NORTH SHORE HISTORIC DISTRICT
TATUM WATERWAY EXPANSION

DESIGNATION REPORT

Postcard, Multifamily Residential Building, 8420 Byron Avenue
Constructed in 1952, Designed by Norman M. Giller

PREPARED BY

CITY OF MIAMI BEACH PLANNING DEPARTMENT

MARCH 12, 2018

ADOPTED: MAY 16, 2018

CITY OF MIAMI BEACH

HISTORIC DISTRICT DESIGNATION REPORT

NORTH SHORE HISTORIC DISTRICT TATUM WATERWAY EXPANSION

PREPARED BY

City of Miami Beach Planning Department

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David Wieder

CITY OF MIAMI BEACH PLANNING DEPARTMENT

AUTHORS

Debbie Tackett, Chief of Historic Preservation
Jake Seiberling, Principal Planner

EDITORS

Thomas R. Mooney, AICP, Director
Debbie Tackett, Chief of Historic Preservation
Jake Seiberling, Principal Planner

REPORT DESIGN AND PRODUCTION

Debbie Tackett, Chief of Historic Preservation
Jake Seiberling, Principal Planner
Francisco Arbalaez, Senior Planner

CITY OF MIAMI BEACH

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I. REQUEST

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. 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 reviewed an historic designation report for the proposed North Shore Local Tatum Waterway Expansion and transmitted the historic district expansion designation to the Planning Board and City Commission with a favorable recommendation (7 to 0).

On April 11, 2018, the Mayor and City Commission unanimously approved the expansion (7 to 0) of the North Shore Historic 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 expansion (7 to 0) of the North Shore Historic District on second reading public hearing. Ordinance 2018-4198.

II. 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.

III. RELATION TO ORDINANCE CRITERIA

1. In accordance with Section 118-592 in the Land Development Regulations of the City Code, eligibility for designation is determined on the basis of compliance with the listed criteria set forth below.

(a) 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 an integrity of location, design, setting, materials, workmanship, feeling or association and meet at least one (1) of the following criteria:

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

(2) Association with the lives of persons significant in the city's past history;

(3) Embody the distinctive characteristics of an historical period, architectural or design style or method of construction;

(4) Possesses high artistic values;

(5) Represent the work of a master, serve as an outstanding or representative work of a master designer, architect or builder who contributed to our historical, aesthetic or architectural heritage;

(6) Have yielded, or are likely to yield information important in pre-history or history;

(7) Be listed in the National Register of Historic Places;

(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.

(b) A building, structure (including the public portions of the interior), improvement or landscape feature may be designated historic even if it has been altered if the alteration is reversible and the most significant architectural elements are intact and repairable.

2. The proposed North Shore Historic District Tatum Waterway Expansion is eligible for historic designation as it complies with the criteria as specified in Section 118-592 in the Land Development Regulations of the City Code outlined above.

Staff finds that the properties listed as contributing within the proposed North Shore Historic District Tatum Waterway Expansion possess integrity

of location, design, setting, materials, workmanship, feeling or association for the following reasons:

The Planning Department has surveyed the 105 buildings located within the boundaries of the proposed North Shore Historic District Tatum Waterway Expansion and has found that 68 of these buildings satisfy the requirements of Section 118-593(a) of the Land Development Regulations of the City Code. The contributing buildings, which possess integrity of their original location, are mainly examples of modest Post-World War II tourist hotels, apartment buildings, and commercial buildings that constitute a distinctive built environment of resort architecture. The proposed North Shore Historic District Tatum Waterway Expansion owes much of its character to the repetition of similar building types and styles within a compact space. The largely multi-residential development grew up almost entirely after World War II, and its planning was largely designed around garden oriented apartment buildings emphasizing the simple modern architectural motifs of mid-century America.

