiated the process of re-noticing the designation of the North Shore Historic District Tatum Waterway Expansion to avoid irreparable harm and in an abundance of caution while the City seeks review of the recent circuit court appellate division decision in YTech-180 Units Miami Beach Investment, LLC v. City of Miami Beach (Fla. 11th Cir. Case No. 2018-184-AP-01). Without waiving any right to further challenge the circuit court's decision, without waiving any argument, defense, or claim, and to protect the historic resources at issue, the City will be providing notice in accordance with the circuit court's construction of Section 118-591(f) and Section 118-8 of the City Code of Miami Beach.

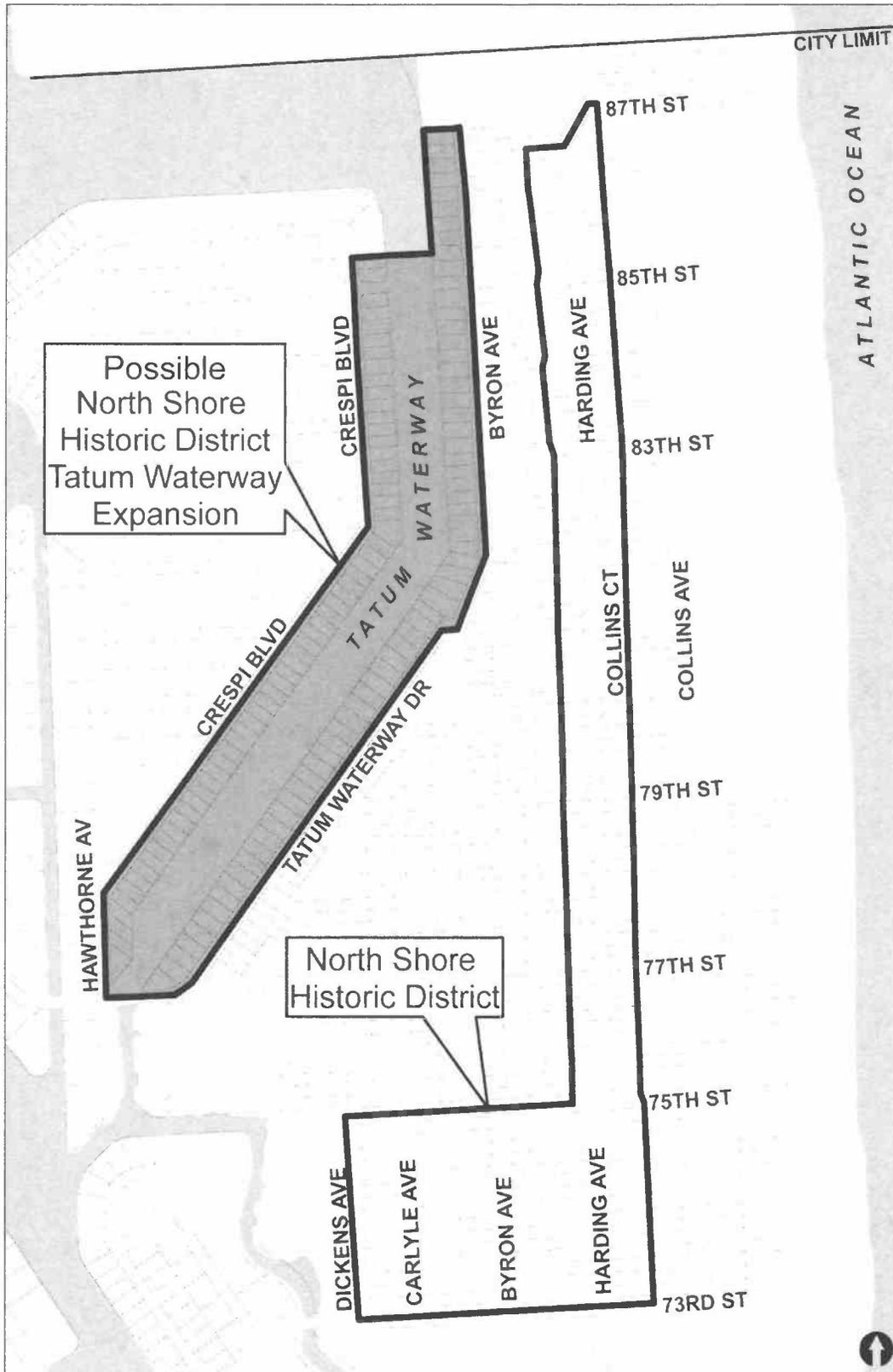
To this end, the Planning Department has prepared this preliminary evaluation for the Board's consideration. Staff has found that the subject area satisfies the minimum requirements to be considered for historic district designation, as outlined on pages 8 and 9 of this report.

