PINETREE DRIVE HISTORIC ROADWAY

MIAMI BEACH HISTORIC SITE

DESIGNATION REPORT

Figure 1 A 1939 photo of Pinetree Drive taken looking south from 40th Street.

PREPARED BY

CITY OF MIAMI BEACH PLANNING DEPARTMENT

DESIGN, PRESERVATION & NEIGHBORHOOD PLANNING DIVISION

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CITY OF MIAMI BEACH

HISTORIC SITE DESIGNATION REPORT

PINETREE DRIVE HISTORIC ROADWAY

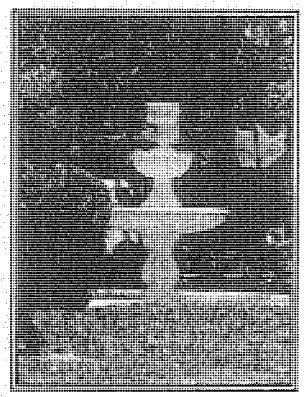

Figure 2 This 1924 ornamental fountain is located at Pinetree Drive and 41st Street.

Prepared By

CITY OF MIAMI BEACH PLANNING DEPARTMENT
DESIGN, PRESERVATION & NEIGHBORHOOD PLANNING DIVISION

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PINETREE DRIVE HISTORIC ROADWAY

CITY OF MIAMI BEACH
HISTORIC SITE DESIGNATION REPORT

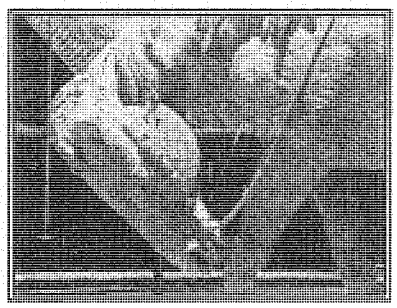

Figure 3 Notice the beautiful details in the horse of "The Great Spirit" statue on Pinetree Drive.

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I. REQUEST

On November 14, 2000, the City of Miami Beach Planning Department requested that the Historic Preservation Board consider directing staff to prepare a preliminary evaluation report with recommendations regarding the possible designation of a portion of the public right-of-way of Pinetree Drive, generally from 30th Street to 46th Street, as a local historic site. This request was believed appropriate by staff due to the historic character and visual landmark nature of the roadway.

At the same meeting, the Board reviewed such request and unanimously approved a motion (5 to 0; 2 absences) to direct staff to prepare a preliminary evaluation report with recommendations regarding the possible designation of a portion of the public right-of-way of Pinetree Drive as a local historic site.

At its December 12, 2000, meeting, the Historic Preservation Board reviewed the preliminary evaluation report with recommendations prepared by the staff of the Planning Department regarding the designation of a portion of the public right-of-way of Pinetree Drive. The Board unanimously approved a motion (7 to 0) to direct staff to prepare a designation report and schedule a public hearing relative to the designation of this new historic site.

On February 28, 2001, the Historic Preservation Board unanimously approved a motion (5 to 0; 2 absences) to recommend approval of the designation of the proposed Pinetree Drive Historic Roadway as an historic site in accordance with staff recommendations, as reflected in this designation report. The Board also recommended that the City Commission request the Administration to investigate the possibility of a tree replacement program for the Australian Pines, which have been lost over time or may be lost in the future, within the boundaries of the proposed historic roadway.

On March 27, 2001, the Planning Board unanimously approved a motion (6 to 0; 1 absence) to recommend approval of the designation of the proposed Pinetree Drive Historic Roadway as an historic site.

On April 18, 2001, the City Commission approved the designation of the Pinetree Drive Historic Roadway as an historic site on first reading and scheduled the second reading public hearing for May 16, 2001. The City Commission, at the suggestion of Vice-Mayor Luis R. Garcia, Jr., also directed staff to expand the boundaries of the proposed Pinetree Drive Historic Roadway to include the original 1926 pumping station and obelisk site (inclusive of its park-like setting), which is located at 28th Street between Pinetree Drive and Sheridan Avenue.

Section 118-591 in the Land Development Regulations of the City Code require certain procedures to be undertaken in order to include the 28th Street Pumping Station and Obelisk site as an expansion of the original boundaries of the Pinetree Drive Historic Roadway. The designation review process for expansion would take approximately six months before the proposed expanded boundaries of the Pinetree Drive Historic Roadway would be heard by the City Commission. Due to the potential threat of alterations to the existing configuration of the road, staff believes it is prudent to immediately provide historic preservation protection to the Pinetree Drive Historic Roadway and its Australian pines. Therefore, staff recommends that the City Commission designate the Pinetree Drive Historic Roadway, as originally proposed by the Historic Preservation Board, because it will afford the earliest possible protection to the historic site.

Further, it is recommended that the City Commission direct staff to prepare a preliminary evaluation and recommendation report regarding the possible designation of the 28th Street Pumping Station and Obelisk as a separate historic site in lieu of expanding the boundaries of the proposed Pinetree Drive Historic Roadway. Staff believes this request is appropriate due to the structure's special historic character, high quality architectural design, and visual landmark nature to the surrounding residential neighborhood and the entire City. The designation process to adopt the 28th Street Pumping Station and Obelisk as an historic site would take approximately five months under the City Code.

At its May 16, 2001, meeting, the City Commission continued the second reading public hearing of the proposed Pinetree Drive Historic Roadway until the June 6, 2001, meeting due to a lack of a quorum.

On June 6, 2001, the City Commission unanimously approved the designation (7 to 0) of the Pinetree Drive Historic Roadway as an historic site on second reading public hearing. At the same meeting, the City Commission directed staff to prepare a preliminary evaluation and recommendation report relative to the possible designation of the 28th Street Pumping Station and Obelisk (inclusive of its park-like setting) as a separate historic site.

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 designation report is presented to the 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 Five: 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 Six: The City Commission may adopt an amendment to the Land Development Regulations of the City Code 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 which 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. This portion of the public right-of-way of Pinetree Drive is eligible for designation as an historic site as it complies with the criteria as specified in Section 118-592 in the Land Development Regulations of the City Code outlined above.

(a) Staff finds the proposed historic site to be eligible for historic designation and in conformance with the designation criteria for the following reasons:

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

This section of Pinetree Drive has its origins in one of the earliest agricultural efforts in South Florida, and it is associated with two of Miami Beach's "founding fathers" - John Collins and Carl Fisher.

In 1909, John Collins, a horticulturalist from New Jersey, bought 1,675 acres of land in what is now central Miami Beach. He established a plantation on the rich high ground west of Indian Creek. The creation of a "plantation road," generally paralleling the west shore of Indian Creek and connecting the farm house, packing plant, workers' quarters, irrigation pond, and dock at today's 41st Street with Lake Pancoast, together with the planting of Australian pines along that road to protect fragile produce from salt laden winds, was one of three major events orchestrated by John Collins in his attempt to develop a viable agricultural industry in what would become Miami Beach. In order to move his produce more rapidly to market, Collins constructed a bridge and canal which would provide two direct routes from his farm to the railroad and harbor at Miami. These two structures were intended to facilitate transportation of crops, but they also literally paved the way for further development of the Beach. After an arduous dredging process, the Collins Canal was completed in 1912 and still survives as the oldest manmade structure in the City.

It was John Collins' ambitious bridge project at age 75 that first caught Carl Fisher's attention and created another reinforcing event also associated with the history of Pinetree Drive. With

Fisher's financial assistance in exchange for 200 acres of land, the Collins Bridge was completed in 1913, an engineering marvel and the longest wooden bridge in the world at the time. After only seven years of use it was replaced by the Venetian Causeway and demolished.

Carl Fisher was a high-living Industrialist from Indiana who made a fortune with Prest-O-Lite automobile head lamps and built the Indianapolis Speedway. In a short period of time, Fisher transformed the barrier strip into a playground for millionaires based on a genius for marketing that eclipsed his colleagues in land sales and development of Miami Beach. Later, he would become involved in the development of quality residential development along Pinetree Drive.

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

Pioneer John Collins saw promise for his agricultural venture in the uninhabited swampland now known as Miami Beach. Platted as part of the Ocean Front Property by the Miami Beach Improvement Company in 1912, Collins' farm was located west of Indian Creek between 30th Street at the south and approximately 46th Street at the north. The farm featured a "plantation road" flanked by an "avenue of pines" (now known as Pinetree Drive)(see **Figure 12**). Collins planted the Australian pines to serve as a windbreak for his avocado and mango groves. When the area was developed as residential property during the 1920's, the lane was allowed to remain as a thoroughfare shaded with the pines. Today's Pinetree Drive and the existing Australian pines represent one of the last remaining remnants of the original Collins' plantation.

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

"The Great Spirit" statue and 1924 ornamental fountain, located within the public right-of-way of Pinetree Drive just south of 41st Street, are a wonderful cultural amenity to the surrounding neighborhood and Miami Beach. The early incentives to adorn the City's landscape with outdoor sculpture during the 1920's waned in the decades to follow with the proliferation of building construction in Miami Beach. Therefore, the retention of the few remaining public works of art from this time period is even more

important. This outdoor sculpture is extremely valuable in providing a sense of history and place during the City's first land development period.

(4) Possess high artistic values;

The Australian pines are a unique historic landscape feature of Pinetree Drive. They create a lush canopy for pedestrians and vehicles as they travel the roadway. The "whispering pines" provide a tremendous amount of shade and are a visual amenity for the surrounding neighborhood.

There are historically significant works of art found within the public right-of-way of Pinetree Drive just south of 41st Street. "The Great Spirit" statue depicts a Native American in a chief's headdress mounted on a horse with its head lowered to the ground. The 1924 ornamental fountain in Liebman Square features three-tiers with cascading water and a large quatrefoil shaped pool at its base.