(a) Further, staff finds the proposed historic district to be eligible for historic designation and in conformance with the designation criteria for the following reasons:

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

The majority of contributing properties within the possible historic district expansion area directly reflect the turn of events in America following World War II. 87 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.**

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.**

The properties located within the proposed 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.**

Nearly 65% of the 105 buildings located within the proposed North Shore Historic District have been found to possess architectural and historical significance.

3. 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.

IV. DESCRIPTION OF BOUNDARIES

The proposed historic district 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)**

V. PRESENT OWNERS

The properties located within the boundaries of the proposed historic district expansion area are held by multiple owners.

VI. PRESENT USE

Multi-family residential is the primary use within the boundaries of the proposed historic district expansion area.

VII. PRESENT ZONING

The established zoning districts within the boundaries of proposed historic district are as follows:

RM-1 Residential Multifamily, Low Intensity

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

VIII. HISTORICAL BACKGROUND

While the end of World War I spurred the subdivision and planning of North Beach, the majority of the area located within the North Shore Historic District Tatum Waterway Expansion was not

subdivided or developed until after World War II. The last major subdivisions in North Beach were developed between 1944 and 1947. The Beach-Bay Subdivision (Harry Sirkin, 1944), Biscayne Beach (Milton and Esther Steinhardt, 1945) and the 17-acre Tatum Waterway Subdivision (Jacob and Claire Freidus' Branch Corporation, 1946) largely completed the planning of the Tatum Waterway area. The Tatum Waterway Subdivision which extends from 77th Street to 81st Street, running from Byron Avenue to the Tatum Waterway, was the last major subdivision to be platted within the City of Miami Beach. [1]

Figure 1 1941 Aerial Photograph of the Tatum Waterway/North Shore area.

Figure 2 1954 Aerial Photograph of the Tatum Waterway/North Shore area.

Prior to the 1940s, the land surrounding the Tatum Waterway was intended to be developed as part of a massive commercial coconut farm on land that extended north up the Florida coast for approximately 100 miles. Henry B Lum purchased this land from the Federal Government prior to the turn of the century for 35 cents per acre.[2] Along with partners Ezra Osborn and Elnathan T. Field from New Jersey, Lum succeeded in planting only approximately 155,000 coconut palms

1 "Beach Tract Goes On Sale," The Miami Herald, December 1, 1946, p. c-1.
2 Ibid

from Cape Florida to just north of Jupiter. During the time between the early 1900s and the early 1940s, the City's population exploded to approximately 33,000 and land values soared to an assessed value of $92,600,000.[3] The changing economy and demand for housing and tourist lodging following the end of WWII, made the Tatum Waterway area attractive for development.

IX. ARCHITECTURAL BACKGROUND

The majority of buildings located within the proposed 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. Stylistically, the architecture ranges from purely functional to highly expressive. The Tatum Waterway neighborhood owes much of its character to the repetition of similar building types and styles within a compact space.

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, the end of the war brought a sense of joyful optimism to many Americans. 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

Figure 3 Postcard depicting Army Air Force solders marching on Collins Avenue.

3 Ibid

in building costs. [4] 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 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, 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.