The possible North Shore Historic District Tatum Waterway Expansion includes the properties located along Tatum Waterway (**MAP 1**). At the time of the listing on the National Register of Historic Places in 2009, this area contained a total of 104 buildings with 29 classified as 'Non-Contributing' and 5 vacant lots. Since that time, 2 buildings have been demolished and 2 new buildings have been constructed. While a comprehensive historical resources survey was performed by the Planning Department in 2017, additional review will be required to formally document any changes that have occurred in this area since 2017.

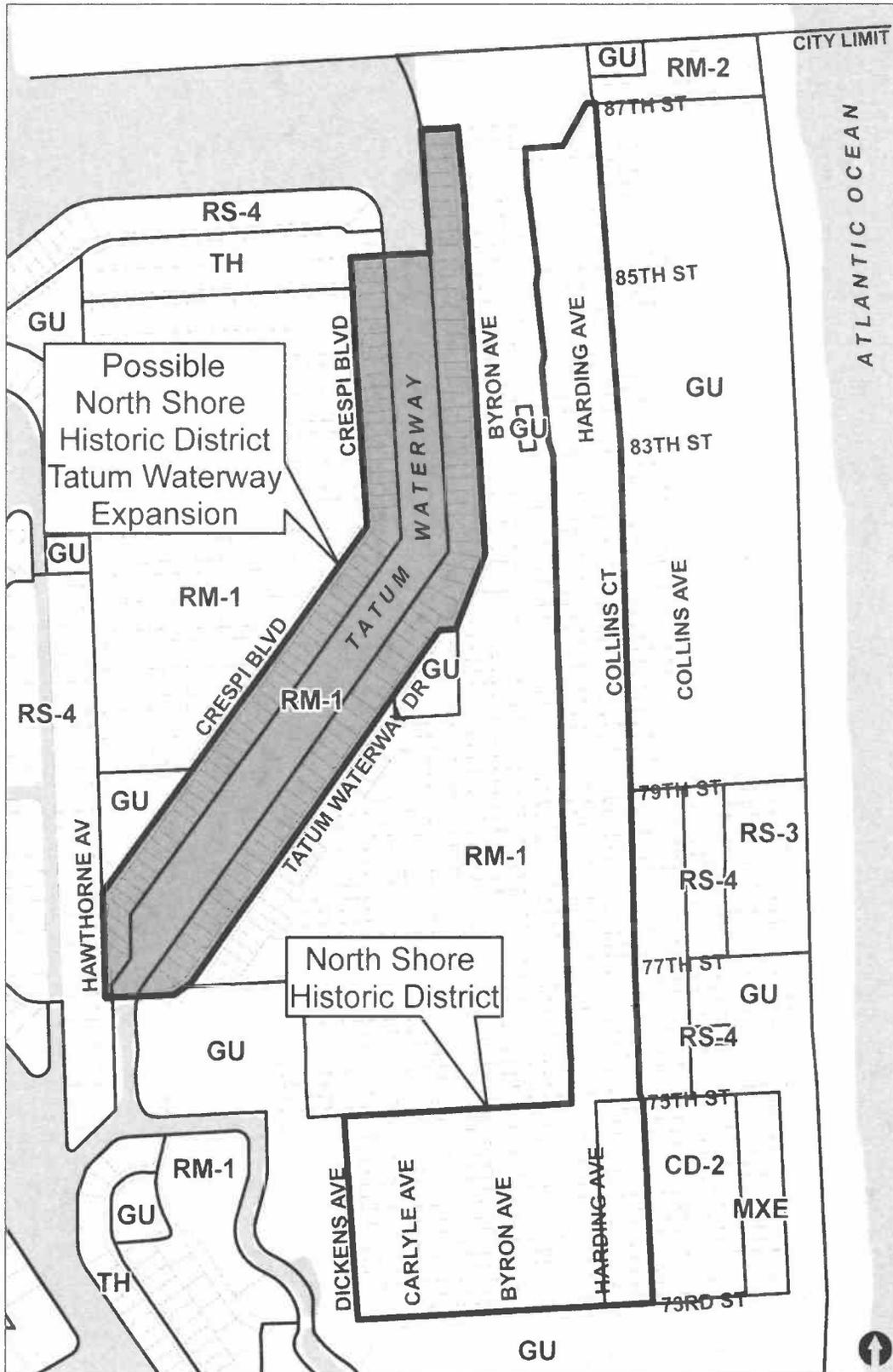
RECOMMENDATION

Based upon the evidence presented and the historical and architectural significance of the proposed district, and in accordance with Chapter 118, Article X, Division 4, of the Land Development Regulations of the City Code, staff recommends that the Historic Preservation Board direct staff to prepare an historic designation report for the proposed North Shore Local Historic District Tatum Waterway Expansion, consistent with the boundaries identified in **MAP 1**.

MAP 1: Possible North Shore Historic District Tatum Waterway Expansion Boundaries



MAP 2: Zoning Districts within the Possible North Shore Historic District Tatum Waterway Expansion Boundaries and the Surrounding Areas



PHOTOGRAPHS – ARCHITECTURE REPRESENTATIVE OF THE DISTRICT



7765 CRESPI BOULEVARD



8025 CRESPI BOULEVARD



8080 TATUM WATERWAY DRIVE



8500 BYRON AVENUE

PRELIMINARY PROPERTY LIST*

As listed on the National Register of Historic Places in 2009

Address		Year	Architect	Style	National Register Classification
8100	BYRON AV	1980	Oscan Sklar	Style not determined	Non Contributing
8142	BYRON AV	1939	T. Hunter Henderson	Med Rev/Art Deco Transitional	Non Contributing
8200	BYRON AV	1939	T. Hunter Henderson	Med Rev/Art Deco Transitional	Non Contributing
8210	BYRON AV	1957	Gerard Pitt	Post War Modern	Contributing
8230	BYRON AV	1941	T. Hunter Henderson	Med Rev/Art Deco Transitional	Contributing
8240**	BYRON AV	1941	T. Hunter Henderson	Med Rev/Art Deco Transitional	Contributing