(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;

While under contract with Carl Fisher, sculptor Ettore Pellegatta and contractor John B. Orr created fine public works of art in Miami Beach, which include "The Great Spirit" in 1924, "The Polo Player" in 1923, and the Flagler Monument in 1920. Orr also constructed the ornamental fountain at Pinetree Drive and 41st Street for Collins in 1924.

Ettore Pellegatta (1881-1966) was an Italian-born sculptor who worked in New York City, Washington, D.C., and South Florida. Notable examples of his work include the lions guarding the entrance to the New York Public Library, located at the corner of 5th Avenue and 42nd Street, and the outstretched arm and head of Mercury on the front facade of Grand Central Station. In 1915, he moved to Miami to work on James Deering's estate, Villa Vizcaya. He carved garden statues and decorations on many of the gates and smaller buildings. He is noted for carving figures on the bow of the landmark stone boat in front of Vizcaya on Biscayne Bay.

Born in Scotland in 1886, John B. Orr relocated to Miami in 1911 where he started in business as a plasterer, modeler, mason contractor, and general contractor. He built up his company with skilled workmen and opened offices in Miami and Palm Beach. Orr was known for fine plastering, stucco and mason work, and construction throughout Florida. Examples of his work in these various fields include Villa Vizcaya, Allison Hospital, the Nautilus Hotel, the Pancoast Hotel, the Everglades Club, and numerous residences for wealthy clientele in Coconut Grove and Palm Beach.

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

Retention of the public right-of-way of Pinetree Drive, as well as the historic Australian pines and outdoor sculpture, promote the general welfare of the City by providing an opportunity for the study and appreciation of the early development of Miami Beach. Pinetree Drive is representative of the evolution of Miami Beach from the area's agricultural uses at the turn of the 20th century to its present urban development. For over 88 years, the "avenue of pines and plantation road" through the original Collins' Miami Beach plantation have maintained their historic integrity and still exist today as a significant part of the public right-of-way of Pinetree Drive.

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

Currently, this portion of the public right-of-way of Pinetree Drive is neither listed individually as an historic site nor is it located within an historic district on the National Register of Historic Places, although it appears to have clear potential to be determined to be eligible for national historic designation.

(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;

The public right-of-way of Pinetree Drive, between approximately 30th Street and 46th Street, is clearly a geographically defined area which has a significant concentration of historic trees throughout its length, as well as several monuments and

sculptures, united by aesthetic cohesiveness and historically significant events in the City's development history.

(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.

Although this portion of the public right-of-way of Pinetree Drive has been slightly modified over the years, it retains its overriding historical integrity. It continues to be representative of the cultural, social, and aesthetic history of Miami Beach despite minor alterations to the roadway and loss of some of the Australian pines.

IV. DESCRIPTION OF BOUNDARIES

The proposed historic site is generally defined by the lands located within the public right-of-way of Pinetree Drive between the extended centerline of 30th Street to the south, and to the easterly extension of the north lot line of Lot 4, Block D, at the north, as shown in the Surprise Lake Subdivision, recorded in Plat Book 9, at Page 114, Public Records of Miami-Dade County (approximately 400 feet south of 46th Street). All landscape features, statues, fountains, and works of art located within the public right-of-way of said boundaries are included within the proposed historic site designation. Said lands located, lying, and being in the City of Miami Beach, County of Miami-Dade, Florida.

A detailed legal description of the proposed boundaries of the Pinetree Drive Historic Roadway is as follows:

Commence at the point of intersection of the centerline of W. 30th Street with the southerly extension of the east line of Block 41, as shown in MIAMI BEACH IMPROVEMENT CO.'S PLAT OF ORCHARD SUBDIVISION No. 1, recorded in Plat Book 6, at Page 111, Public Records of Miami-Dade County, Florida. Said point of intersection being the POINT OF BEGINNING of the tract of land herein described; thence northerly, along the east line of said Block 41 and its northerly and southerly extension to the point of intersection with the centerline of W 31st Street; thence continue northerly, along the east line of Block 44 of the above mentioned PLAT OF ORCHARD SUBDIVISION No. 1 and its southerly and northerly extension to the point of intersection with the north right-of-way line of W. 34th Street; thence northerly, along the east line of Blocks 47 and 50, ORCHARD SUBDIVISION No. 2 and 3, recorded in Plat Book 8, at Page 116, Public Records of Miami-Dade County, Florida, to

the north right-of-way line of W. 40th Street; thence deflects 30° to the right for a distance of 120.00 feet to a point. Said point being 60.00 feet (measured at right angles) east of the east line of Block 53 of the above mentioned ORCHARD SUBDIVISION No. 2 and 3; thence northerly 60.00 feet east and parallel to the east line of said Block 53 and its northerly extension to the point of intersection with the south right-of-way line of Arthur Godfrey Road (W. 41st Street); thence northerly across Arthur Godfrey Road (W. 41st Street) to a point. Said point being the point of intersection of the easterly extensions of the south line of Block 3 and the southerly extension of the east line of said Block 3, ORCHARD SUBDIVISION No. 4 recorded in Plat Book 25, at Page 30, Public Records of Miami-Dade County, Florida; thence continue northerly, along the east line of Blocks 3, 2 and 1 of said ORCHARD SUBDIVISION No. 4 and their northerly and southerly extension to the point of intersection with the north right-of-way line of 45th Street; thence continue northerly along the east line of Block D, SURPRISE LAKE SUBDIVISION, recorded in Plat Book 9, at Page 114, Public Records of Miami-Dade County, Florida, to the northeast corner of Lot 4 of said Block D; thence easterly, along the easterly extension of the north line of said Lot 4 for a distance of 100.00 feet to a point. Said Point located on the west line of Lot 43, AMENDED PLAT OF INDIAN BEACH CORPORATION'S SUBDIVISION OF LANDS IN GOVT. LOTS 1, 2, 3, 4, 5, 6 AND 7 OF SECTION 23-TWP 53 S.- RGE 42E, recorded in Plat Book 8, at page 61, Public Records of Miami-Dade County, Florida; thence southerly along the west line of said Lot 43, Lot 44, Lot 45, and Lot B (Now Pine Tree Park), of said AMENDED PLAT OF THE INDIAN BEACH CORPORATION'S SUBDIVISION to a point. Said point being the southwest corner of said Lot B (Now Pine Tree Park); thence continue southerly, along the west line of Lots 12 thru 1, FLAMINGO BAY SUBDIVISION No. 1, recorded in Plat Book 6, Page 101, Public Records of Miami-Dade County, Florida, and its southerly extension to a point located on the north right-of-way line of Arthur Godfrey Road (W. 41st Street); thence run southerly across Arthur Godfrey Road to the point of intersection of the north and west lines of Lot 29, Block 3, FLAMINGO TERRACE SUBDIVISION, Plat Book 10, Page 3, Public Records of Miami-Dade County, Florida; thence continue southerly, along the north line of Lot 29 and Lot 28 of said Block 3 and the northerly extension of the north line of said Lot 29 to the most southerly point of tangency of the west line of said Lot 28; thence southerly, radial to the arc forming the north boundary of Lot 12, Block 4, of said FLAMINGO TERRACE SUBDIVISION to the point of intersection with said arc; thence runs west-southwest along the arc forming the north boundary at said Lot 12, to its point of tangency with the west line of said Lot 12; thence southerly, along the west line of said Block 4,

Block 5 and Block 6 of the above mentioned FLAMINGO TERRACE SUBDIVISION, and the southerly extension of said Block 4 and Block 5 to the point of intersection with the easterly extension of the centerline of W. 30th Street. Said point located on the west line of Lot 6 of said Block 6; thence westerly, along the easterly extension of the centerline of W. 30th Street to the POINT OF BEGINNING. Said lands located lying and being in the City of Miami Beach, County of Miami-Dade, Florida.

The described boundaries, as recommended by the Planning Department, are shown in the proposed historic site map (see **Map 1**).

V. PRESENT OWNERS

The property located within the boundaries of the proposed Pinetree Drive Historic Roadway is controlled by three (3) owners. Pinetree Drive is controlled by Miami-Dade County. 41st Street is controlled by the Florida Department of Transportation. The City of Miami Beach controls the numerical cross streets between 30th Street and 46th Street as well as Flamingo Drive.

VI. PRESENT USE

Pinetree Drive is a north-south roadway which is surrounded by predominately single family residences. Commercial, religious, and multi-family structures are located at the intersection of 41st Street and Pinetree Drive.