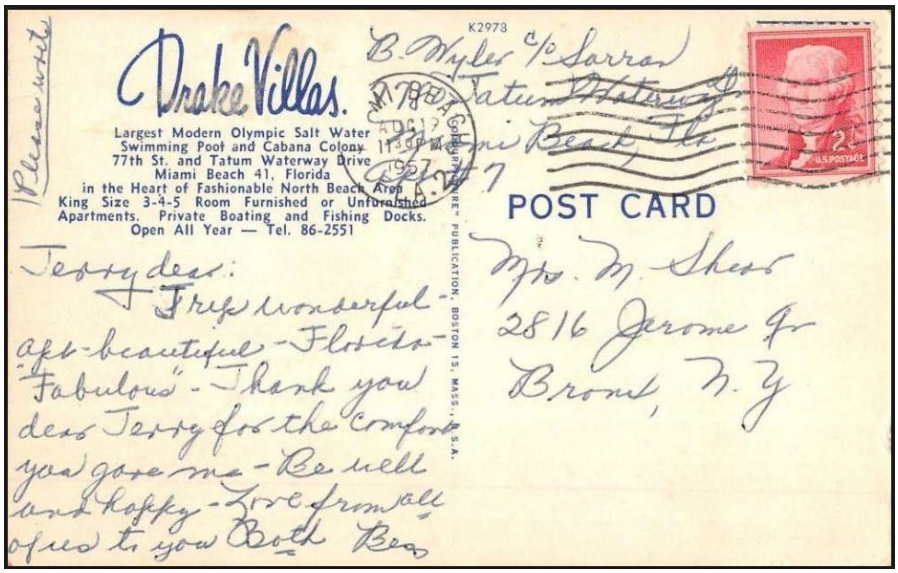


Figure 4 Postcard for Drake Villas located at 77th Street and Tatum Waterway Drive.

The Tatum Waterway area was almost entirely 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

4 "Army Life on Beach in Second Year," Miami Herald, 19 February 1943.

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 1945 and 1963. Generally built on a single lot, most of the apartment buildings were one or 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 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.

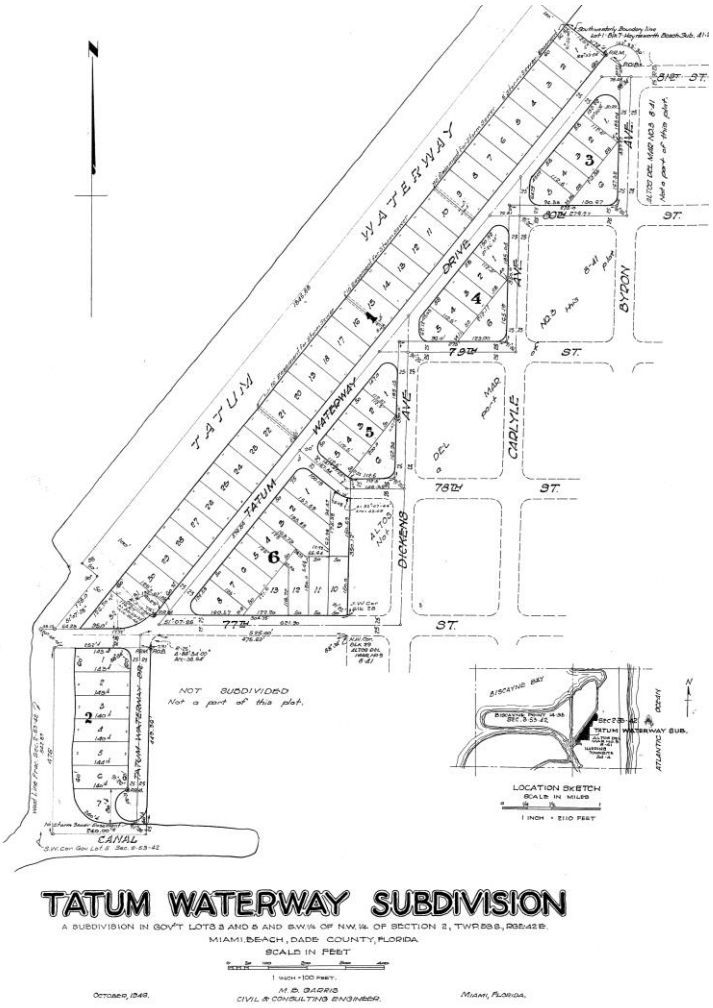


Figure 5 Plat of the Tatum Waterway Subdivision, filed on November 29, 1946.