8250	BYRON AV	1977	Jorge Dorta Duque	Style not determined	Non Contributing
8260	BYRON AV	1946	Martin Hourii	Post War Modern	Contributing
8300	BYRON AV	1949	Robert M. Little	Post War Modern	Contributing
8310	BYRON AV	1949	Robert M. Little	Post War Modern	Contributing
8320	BYRON AV	1951	Norman M. Giller	Post War Modern	Contributing
8330	BYRON AV	1951	August Swarz	Post War Modern	Contributing
8340	BYRON AV	1951	August Swarz	Post War Modern	Contributing
8350	BYRON AV	1951	August Swarz	Post War Modern	Contributing
8400	BYRON AV	1966	Charles H. Markel	Style not determined	Non Contributing
8420	BYRON AV	1952	Norman M. Giller	Post War Modern	Contributing
8430	BYRON AV	1951	Nathan A. Seiderman	Post War Modern	Contributing
8440	BYRON AV	1950	Manfred M. Ungaro	Style not determined	Contributing
8500	BYRON AV	1951	Manfred M. Ungaro	Post War Modern	Contributing
8530	BYRON AV	1978	J. A. Ferradaz	Style not determined	Non Contributing
8540	BYRON AV	1951	Gilbert M. Fein	Post War Modern	Contributing
8550	BYRON AV	1951	Gilbert M. Fein	Post War Modern	Contributing
8600	BYRON AV	1952	Leonard H. Glasser	Post War Modern	Contributing
8620	BYRON AV	1950	Leonard H. Glasser	Post War Modern	Contributing
8630	BYRON AV	1950	Leonard H. Glasser	Post War Modern	Contributing
7751	CRESPI BL	1949	J. Richard Ogden	Style not determined	Non Contributing
7757	CRESPI BL	1947	J. Richard Ogden	Style not determined	Non Contributing
7765	CRESPI BL	1951	Nathan A. Seiderman	Post War Modern	Contributing
7775	CRESPI BL	1952	Nathan A. Seiderman	Style not determined	Contributing
7805	CRESPI BL	1956	Nathan A. Seiderman	Post War Modern	Contributing
7815	CRESPI BL	1956	Nathan A. Seiderman	Post War Modern	Contributing
7825	CRESPI BL	1957	Nathan A. Seiderman	Post War Modern	Contributing
7835	CRESPI BL	1957	Nathan A. Seiderman	Post War Modern	Contributing
7849	CRESPI BL	1947	T. Hunter Henderson	Post War Modern	Contributing
7859	CRESPI BL	1947	T. Hunter Henderson	Post War Modern	Contributing
7861	CRESPI BL	A 1952	Lester Avery	Post War Modern	Contributing
7861	CRESPI BL	B 1952	Lester Avery	Post War Modern	Contributing
7871	CRESPI BL	A 1952	Lester Avery	Post War Modern	Contributing