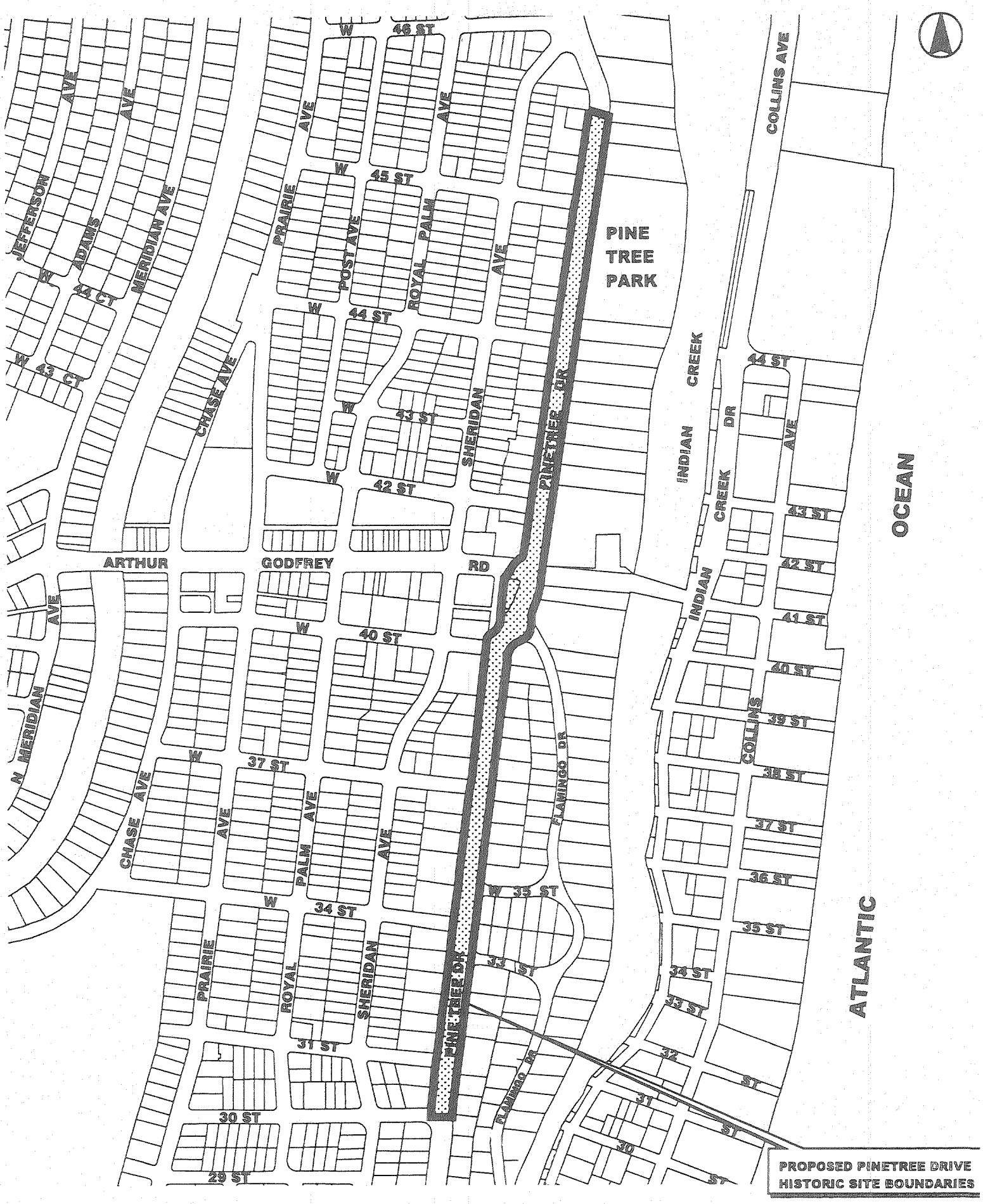
VII. FUTURE LAND USE/ZONING

Established Future Land Use/Zoning Districts surrounding the boundaries of the proposed Pinetree Drive Historic Roadway are as follows:

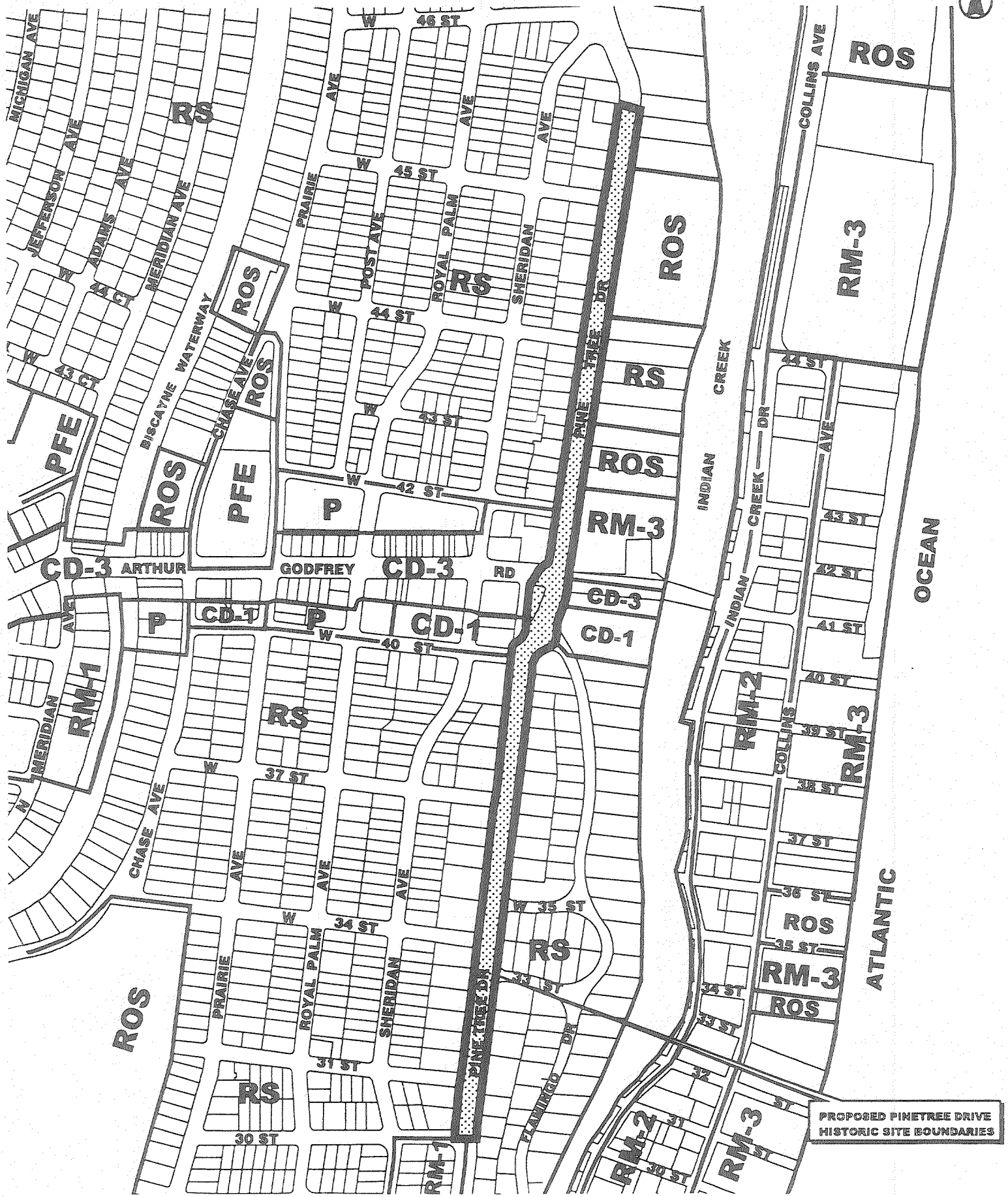
RS	Single Family, Residential
RM-1	Multiple Family, Low Intensity
RM-3	Multiple Family, High Intensity
CD-1	Commercial, Low Intensity
CD-3	Commercial, High Intensity
ROS	Recreation and Open Space

Please refer to the future land use/zoning map for more detailed information (**Map 2**).

MAP 1: PROPOSED DESIGNATION OF A PORTION OF THE PUBLIC RIGHT-OF-WAY OF PINETREE DRIVE AS AN HISTORIC SITE



MAP 2: FUTURE LAND USE / ZONING DISTRICTS SURROUNDING THE BOUNDARIES OF THE PROPOSED PINETREE DRIVE HISTORIC SITE



VIII. HISTORICAL BACKGROUND

<u>Historical Overview.</u> Like all the rest of Miami Beach, this land was originally part of the 65-mile coastal tract that was planted with imported coconuts in a plantation scheme by New Jersey investors in 1882. One of the investors was John Stiles Collins (1837-1928), a Quaker and horticulturist. When the agricultural project Collins had invested in failed, he came to Miami to investigate:

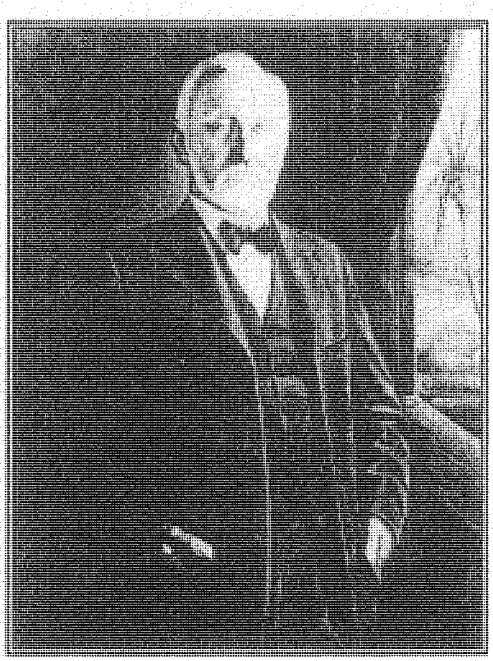


Figure 4 Pioneer John S. Collins saw promise in the uninhabited swampland now known as Miami Beach.

"In 1896...Collins came to Florida to see his land which, by 1907, extended from what is now 14th Street to 67th Street. Collins found some native plants which indicated the presence of fresh water on the island. His discovery led him to plant avocadoes, fruits and vegetables. Collins, who was living in a Miami hotel, commuted to the island by boat, since there was no land connection to the mainland. He constructed a dock on Lake Pancoast and a few small dwellings were built to house the tenant farmers who oversaw the daily operations on the plantation."[1]

At that time, most of the island that would become Miami Beach was an uninhabited mangrove swamp. In 1909, at the age of 71, Collins bought 1,675 acres of this land and established a farm on the rich high ground west of Indian Creek.[2] *"Collins decided the soil there had a favorable composition for the cultivation of tropical fruits and started an avocado grove.*[3]

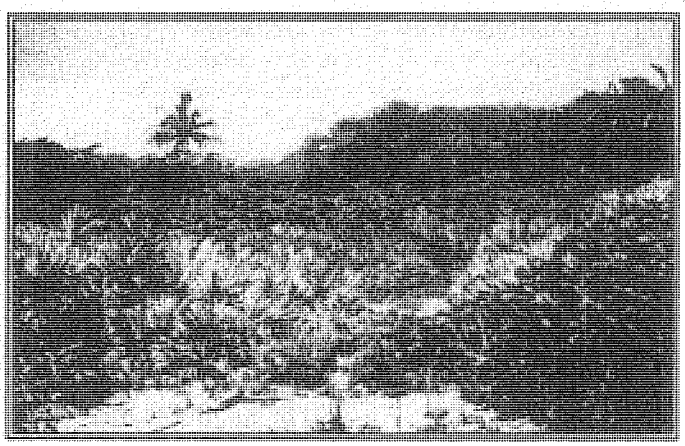


Figure 5 Collins chose the high ground in the center of the island north of today's 23rd Street for his agricultural venture.