Larger assemblages of narrow, single-bar type buildings were also possible. North Shore's most expansive project, the Drake Villas along Tatum Waterway Drive (Donald Smith and Irvin Korach, 1948), was designed to comprise a campus of more than 23 buildings spread out across more than 2,000 linear feet of water frontage. Developed by Jacob Freidus, the developer of the Tatum Waterway Subdivision, the buildings were grouped to frame patios and courts, pool and cabana areas, tennis courts and a solarium. The Drake ensemble was constructed of a single building module that eschewed Miami's vernacular masonry and wood construction,

instead employing entirely concrete construction for both walls and floor slabs. About 13 buildings were finally built, and while these buildings were executed by the same architect, they nevertheless provided a great variety of details, particularly in the elaboration of guard rails. (715-725 78th St., 7819-7809 Tatum Waterway Drive)[5]

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:

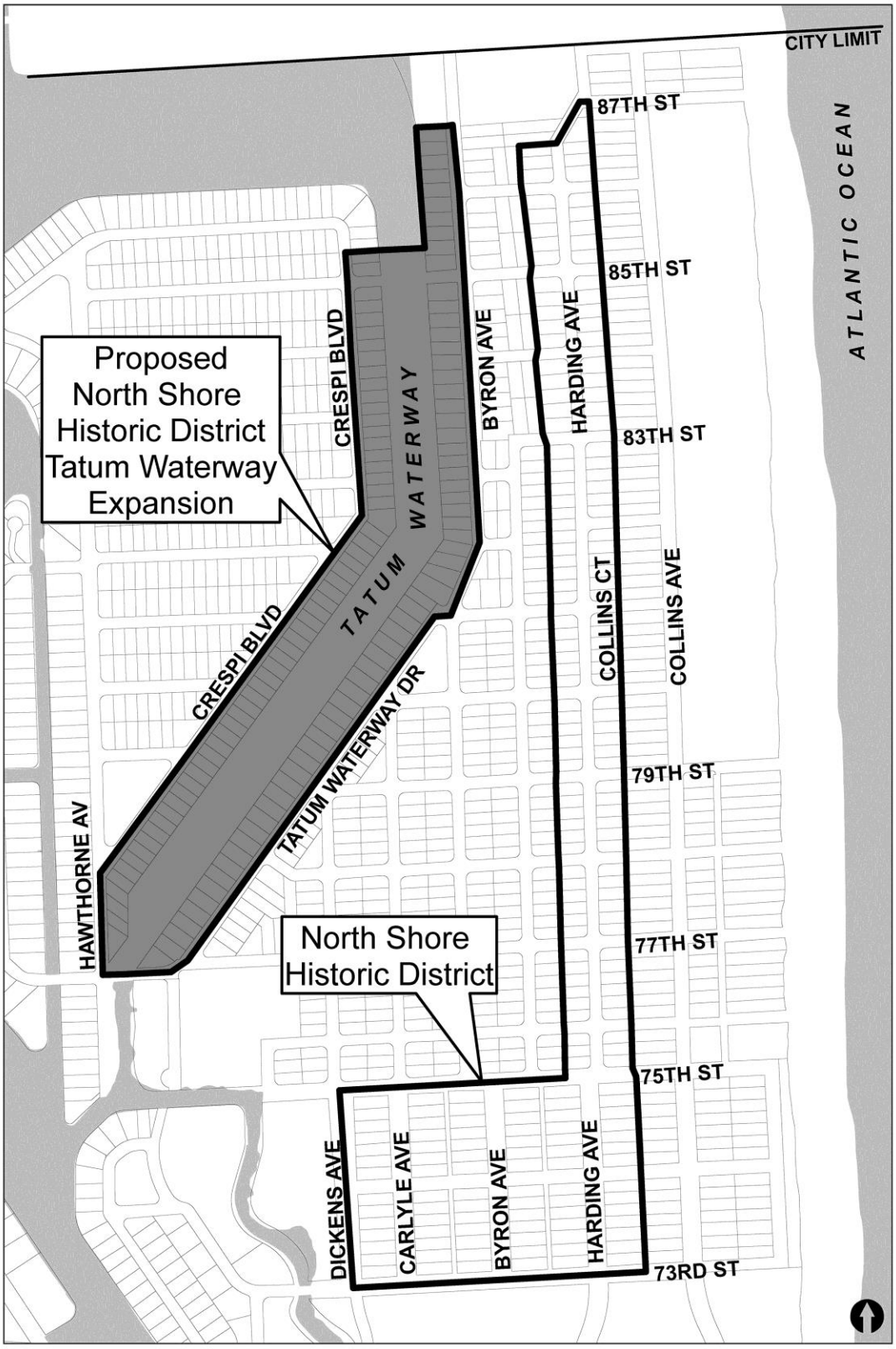
Lincoln Arms	1800 James Ave.
Miljean	1831 James Ave.
Tropical Gardens	1600 Collins Ave.
Clifton Hotel	1343 Collins Ave.