Address			Year	Architect	Style	National Register Classification
7871	CRESPI BL	B	1952	Lester Avery	Post War Modern	Contributing
7879	CRESPI BL		1948	Donald Smith	Post War Modern	Contributing
7905	CRESPI BL		1947	John E. Petersen	Post War Modern	Non Contributing
7915	CRESPI BL		1948	Carlos B. Schoeppl	Post War Modern	Contributing
7919	CRESPI BL		1957	Gerard Pitt	Post War Modern	Contributing
7925***	CRESPI BL		1947	Donald G. Smith	Post War Modern	Contributing
7935***	CRESPI BL		1947	Donald G. Smith	Post War Modern	Contributing
7945	CRESPI BL		1952	Borry & David	Post War Modern	Non Contributing
7955	CRESPI BL		1952	Borry & David	Post War Modern	Non Contributing
7959	CRESPI BL		1972	Alberto Lauderman	Style not determined	Non Contributing
7965	CRESPI BL		1952	Nathan A. Seiderman	Post War Modern	Contributing
7975	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing
7985	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing
7995	CRESPI BL		1954	Gilbert M. Fein	Post War Modern	Contributing
8001	CRESPI BL		1968	Jorge Dorta Duque	Style not determined	Non Contributing
8011	CRESPI BL		1955	Gerard Pitt	Post War Modern	Contributing
8021	CRESPI BL		1957	Nathan A. Seiderman	Post War Modern	Contributing
8025	CRESPI BL		1950	August Swarz	Post War Modern	Contributing
8035	CRESPI BL		1959	Nathan A. Seiderman	Post War Modern	Contributing
8101	CRESPI BL		1969	Jorge Dorta Duque	Style not determined	Non Contributing
8109	CRESPI BL		1956	Theodore Gottfried	Style not determined	Non Contributing
8119	CRESPI BL		1951	Norman M. Giller	Style not determined	Non Contributing
8125	CRESPI BL		1970	Roberto Gambach	Style not determined	Non Contributing
8135	CRESPI BL		1950	T. Hunter Henderson	Post War Modern	Contributing
8141	CRESPI BL		1949	T. Hunter Henderson	Post War Modern	Contributing
8205	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing
8215	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing
8220	CRESPI BL		1956	Gerard Pitt	Post War Modern	Contributing
8221	CRESPI BL		1956	Don Reiff	Post War Modern	Non Contributing
8227	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing
8235	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing
8271	CRESPI BL		1957	Gerard Pitt	Post War Modern	Contributing
8305	CRESPI BL		1969	Gail Byron Balwin & Assoc.	Post War Modern	Non Contributing
8321	CRESPI BL		1951	Norman M. Giller	Post War Modern	Contributing
8329	CRESPI BL		1951	Norman M. Giller	Post War Modern	Contributing
8335	CRESPI BL		1948	Harry O. Nelson	Post War Modern	Non Contributing
8401	CRESPI BL		1948	Harry O. Nelson	Post War Modern	Non Contributing
8415	CRESPI BL		1957	Gerard Pitt	Post War Modern	Contributing
8425^	CRESPI BL		2019	CDS Architecture	Contemporary	Non Contributing
8427**	CRESPI BL		1953	Nathan A. Seiderman	Post War Modern	Contributing