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[1] H. Raley, L. Polansky, A. Millas, <u>Old Miami Beach</u>, 1994, p. 5.

[2] Ann Armbruster, <u>The Life and Times of Miami Beach</u>, 1995, p. 7.

[3] Dade County Historic Preservation Division, <u>From Wilderness to Metropolis</u>, 1992, p. 68.

"At first it appeared his efforts with avocados would parallel the failure of earlier coconut plantings. In the case of avocados, the wind sweeping in off the ocean across the narrow strip and Indian Creek and into his orchards was damaging the crop. He was growing not only avocados and mangoes but tomatoes and potatoes as well which he planted between the trees."[4] *"To protect the young grove from the wind, Collins planted the twin lanes of Australian pine trees which later became Pinetree Drive."*[5]

Figure 6 A 1914 photo taken of the "avenue of pines and plantation road" (today's Pinetree Drive) through the original Collins' plantation.

John Collins recognized his calling early. He was born in Moorestown, New Jersey, on December 29, 1837. He was the sixth generation of his family to live and work on the New Jersey homestead. *"Educated in public and private schools in Moorestown, he experimented with growing strawberries commercially as a youth and entered the fruit-growing and nursery business in 1855 after his father gave him a quarter acre of land... Collins later established the Pleasant Valley Nurseries and opened builders' and farmers' supply yards in Moorestown and Merchantville. He was the founder of the New Jersey Horticultural Society and an innovator in plant culture. He used the profits from Pleasant Valley Nurseries to buy additional property in the area. His reputation grew with his experimentation with and commercialization of the Wilson blackberry and the Kiefer pear."*[6]

Figure 7 Rows of young avocado trees at the original Collins' plantation in what is now known as the Orchard Subdivision.

Collins was joined in Florida by his sons Arthur, Lester, and Irving Collins, and his daughter Katherine and her husband, Thomas J. Pancoast. On June 3, 1912, the

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[4] Howard Kleinberg, Miami Beach, 1994, p. 24.

[5] Ruby Leach Carson, "Forty Years of Miami Beach," Tequesta, Vol. No. XV, 1955, p. 8.

[6] Howard Kleinberg, Miami Beach, 1994, p. 19.

family formed the Miami Beach Improvement Company.[7] This appears to be the first official use of the term "Miami Beach," even before the town was incorporated. The Company platted some of Collins' land holdings for sale and dredged the marshy southern end of Indian Creek. Russell Pancoast, John Collins' grandson, later recalled that what is now Lake Pancoast was originally "a grass flat covered with six inches to a foot of water at low tide and perhaps another foot at high tide."[8] The Company also planned two other ambitious projects: a canal linking Indian Creek to Biscayne Bay and a 2.5-mile-long wooden bridge across the Bay.

Collins' bridge and canal would provide two direct routes from his farm to the railroad and harbor at Miami where previously there had been none. They were intended to facilitate transportation of crops, but they also literally paved the way for further development of the Beach. After an arduous dredging process, the Collins Canal was completed in 1912 and still survives as the oldest manmade structure in the City.

The construction of the bridge across Biscayne Bay, however, strained Collins' finances to the limit: *"A long struggle to get the permit was followed by failure of his contractors, and just when things looked blackest an angel was found in Carl G. Fisher (1912), who...provided the cash and zip to transform a desolate sand bank into the world's most dazzling resort."*[9]

Indeed, it was John Collins' ambitious bridge project at age 75 that first caught Carl Fisher's attention and admiration and introduced him into the history of Miami Beach. With Fisher's financial assistance, the Collins Bridge was completed in 1913, an engineering marvel and the longest wooden bridge in the world at the time. After only seven years of use it was replaced by the Venetian Causeway and demolished.

"Carl Fisher was a high-living Industrialist from Indiana who made a fortune with Prest-O-Lite automobile head lamps and built the Indianapolis Speedway. When he learned of Collins' financial difficulty, Fisher decided to bail him out and include himself in. On January 21, 1913, he advanced Collins $50,000 in bonds to complete the bridge and, in turn, was given 200 acres of land on the beach. It ran from the ocean to the bay, 1,800 feet wide north and south. It was but a beginning for Fisher, who was to carve an empire out of it."[10]

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[7] Ruby Leach Carson, "Forty Years of Miami Beach," Tequesta, Vol. No. XV, 1955, p. 9.

[8] Russell Pancoast, Personal Memoirs, Family Collection.

[9] Lorey More, Florida Hotel and Travel Guide, 1942, p. 282.

[10] Howard Kleinberg, Miami Beach, 1994, p. 30.

Pinetree Drive. One of the earliest references to today's Pinetree Drive is from a plat map recorded by the Miami Beach Improvement Company on December 11, 1912. This map shows John Collins' Miami Beach plantation with its avocado groves, banana fields, cultivated land, and ancillary structures. It is located west of Indian Creek between 30th Street at the south and approximately 46th Street at the north. The farm is divided by a "plantation road" (now known as Pinetree Drive) which is flanked by an "avenue of pines" through the avocado groves (see **Figure 12**).[11] The "plantation road" generally runs parallel to the west shore of Indian Creek and connects the farm house, packing plant, workers' quarters, irrigation pond, and dock at today's 41st Street with Lake Pancoast, the Collins Canal, and the Collins Bridge.

Figure 8 A 1939 photo of Pinetree Drive taken looking south from 40th Street. Notice the lush canopy of the twin rows of Australian Pines.

The Australian pines were first planted as a windbreak to protect the young avocado and mango groves. Several other methods of protection had proven costly and unsatisfactory. These fast-growing pines gave all the protection that was needed.

Although a farmer at heart, Collins and his family recognized the potential for greater development of the land. When the area was developed as residential property, the farm road was allowed to remain as a thoroughfare. At that time, the roadway between the two rows of pines was too sandy for practical use. Scrub palmetto fronds were cut and laid in the old ruts made by wagon travel. This reinforcement made the road firm enough to support vehicles, and later cars were driven over them. From the beginning, this area proved popular as an exclusive residential neighborhood.[12]

In a September 14, 1920, letter from Carl Fisher to Thomas Pancoast and the Miami Beach Improvement Company, Fisher expressed his concerns relative to the existing "shacks" on the Collins' farm and their impact on upcoming land sales. He requested Pancoast to clean up or remove the structures because of their negative impression on

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[11] Miami Beach Improvement Company, Plat Map of the Ocean Front Property, 11 December 1912, sheets 1 and 2.

[12] City of Miami Beach Archives, "The John S. Collins Memorial," pamphlet, 1930.

prospective purchasers. Fisher also stated, *"I am inclined to think we will have some mosquitoes left on the property in November unless you get the big pine trees trimmed up...I am in hopes you will not delay the trimming of these trees too long because the sale of our property there is worth so much more to us than the slight protection these trees give to the fruit....Some of these days the lots in the Avocado Orchard will be worth more money than all the avocadoes these trees would raise in the next 100 years...We may have considerable good business in November if the property is cleaned up and ready to show."*[13]

Fortunately, Collins' Miami Beach Improvement Company and Carl Fisher realized that the Australian pines were a wonderful asset along the roadway and retained this landscape feature for the newly developing neighborhoods. As seen in a 1927 aerial photograph of Miami Beach, the "plantation road" is formally divided by medians which feature Collins' original Australian pines (see **Figure 13**). There are a small number of buildings in the area, and many of the streets surrounding Pinetree Drive are in place.[14]

As seen in the 1935 atlas of Miami Beach, the Collins' plantation and the surrounding area had evolved from its early agricultural uses to numerous residential structures and the introduction of the Miami Beach Municipal Golf Course. The 1935 atlas shows that the "plantation road and avenue of pines" has changed to Pinetree Drive. Landscape medians divide the 100 foot paved right-of-way on Pinetree Drive between 30th Street to the south and 46th Street to the north.[15]

By 1935, eight subdivisions flank Pinetree Drive and encompass portions of the original Collins' plantation. Collins' Miami Beach Improvement Company platted four subdivisions, which include the Flamingo Subdivision and Orchard Subdivision No. 1 in 1921, Orchard Subdivision Nos. 2 and 3 in 1924, and Orchard Subdivision No. 4 in 1926. Carl Fisher's Indian Beach Corporation platted both the Firestone Properties and the Indian Beach Corporation's Subdivision in 1923. Frank Osborn et al platted the Surprise Lake Subdivision in 1923. William Gleason platted the Flamingo Terrace Subdivision in 1924.[16]

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[13] Historical Museum of Southern Florida, Carl Fisher Letter Collection, Letter to Thomas Pancoast from Carl Fisher, 14 September 1920.

[14] Richard B. Hoit, Aerial Survey of Miami Beach, Florida, 12 February 1927, sheets 83A, 84A, and 85A.

[15] Franklin Survey Company, Property Atlas of Miami Beach, Florida, 1935, plates 9 and 10.

[16] Franklin Survey Company, Property Atlas of Miami Beach, Florida, 1935, plates 9 and 10.