5 "Beach Gets $5,000,000 Development," The Miami Herald, May 2, 1948.

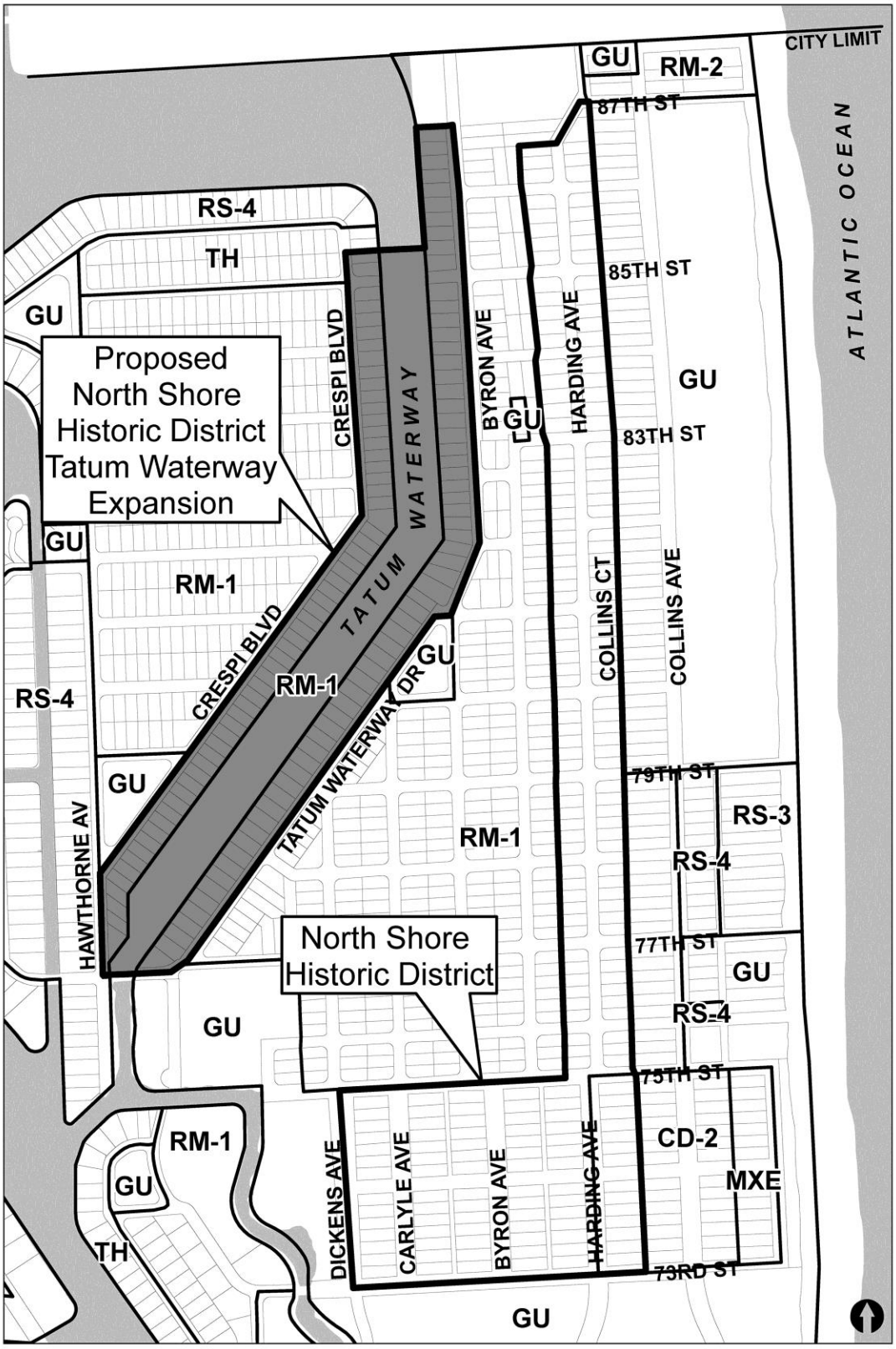
Nathan A. Seiderman (1908–2002) had an office on Normandy Isle and worked mostly in North Beach, designing at least 32 apartment buildings there from 1951 to 1959. He also designed the Fairfax Apartments at 1776 Collins Avenue in 1951. He later moved to Los Angeles, California, and died in 2002.