Address		Year	Architect	Style	National Register Classification	
8435	CRESPI BL		1961	Manfred M. Ungaro	Post War Modern	Non Contributing
8501	CRESPI BL		1960	Charles H. Markel	Post War Modern	Contributing
8509	CRESPI BL		1960	Charles H. Markel	Post War Modern	Contributing
7707	HAWTHORNE AV	A	1950	Gilbert M. Fein	Post War Modern	Contributing
7707	HAWTHORNE AV	B	1950	Gilbert M. Fein	Post War Modern	Contributing
7717	HAWTHORNE AV		1950	Gilbert M. Fein	Post War Modern	Non Contributing
7735	HAWTHORNE AV		1949	J. Richard Ogden	Style not determined	Non Contributing
7741	HAWTHORNE AV		1949	J. Richard Ogden	Style not determined	Non Contributing
7700^	TATUM WATERWAY DR		2016	Beilinson Gomez	Contemporary	Not Applicable
7710	TATUM WATERWAY DR		1948	Donald G. Smith	Post War Modern	Contributing
7720	TATUM WATERWAY DR		1947	Donald G. Smith	Post War Modern	Contributing
7740	TATUM WATERWAY DR		1947	Donald G. Smith	Post War Modern	Contributing
7750	TATUM WATERWAY DR		1947	Frank W. Woods	Med Rev/Art Deco Transitional	Contributing
7760	TATUM WATERWAY DR		1947	Frank W. Woods	Med Rev/Art Deco Transitional	Contributing
7770	TATUM WATERWAY DR		1947	Frank W. Woods	Med Rev/Art Deco Transitional	Contributing
7780	TATUM WATERWAY DR		1948	Donald G. Smith	Post War Modern	Contributing
7790	TATUM WATERWAY DR		1948	Donald G. Smith	Post War Modern	Contributing
7800	TATUM WATERWAY DR		1948	Donald G. Smith	Post War Modern	Contributing
7810	TATUM WATERWAY DR		1948	Donald G. Smith	Post War Modern	Contributing
7820	TATUM WATERWAY DR		1948	Donald G. Smith	Post War Modern	Contributing
7900	TATUM WATERWAY DR		1972	Isaac Sklar	Style not determined	Non Contributing
7930	TATUM WATERWAY DR		1957	Gerard Pitt	Post War Modern	Contributing
7950	TATUM WATERWAY DR		1957	Gerard Pitt	Post War Modern	Contributing
8000	TATUM WATERWAY DR		1962	Gerard Pitt	Post War Modern	Non Contributing
8010	TATUM WATERWAY DR		1963	Gerard Pitt	Post War Modern	Non Contributing
8024	TATUM WATERWAY DR		1969	Not listed	Style not determined	Non Contributing
8040	TATUM WATERWAY DR		1963	Gerard Pitt	Post War Modern	Contributing
8080	TATUM WATERWAY DR		1957	Garard Pitt	Post War Modern	Contributing

*Subject to change, a survey update is required for all properties to determine Contributing/Non-Contributing classifications

**Building demolished after 2009 National Register of Historic Places Listing. The building located at 8427 Crespi Boulevard was demolished in 2014. The building located at 8240 Byron Avenue was demolished in 2019 by order of the Miami-Dade County Unsafe Structures Board.

***The buildings located at 7925 & 7935 Crespi Boulevard were approved to be demolished by the Historic Preservation Board in 2018 (HPB18-0195)

^Building was constructed after 2009 National Register of Historic Places listing