Frank Osborn and his father, Ezra, moved to Miami Beach in 1882 to create a commercial coconut plantation along with Elnathan Field and Henry Lum. The Osborns and Field were Quakers from Middletown, New Jersey. Frank and his father were both surveyors; Ezra also dabbled in farming. Field was a farmer, and Lum was a nurseryman who moved to the Middletown-Red Bank, New Jersey, area in 1866. The Osborn family and Field received deeds to the lands north of today's 11th Street in 1882. William Gleason was a mainland carpetbagger who for a brief period claimed to be Lieutenant Governor of Florida. He bought land on the peninsula in 1882.[17]

The 1952 atlas of Miami Beach reveals that Pinetree Drive has remained generally unchanged; however, the density of the surrounding neighborhood has increased with the construction of many more residential structures.[18]

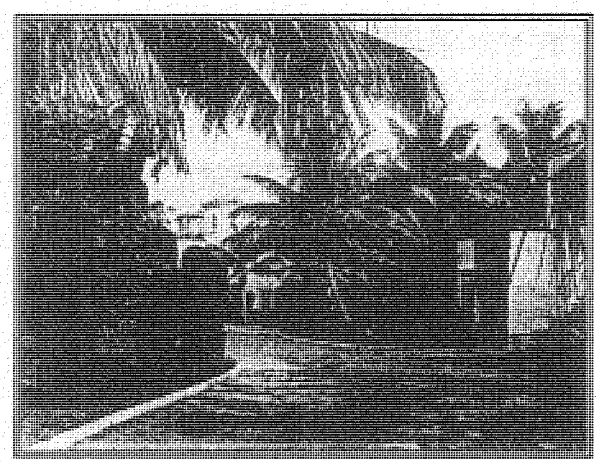

Figure 9 A palatial home on Pinetree Drive is half hidden behind tropical landscaping.

The trees themselves have been the subject to both praise and criticism since the 1930's. Commonly known as Australian Pine, Casuarina Equisetifolia is a pine-like tree native to Australia which can reach a height of 150 feet. It features fine jointed branches of hair-like "needles" and small cones about 1/2 inch wide and 3/4 inch long. The cones are often used in Christmas decorations. The bark of the red wood is used in medicine and in tanning. The Australian Pine is a fast growing, salt resistant tree whose seedlings are often close-planted to serve as a hedge or sea wall.[19]

"*They are known as both beauties and pests*."[20] In a newspaper article from 1938, Miami declares the Australian Pine to be a nuisance to public and private property; 30,000 trees are proposed to be removed at a cost of $300,000. The height of the fast growing tree threatens electrical and telephone lines, and the large surface roots damage nearby sidewalks, curbs, streets, and sewer lines. The falling needles form a heavy carpet which will kill the underlying grass if not removed. Residents who plant the trees too close to their homes find that the needles will clog drain pipes and

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[17] Howard Kleinberg, Miami Beach, 1994, pp. 9-11.

[18] G.M. Hopkins Co., Plat Book of Miami Beach, Florida, 1952, plates 11, 13, 15, and 17.

[19] Julia F. Morton, 500 Plants of South Florida, 1974, pp. 47-48.

[20] Mark Silva, "Pining Away?" Miami Herald, 20 December 1979, pp. 3 and 6.

downspouts.[21] In the 1970's, the Australian Pine was considered to be one of the three worst tree pests in South Florida next to the Brazilian pepper and the Maleleuca. These alien trees spread widely and displace native vegetation.[22]

Early developers found that the fast growing Australian Pine was valuable for lining streets. The trees also serve as an excellent wind break for fruit groves and provide tremendous shade; the wood is valuable in the lumber industry. "*And they are not a bit hard to look at even if the admirer does not linger to hear the night wind or lie half awake by his open bedroom window enjoying nature's notes as twanged on the Casuarina Equisetifolia's needles.*" "*The wind ... is one of the Australian Pines main attractions to residents and visitors alike who hear music in the soft tropical night winds playing on the pine needles high overhead.*"[23]

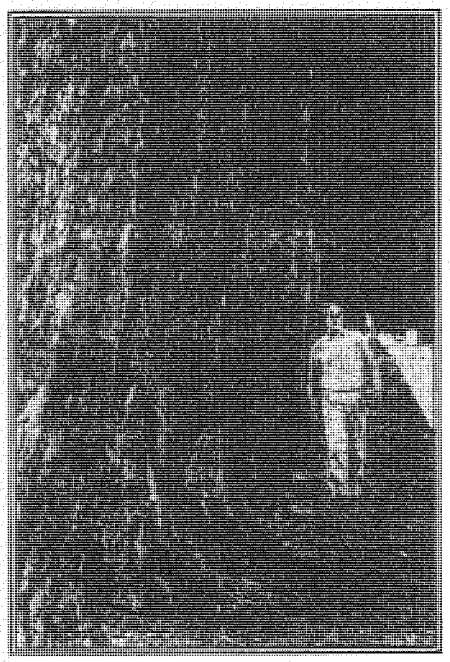

Figure 10 In a 1979 newspaper photograph, a pedestrian strolls among the Australian Pines on Pinetree Drive.

These "whispering pines," as they are sometimes called, now have attained robust maturity, and grace this highly restricted thoroughfare [Pinetree Drive] whereon are found beautiful homes and estates of many prominent people: Fred B. Snite, Jr. (boy in iron lung), River Forest, Ill.; Sebastian S. Kresge, Kresge 5 and 10 cent stores, Detroit; Joseph B., Robert C. and Mrs. Margaret A. Graham, Graham Farms, Washington, Ind.; Willard F. Rockwell, Timken Detroit Axle Co.; Leo Gerngross, Schenley's, Inc., New York; Col. Ben Finkel, furniture manufacturer, New York; Albert Pick, Pick Hotels, midwest; J. Meyer Schine, owner of Roney Plaza and many other hotels.[24]

The family estate of millionaire industrialist John Jacob Astor III was located at 3115 Pinetree Drive. This socialite, playboy, and financier was from one of America's most famous families. His father, one of America's wealthiest men, drowned on the Titanic

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[21] "Immigrant from Australia and East Indies Stands to Cost Miami Taxpayers $300,000," Miami Herald, 25 December 1938, p. 5.

[22] Mark Silva, "Pining Away?" Miami Herald, 20 December 1979, pp. 3 and 6.

[23] "Immigrant from Australia and East Indies Stands to Cost Miami Taxpayers $300,000," Miami Herald, 25 December 1938, p. 5.

[24] City of Miami Beach Archives, "Highlights of Greater Miami," pamphlet, 1953.

when it sank in 1912. His wife, five months pregnant with John Jacob III, escaped the ocean disaster by lifeboat.[25]

Australian Pines line the median of Pinetree Drive single file between 30th Street and 40th Street and in pairs between 41st Street and 46th Street. Groups of trees alternate on the west side of Pinetree Drive south of 40th Street. The Australian Pines are a unique historic landscape feature of the roadway. They create a lush canopy for pedestrians and vehicles as they travel on Pinetree Drive. The "whispering pines" provide a tremendous amount of shade and are a visual amenity for the surrounding neighborhood. A few of the Australian pines have been lost over the years due to the conversion of the original Collins' farm into residential property and the introduction of cross streets along Pinetree Drive during the 1920's. Today's Pinetree Drive maintains the same orientation as shown in the 1912 plat map of the Collins' property, and it features the same configuration as viewed in the 1927 aerial photograph of Miami Beach (see **Figures 12 and 13**).

Figure 11 These "whispering pines" grace Pinetree Drive through an exclusive residential neighborhood with its beautiful homes and estates of prominent people.

[25] Mitch Lubitz, "These Homes May Be Preserved," Miami Herald, 3 July 1980.

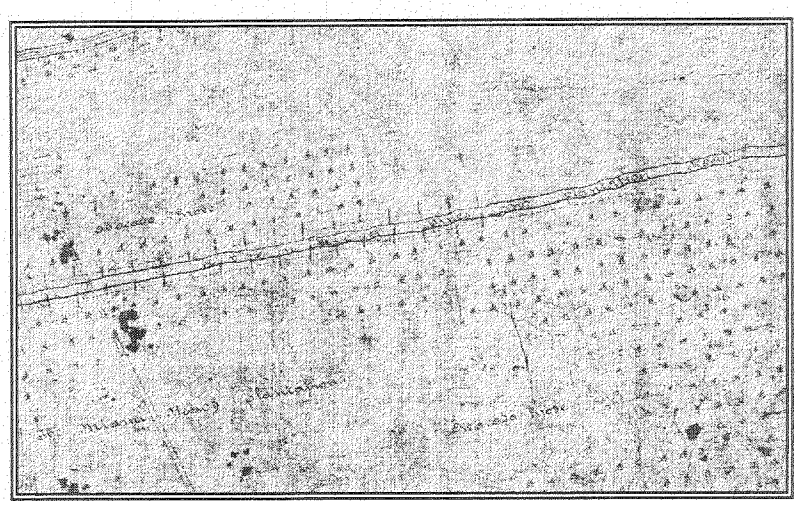

Figure 12 This 1912 plat map recorded by the Miami Beach Improvement Company shows the John Collins' Miami Beach Plantation. "Plantation Road" (now known as Pinetree Drive) is flanked by the "avenue of pines" through the avocado groves.

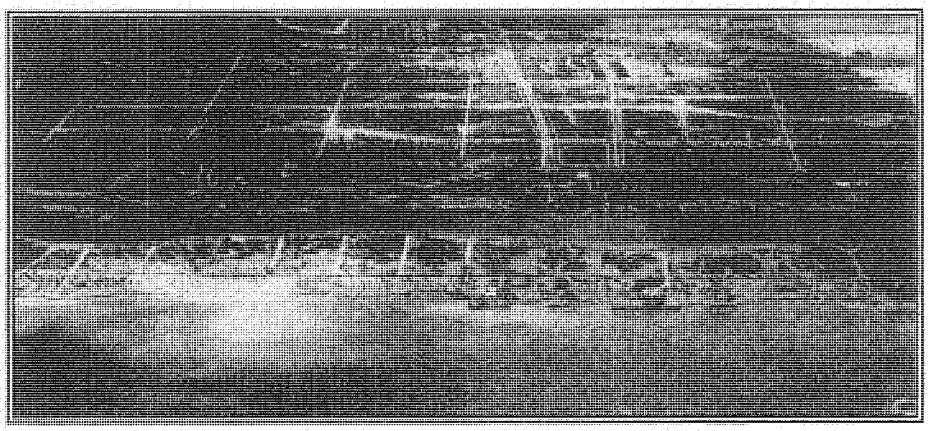

Figure 13 A 1927 aerial photo of Miami Beach, taken after the great hurricane of 1926, shows Pinetree Drive just beginning to recover from severe damage to the trees. (41st Street is the broad road located just right of the center of the photo.)