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.

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



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



X. PLANNING DEPARTMENT RECOMMENDATIONS

1. **Criteria for Designation:** The Planning Department finds the proposed North Shore Historic District Tatum Waterway Expansion to be in compliance with the Criteria for Designation listed in Section 118-592 in the Land Development Regulations of the City Code.

2. **Site Boundaries:** The proposed historic district 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)**

3. **Areas Subject to Review:** The Planning Department recommends that the areas subject to review shall include all exterior building elevations and public interior spaces, site and landscape features, public open spaces and public rights-of-way, and all vacant or parking lots included within the boundaries of the proposed North Shore Historic District Tatum Waterway Expansion. Regular maintenance of public utilities, drainage, and mechanical systems, sidewalks, and roadways shall not require a Certificate of Appropriateness.

4. **Review Guidelines:** The Planning Department recommends that a decision on an application for a Certificate of Appropriateness shall be based upon compatibility of the physical alteration or improvement with surrounding properties and where deemed applicable in substantial compliance with the following:

   a. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, as revised from time to time;

   b. Other guidelines/policies/plans adopted or approved by resolution or ordinance by the City Commission;

   c. All additional criteria as listed under Sections 118-564(b), 118-564(c) and 133-50(a) in the Land Development Regulations of the City Code;

   d. A suitable level of flexibility will be necessary in reviewing applications for Certificates of Appropriateness for alterations, demolition, and additions to existing buildings and new construction in order to ensure the revitalization and resiliency of this unique and low-lying area of the City;

   e. City of Miami Beach Design Guidelines as adopted by the Joint Design Review/Historic Preservation Board on October 12, 1993, amended June 7, 1994, as may be revised from time to time.

XI. FIGURE INDEX

Figure 0: (Cover) Jake Seiberling & Debbie Tackett Private Collection, Miami Beach, Florida. "8420 Byron Ave. Miami Beach, Florida", Postcard, Not Postmarked, K6334.

Figure 1: City of Miami Beach Public Works Department, Engineering Division, Aerial survey of the City of Miami Beach, photographs, 1941.

Figure 2: City of Miami Beach Public Works Department, Engineering Division, Aerial survey of the City of Miami Beach, photographs, 1954.

Figure 3: Jake Seiberling & Debbie Tackett Private Collection, Miami Beach, Florida. "D.C. 135 – "Off to Study," Army Air Forces, Miami Beach, Fla.", Postcard, Not Postmarked, 2B-H581.

Figure 4: Colourpicture Publication, Boston, Massachusetts, "Drake Villas", Postcard, Postmarked August 17, 1957, K2978.

Figure 5: City of Miami Beach Public Works Department, Engineering Division, "Plat of Tatum Waterway Subdivision", 1946.