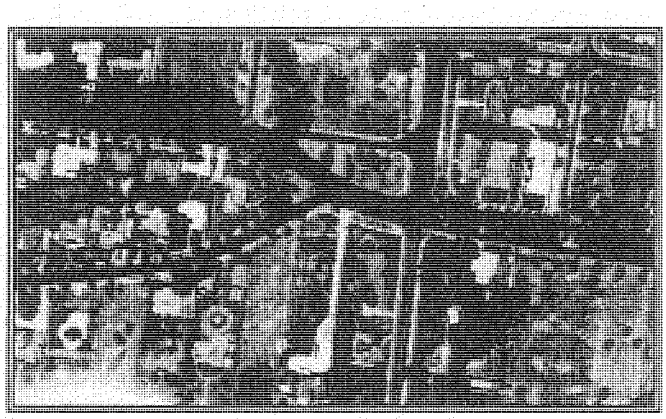

Figure 14 In this 1941 aerial photo taken looking west at the intersection of Pinetree Drive and 41st Street, it shows the remarkable recovery of the Australian pines since the great hurricane of 1926. The density of the neighborhood surrounding Pinetree Drive has also increased with the construction of many more structures.

Public Works of Art. There are historically significant works of art found within the public right-of-way of Pinetree Drive just south of 41st Street. Liebman Square features several monuments and a fountain. The triangular-shaped park was dedicated to the late Henry Liebman by the City of Miami Beach on December 12, 1972. He served as the head of the Citizens Service Bureau for many years.[26] A bronze plaque dedicated to Liebman is mounted on a rock base at the far north end of Liebman Square. A contemporary monument is situated on the south side of the park. It was dedicated to Jorge Mas Canosa from the Hernandez family and Cubans-in-exile on November 23, 1999. This monument consists of a bronze bust mounted on top of a large, stacked pedestal with a white marble finish.

1924 Fountain. An historically significant three-tiered ornamental fountain with a large ground level pool is located in the northern area of Liebman Square. The fountain was built by the J.B. Orr Construction Company for Collins in 1924.[27] It is unclear who actually sculpted the fountain because Orr employed four sculptors at that time. Water slowly cascades from the top tier of the fountain to the two tiers below. Each tier features a basin with scalloped and rolled edges and a curvilinear base. A quatrefoil shaped pool wraps the base of the fountain. Two small lion heads are mounted on the side of the fountain's upper tier.

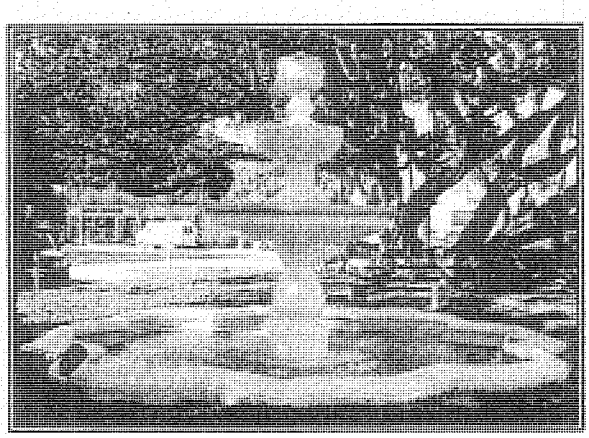

Figure 15 This ornamental fountain was constructed by John B. Orr for Collins in 1924.

Figure 16 John B. Orr was a well known building contractor during the Florida Land Boom era of the 1920's.

Born in Glasgow, Scotland, on August 26, 1886, John B. Orr studied at the West of Scotland Technical College Art School. This scholastic training was followed by an apprenticeship of six years as an ornamental plasterer and modeler. In 1911, he relocated to Miami where he started in business as a plasterer, modeler, mason contractor, and general contractor. He built up his company with skilled workmen and opened offices in Miami and Palm Beach. Orr was known for fine plastering, stucco and mason work, and construction throughout Florida. Examples of his work in these various fields include Villa Vizcaya, Allison Hospital, the Nautilus Hotel, the Pancoast Hotel, the Everglades Club, and numerous residences for wealthy clientele in Coconut

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[26] "Beach Dedicates Liebman Square," Miami News, 20 December 1972.

[27] City of Miami Beach, Building Permit Card No. 97, 41st Street and Pinetree Drive.

Grove and Palm Beach.[28] He also built the canalfront structure at 1818 Michigan Avenue, which was designed by the internationally recognized firm of Schultze and Weaver in 1925. Examples of Orr's sculpture work include the Flagler Monument and various statues erected for Carl Fisher on the Nautilus Hotel grounds.

The Flagler Monument was created by Orr, H. Peterson, and Ettore Pellegatta just off the Venetian Causeway in Biscayne Bay in 1920. The Flagler Monument's 96 foot obelisk was built by Carl Fisher in memory of fellow pioneer Henry Flagler, who brought the railroad to Miami and Key West. The monument features four statues at its base which symbolize Prosperity, Pioneering, Education, and Industry.[29] Carl Fisher contracted with the J.B. Orr Construction Company for the construction of the Flagler Monument. Ettore Pellegatta is responsible for sculpting the four statues at its base.[30]

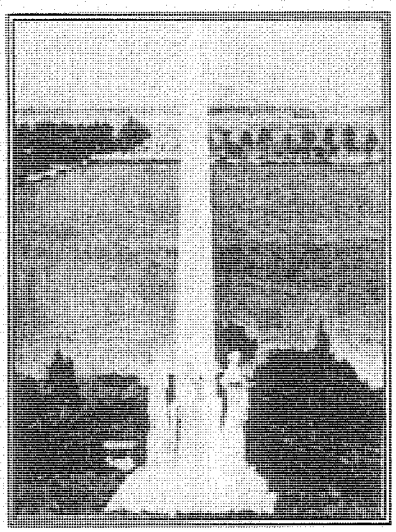

Figure 17 The Flagler Monument is an excellent example of the work by Orr, Peterson, and Pellegatta.

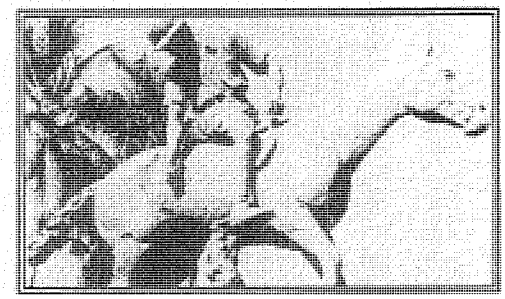

Figure 18 Carl Fisher contracted the J.B. Orr Construction Company for "The Polo Player" in 1923. It was sculpted by Ettore Pellegatta.

Orr is credited for the construction of "The Polo Player" for Miami Beach developer Carl Fisher in 1923. The statue is now located in Polo Park on the Nautilus School grounds at North Michigan Avenue and West 42nd Street. It is one of three polo players (the others now destroyed) which were located at the polo fields east of the former Nautilus Hotel.[31] Orr constructed several other statues which portrayed models fishing, golfing, playing tennis, and bathing (all now destroyed) on Collins Island as part of the Nautilus Hotel grounds.[32] Ettore Pellegatta sculpted "The Polo Player" and the other sculptures for

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[28] Miami Public Library, Florida Room. "John B. Orr," Florida: The East Coast, date unknown, pp. 117 and 250.

[29] Smithsonian, Inventories of American Painting and Sculpture, Flagler Monument.

[30] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[31] Smithsonian, Inventories of American Painting and Sculpture, The Polo Player.

[32] Smithsonian, Inventories of American Painting and Sculpture, John B. Orr.

Carl Fisher while working with the J.B. Orr Construction Company.[33]

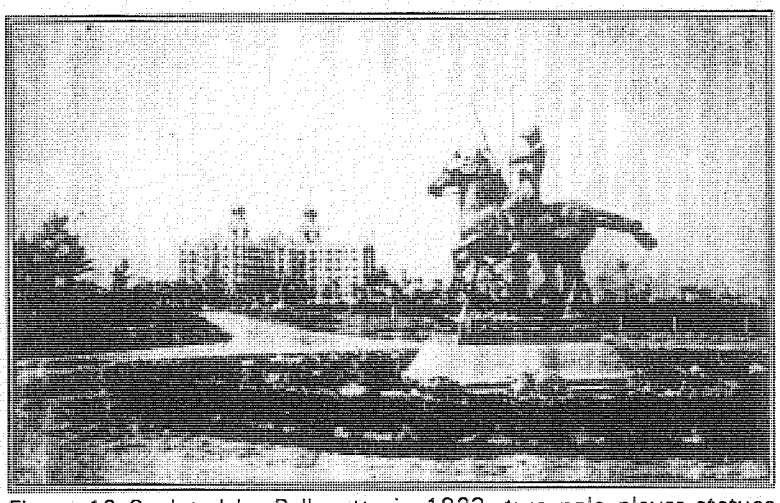

Figure 19 Sculpted by Pellegatta in 1923, two polo player statues identify the polo fields east of the Nautilus Hotel (seen in background).

Constructed just north of 41st Street and Alton Road in 1924, Carl Fisher's Nautilus Hotel was a playground for wealthy winter tourists. The hotel featured posh rooms, a marble dance floor, polo fields, and a cabana colony on John's Island (named after John Levi). The adjoining Collins Island (dedicated to John Collins) provided a cottage community. The hotel was converted to a military hospital during World War II. Immediately after the war, it became a veteran's hospital. In 1949, it was purchased from the Veteran's Administration by Mount Sinai.[34] The structure was demolished in 1968 to make room for more additions and buildings for the growing medical center.[35] The bay bottom surrounding the man-made John and Collins Islands was infilled for the construction of the Julia Tuttle Causeway in 1959 and the expanding Mt. Sinai Hospital.

One early Miami Beach resident, Cornelia Frazure, whose father James Allison built Allison Hospital in 1926, recalled that horseback riding was one of the sports Carl Fisher had introduced. She remembered riding horseback along the surf and the bridle paths circling Bay Shore and LaGorce Golf Courses, and the bridle path in the center of Pinetree Drive.[36]

Figure 20 This photo was taken of Carl Fisher in 1923.

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[33] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[34] A. Ash, "Nice Things They Did with Moses' Money," Miami News, 15 November 1964.

[35] Howard Kleinberg, Miami Beach, 1994, p. 178.

[36] Ruby Leach Carson, "Forty Years of Miami Beach," Tequesta, Vol. No. XV, 1955.

"The Great Spirit." Located east of Liebman Square between Pinetree Drive and Flamingo Drive, a landscaped median island features an historically significant Native American statue called "The Great Spirit." Sculpted by Ettore Pellegatta in 1924, the 18 foot high statue depicts a Native American in a chief's headdress mounted on a horse with its head lowered toward the ground. Carl Fisher contracted the J.B. Orr Construction Company for the statue.

Figure 21 This early photo shows "The Great Spirit" at its original location on the Nautilus Hotel's polo grounds.

The statue originally stood on the grounds of the Nautilus Hotel just north of 41st Street and Alton Road with another of Pellegatta's Native American works, "The End of the Trail." The difference between the statues is that the Native American's hand points skyward in "The Great Spirit" and toward the ground in "The End of the Trail."[37] The Native American is also leaning forward with his head on the horse's neck in "The End of the Trail."[38]

"The Great Spirit" was relocated in 1959 from the Nautilus Hotel grounds to its present location on Pinetree Drive. "The End of the Trail" reportedly was moved to Key West, but it hasn't been seen since its relocation."[39] Pellegatta's widow, Amelia, recalled that the "The Great Spirit" was originally named "The Last Sunset," and faced west in another location in Miami Beach before being moved to Pinetree Drive in the 1950's.[40]

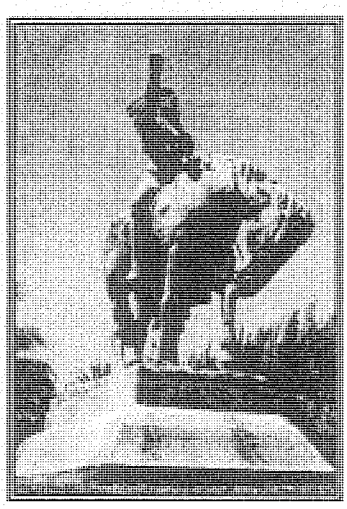

Figure 22 This 1959 photo depicts the statue at its present location on Pinetree Drive. Note the Australian pines in the background.

In a 1956 newspaper article, Pellegatta stated, *"Mr. Fisher had seen a picture of such an Indian sculpture which existed in another city, and that picture was all I had to go by. We took an old mare from Mr. Orr's stables to pose for the horse, and a workman dressed up as the Indian." "The statue, now a Miami Beach landmark, was made of cast stone, then gone over with a chisel for perfection of detail."* Pellegatta recalled, *"There were jokers in those days, too.*

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[37] Elizabeth Morgan, "'Spirit' Rides Again," Miami Herald, 22 December 1980.

[38] All Souls' Episcopal Church, "The Great Spirit," 21 December 1980.

[39] Elizabeth Morgan, "'Spirit' Rides Again," Miami Herald, 22 December 1980.

[40] L. Thornton, "Regal Indian Statue Will Once Again Stand," Miami Herald, 20 May 1980.

Only a few days after the statue was erected, a bottle of 'fire water' was found in the Indian's outstretched hand."[41]

Figure 23 Ettore Pellegatta was a fine sculptor who worked in South Florida, New York, and Washington, D.C.

Ettore Pellegatta was born in Viggiu, near Milan, Italy, on February 16, 1881. Luigi Pellegatta, his father who died in 1882, was a sculptor famous for his monuments throughout Italy and elsewhere. Ettore Pellegatta studied at the Milan Academy of Art. After working in Northern Italy and serving two years of military service, he came to the United States in 1901 where his brother was already established as a sculptor.[42] Pellegatta was an artist who sculpted custom work for clients.

Pellegatta created sculptures for many of the public buildings in New York City, one of his most noted works being the lions guarding the entrance to the New York Public Library. Some of his other works include the huge capitals in the main nave of the Cathedral of St. John the Divine and some of the detail work on the Columbia University Building. He also worked on the front pediment of Grand Central Station by carving the outstretched arm and head of Mercury. In Washington, D.C., he worked on the Cathedral of the Immaculate Conception and the two enormous sphinx for the Masonic Temple.[43]

In 1915, he was one of nine sculptors who moved to Miami to work on James Deering's Neo-Renaissance estate, Villa Vizcaya. Since he always had a longing for the tropics, he immediately fell in love with Miami and decided to stay. Pellegatta sculpted in Vizcaya's gardens for five years and later was called back annually to repair damage to the outdoor sculpture. While working at Vizcaya, he carved garden statues and decorations on many of the gates and smaller buildings. He is noted for carving figures on the bow of the landmark stone boat in front of Vizcaya in Biscayne Bay.[44]

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[41] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[42] "Ettore Pellegatta," Encyclopedia of American Biography, 1968, pp. 217-218.

[43] "Ettore Pellegatta," Encyclopedia of American Biography, 1968, pp. 217-218.

[44] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

After leaving Vizcaya, the artist went to work with the J.B. Orr Construction Company, which employed four sculptors at that time. While Orr was under contract with Carl Fisher, Pellegatta worked on the Flagler Monument for which he carved the four, 18 feet high statues at the base. He also sculpted "The Great Spirit," "The Polo Player," and other statues during the early 1920's.[45]

Pellegatta later established his own studio in the Paramount Building where he carved six life-size nudes for the interior of the theatre. He was responsible for the capitals at the Main Post Office in Miami, the statues atop the Huntington Building, and the door carvings on the First Federal Bank.[46] He executed works for the Boca Raton Country Club, and he worked on many of the public buildings in Coral Gables, Boca Raton, Hollywood, Miami, and Miami Beach. After retiring in 1940, he continued to make small carvings. Pellegatta died in Miami on September 6, 1966.[47]

During an interview with the Miami Herald in 1956, the modest Pellegatta wondered why he would be the subject of a story since he had already been retired for 15 years. He said that he had only one mild regret: that so much of the work he did on the facades of Miami buildings had been destroyed, or soon will be destroyed, in the interest of "modernization." He asked, *"What's there so attractive about straight up-and-downess in a building?"* Pellegatta was brought up in the tradition of anonymous architectural decoration as an integral part of the building trade. He believed that building decoration should be done, as it always has been, anonymously by good craftsmen who are thinking not of fame but merely of doing good strong work that will last.[48]

Figure 24 The torso of "The Great Spirit" was torn off after it was hit by a car on September 30, 1979.

On September 30, 1979, "The Great Spirit" was hit by an off-duty Miami Beach policeman's car when it vaulted the curb and rammed the base of the statue. The five-ton statue slid four inches. The Native American's torso was torn off and his hand was tossed afar.[49]

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[45] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[46] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[47] "Ettore Pellegatta," Encyclopedia of American Biography, 1968, pp. 217-218.

[48] Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[49] Morris S. Thompson, "Crash Ends Indian's Trail," Miami Herald, 2 October 1979.

A Roman artisan, Emilio Cianfoni, repaired the broken pieces of the statue which included the upper torso and arm of the Native American and two of the horse's legs. Similar to Pellegatta, he immigrated from Italy in 1970 and worked as an art restorer at the Metropolitan Museum of Art in New York before serving as the chief conservator at Vizcaya in 1975. He retired from Vizcaya on February 28, 2001.

Figure 25 A Roman artisan, Emilio Cianfoni, repaired the broken pieces of "The Great Spirit" statue in 1980.

Cianfoni discovered that the statue was built on a structure of galvanized pipe and steel rods. It was cast with a composition stone made of silica, crushed limestone, and dry pigment. The City covered over the original sandy brown color of the statue with a tannish-pink shade of paint. Pellegatta did not intend to paint the work because his pigment was mixed in the composition.[50]

After the accident, Pellegatta's widow, Amelia, admitted that she was surprised about the amount of attention paid to "The Great Spirit" because she considered it to be one of her husband's lesser works. She said, *"Really, you know the funny thing about that Indian, that wasn't my husband's most famous piece. But every article I read starts with the Indian."*[51]

After 50 years of anonymity and almost a year of repair, "The Great Spirit" was rededicated on Sunday, December 21, 1980, with a bronze plaque bearing the name of the statue and commemorating Pellegatta. Amelia Pellegatta said, *"I'm very grateful and happy you have done this in memory of my husband."*[52]

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[50] M. Silva, "Wounded Indian Brings Him Close to the Master," Miami Herald, 1 May 1980.

[51] M. Silva, "Wounded Indian Brings Him Close to the Master," Miami Herald, 1 May 1980.

[52] Elizabeth Morgan, "'Spirit' Rides Again," Miami Herald, 22 December 1980.