XII. PROPERTIES LIST

Proposed North Shore Historic District Tatum Waterway Expansion Properties List

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

Address			Year	Architect	Style	National Register Classification	Local Classification
7861	CRESPI BL	A	1952	Lester Avery	Post War Modern	Contributing	Contributing
7861	CRESPI BL	B	1952	Lester Avery	Post War Modern	Contributing	Contributing
7871	CRESPI BL	A	1952	Lester Avery	Post War Modern	Contributing	Contributing
7871	CRESPI BL	B	1952	Lester Avery	Post War Modern	Contributing	Contributing
7879	CRESPI BL		1948	Donald G. Smith	Post War Modern	Contributing	Non Contributing
7905	CRESPI BL		1947	John E. Petersen	Post War Modern	Non Contributing	Non Contributing
7915	CRESPI BL		1948	Carlos B. Schoeppl	Post War Modern	Contributing	Contributing
7919	CRESPI BL		1957	Gerard Pitt	Post War Modern	Contributing	Contributing
7925	CRESPI BL		1947	Donald G. Smith	Post War Modern	Contributing	Contributing
7935	CRESPI BL		1947	Donald G. Smith	Post War Modern	Contributing	Contributing
7945	CRESPI BL		1952	Borry & David	Post War Modern	Non Contributing	Non Contributing
7955	CRESPI BL		1952	Borry & David	Post War Modern	Non Contributing	Non Contributing
7959	CRESPI BL		1972	Alberto Lauderman	Style not determined	Non Contributing	Non Contributing
7965	CRESPI BL		1952	Nathan A. Seiderman	Post War Modern	Contributing	Non Contributing
7975	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing	Contributing
7985	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing	Contributing
7995	CRESPI BL		1954	Gilbert M. Fein	Post War Modern	Contributing	Contributing
8001	CRESPI BL		1968	Jorge Dorta Duque	Style not determined	Non Contributing	Non Contributing
8011	CRESPI BL		1955	Gerard Pitt	Post War Modern	Contributing	Contributing
8021	CRESPI BL		1957	Nathan A. Seiderman	Post War Modern	Contributing	Contributing
8025	CRESPI BL		1950	August Swarz	Post War Modern	Contributing	Contributing
8035	CRESPI BL		1959	Nathan A. Seiderman	Post War Modern	Contributing	Contributing
8101	CRESPI BL		1969	Jorge Dorta Duque	Style not determined	Non Contributing	Non Contributing
8109	CRESPI BL		1956	Theodore Gottfried	Style not determined	Non Contributing	Non Contributing
8119	CRESPI BL		1951	Norman M. Giller	Style not determined	Non Contributing	Non Contributing
8125	CRESPI BL		1970	Roberto Gambach	Style not determined	Non Contributing	Non Contributing
8135	CRESPI BL		1950	T. Hunter Henderson	Post War Modern	Contributing	Contributing
8141	CRESPI BL		1949	T. Hunter Henderson	Post War Modern	Contributing	Contributing
8205	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing	Contributing
8215	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing	Contributing
8220	CRESPI BL		1956	Gerard Pitt	Post War Modern	Contributing	Contributing
8221	CRESPI BL		1956	Don Reiff	Post War Modern	Non Contributing	Non Contributing
8227	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing	Contributing
8235	CRESPI BL		1953	Gilbert M. Fein	Post War Modern	Contributing	Contributing
8271	CRESPI BL		1957	Gerard Pitt	Post War Modern	Contributing	Contributing
8305	CRESPI BL		1969	Gail Byron Balwin	Post War Modern	Non Contributing	Non Contributing
8321	CRESPI BL		1951	Norman M. Giller	Post War Modern	Contributing	Contributing
8329	CRESPI BL		1951	Norman M. Giller	Post War Modern	Contributing	Contributing
8335	CRESPI BL		1948	Harry O. Nelson	Post War Modern	Non Contributing	Non Contributing
8401	CRESPI BL		1948	Harry O. Nelson	Post War Modern	Non Contributing	Non Contributing
8415	CRESPI BL		1957	Gerard Pitt	Post War Modern	Contributing	Contributing
8421	CRESPI BL		2018	CDS Architecture	Contemporary	Not Classified	Non Contributing

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

XIII. PHOTOGRAPHS REPRESENTATIVE OF THE DISTRICT

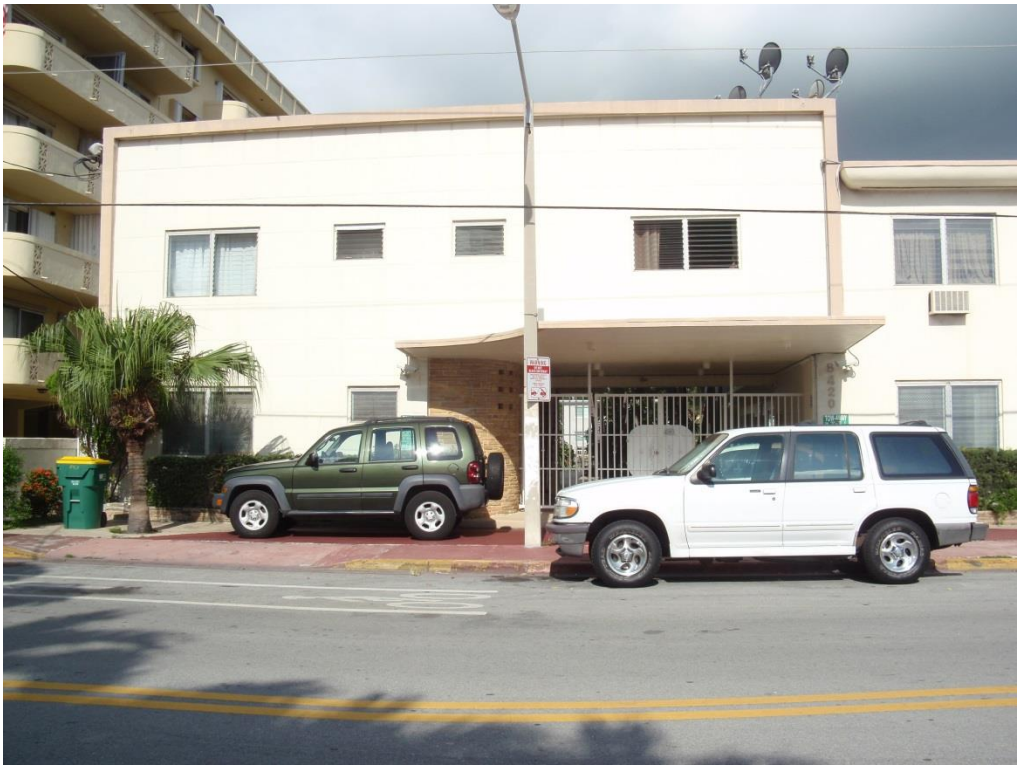
8100 BYRON AVENUE

8210 BYRON AVENUE

8310 BYRON AVENUE

8320 BYRON AVENUE

8350 BYRON AVENUE



8420 BYRON AVENUE

8440 BYRON AVENUE

8500 BYRON AVENUE

8600 BYRON AVENUE

7765 CRESPI BOULEVARD

7775 CRESPI BOULEVARD

7825 CRESPI BOULEVARD

7965 CRESPI BOULEVARD

7985 CRESPI BOULEVARD

8025 CRESPI BOULEVARD

8035 CRESPI BOULEVARD

8205 CRESPI BOULEVARD

8271 CRESPI BOULEVARD

8415 CRESPI BOULEVARD

7717 HAWTHORNE AVENUE

7700 TATUM WATERWAY DRIVE

7720 TATUM WATERWAY DRIVE

7740 TATUM WATERWAY DRIVE

7760 TATUM WATERWAY DRIVE

7800 TATUM WATERWAY DRIVE

7930 TATUM WATERWAY DRIVE

8040 TATUM WATERWAY DRIVE

8080 TATUM WATERWAY DRIVE

VIEWS ALONG THE WATERWAY

Waterway View 1

Waterway View 2

Waterway View 3

Waterway View 4