The rededication ceremony was held at the statue in front of All Souls' Episcopal Church. Mayor Murray Meyerson addressed the people gathered, and Reverend William Swift blessed the Native American and his horse. Amelia Pellegatta and Ethel Stanley, Pellegatta's widow and daughter, were in attendance. James Wendler, former newspaper publisher and founder of All Souls' Church, originated the rededication efforts.[53]

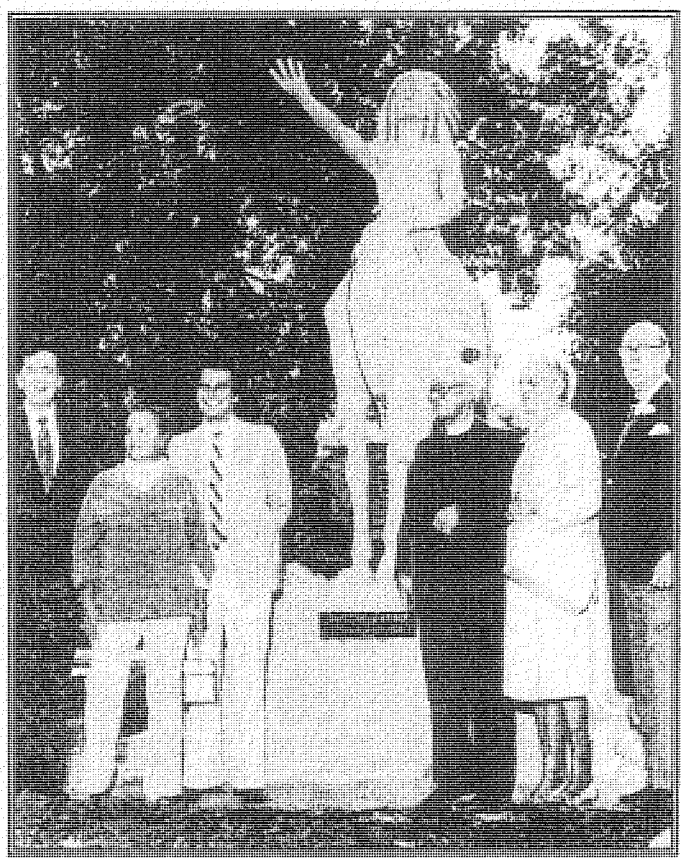

Figure 26 In attendance at the rededication ceremony were (L-R) Mayor Murray Meyerson, Ethel Stanley, Emilio Cianfoni, Rector William Swift, Amelia Pellegatta, and James Wendler.

Conclusion. Retention of the public right-of-way of Pinetree Drive, as well as the historic Australian Pines and outdoor sculpture, promote the general welfare of the City by providing an opportunity for the study and appreciation of the early development of Miami Beach. Pinetree Drive is representative of the evolution of Miami Beach from the area's agricultural uses at the turn of the 20th century to its present urban development.

Despite minor alterations to the public right-of-way of Pinetree Drive it still maintains its historic integrity. When the Collins' farm was converted into residential property during the 1920's, the plantation lane became a four-lane paved roadway, and a few of the original Australian pines were possibly removed due to the introduction of cross streets along Pinetree Drive. In 1980, thirteen of the pines were removed after they died due to disease or perhaps the introduction of an underground sewer line.[54] Fortunately, several hundred Australian pines still remain along this portion of Pinetree Drive. For over 88 years, the "avenue of pines and plantation road" through the original Collins' Miami Beach plantation have maintained their historic integrity and still exist today as part of the public right-of-way of Pinetree Drive.

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[53] All Souls' Episcopal Church, "The Great Spirit," 21 December 1980.

[54] Mark Silva, "Pining Away?" Miami Herald, 20 December 1979, p. 3.

The historically significant public works of art located within the proposed historic site are a wonderful cultural amenity to the surrounding neighborhood and Miami Beach. The early incentives to adorn the City's landscape with outdoor sculpture during the 1920's waned in the decades to follow with the proliferation of building construction in Miami Beach. Therefore, the retention of the few remaining public works of art from this time period is even more important. The 1924 ornamental fountain and "The Great Spirit" statue are extremely valuable in providing a sense of history and place during the City's first land development period. Although "The Great Spirit" statue was relocated from its original site on the former Nautilus Hotel grounds, it has been a landmark at its present location on Pinetree Drive for over 42 years.

Despite the "nuisance" aspect of the Australian pines, cited in this report and elsewhere, these trees are located in vast quantities and even forests throughout Miami-Dade County; they indeed almost define the special character of the coastal zones. In these vast areas, management of the trees over the decades has either been impossible or very difficult to achieve at best. Consequently, there is an official eradication policy and implementation program managed by the Department of Environmental Resources Management in Miami-Dade County.

The management of Australian pines along Pinetree Drive, however, is very different. These trees are relatively small in number, and they are maintained, pruned, and trimmed on a regular basis to be certain they do not represent a significant threat to either vehicles or pedestrians along the drive, or to adjacent residential properties. Consequently, the Planning Department staff are of the opinion that Pinetree Drive's Australian pines represent a distinctly lower nuisance threat to the immediate area or to the Everglades, which are significantly further to the west. Staff is gravely concerned that these few well managed and well maintained historic pines along Pinetree Drive will fall quick victim to the vast eradication program currently being implemented in areas throughout Miami-Dade County. The management conditions for Pinetree Drive are significantly different in nature and magnitude. The Florida Department of Transportation has developed plans for the removal of 11 historic pines just north of the intersection of 41st Street, to create a south bound left-turn lane leading east from Pinetree Drive to Indian Creek Drive and Collins Avenue.

IX. PLANNING DEPARTMENT RECOMMENDATIONS

1. **Criteria for Designation:** The Planning Department finds the proposed Pinetree Drive Historic Roadway 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:** At its December 12, 2001, meeting, the Historic Preservation Board reviewed the preliminary evaluation report and adopted the boundaries as recommended by the Planning Department for the proposed designation of a portion of the public right-of-way of Pinetree Drive as an historic site. (Refer to **Section IV, Description of Boundaries**, for more information.)

   On February 28, 2001, the Historic Preservation Board unanimously approved a motion (5 to 0; 2 absences) to recommend approval of the designation of the proposed Pinetree Drive Historic Roadway as an historic site in accordance with staff recommendations, as reflected in this designation report. The Board also recommended that the City Commission request the Administration to investigate the possibility of a tree replacement program for the Australian Pines, which have been lost over time or may be lost in the future, within the boundaries of the proposed historic roadway.

   On March 27, 2001, the Planning Board unanimously approved a motion (6 to 0; 1 absence) to recommend approval of the designation of the proposed Pinetree Drive Historic Roadway as an historic site.

   On April 18, 2001, the City Commission approved the designation of the Pinetree Drive Historic Roadway as an historic site on first reading and scheduled the second reading public hearing for May 16, 2001. The City Commission, at the suggestion of Vice-Mayor Luis R. Garcia, Jr., also directed staff to expand the boundaries of the proposed Pinetree Drive Historic Roadway to include the original 1926 pumping station and obelisk site (inclusive of its park-like setting), which is located at 28th Street between Pinetree Drive and Sheridan Avenue.

   Section 118-591 in the Land Development Regulations of the City Code require certain procedures to be undertaken in order to include the 28th Street Pumping Station and Obelisk site as an expansion of the original boundaries of the Pinetree Drive Historic Roadway. The designation review process for expansion would take approximately six months before the proposed expanded boundaries of the Pinetree Drive Historic Roadway would be heard by the City Commission. Due to the potential threat of alterations to the existing configuration of the road, staff believes it is prudent to immediately provide historic preservation

protection to the Pinetree Drive Historic Roadway and its Australian pines. Therefore, staff recommends that the City Commission designate the Pinetree Drive Historic Roadway, as originally proposed by the Historic Preservation Board, because it will afford the earliest possible protection to the historic site.

Further, it is recommended that the City Commission direct staff to prepare a preliminary evaluation and recommendation report regarding the possible designation of the 28th Street Pumping Station and Obelisk as a separate historic site in lieu of expanding the boundaries of the proposed Pinetree Drive Historic Roadway. Staff believes this request is appropriate due to the structure's special historic character, high quality architectural design, and visual landmark nature to the surrounding residential neighborhood and the entire City. The designation process to adopt the 28th Street Pumping Station and Obelisk as an historic site would take approximately five months under the City Code.

At its May 16, 2001, meeting, the City Commission continued the second reading public hearing of the proposed Pinetree Drive Historic Roadway until the June 6, 2001, meeting due to a lack of a quorum.

On June 6, 2001, the City Commission unanimously approved the designation (7 to 0) of the Pinetree Drive Historic Roadway as an historic site on second reading public hearing. At the same meeting, the City Commission directed staff to prepare a preliminary evaluation and recommendation report relative to the possible designation of the 28th Street Pumping Station and Obelisk (inclusive of its park-like setting) as a separate historic site.

3. **Areas Subject to Review:** The Planning Department recommends that the areas subject to review shall include the public right-of-way and all landscape features, statues, fountains, and works of art located within the boundaries of the proposed historic site. Regular maintenance and minor repairs of public 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) and 118-564(c) in the Land Development Regulations of the City Code;

d. 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.

5. **Pinetree Drive Management Policy:** The Planning Department firmly recommends that the City, Miami-Dade County, and the Florida Department of Transportation maintain a well coordinated and vigilant tree maintenance policy that will minimize any potential, substantial nuisance factor in an appropriate manner to ensure the preservation of the historic integrity of the trees and the historic roadway.

X. FIGURE INDEX

Figure 1: Miami Public Library. Romer Collection. Photograph No. A464w: "Pinetree Drive, Miami Beach. Looking South from 40th Street," 30 May 1939.

Figure 2: City of Miami Beach, Planning Department. Photograph: (Fountain at Pinetree Drive and 41st Street), 2000.

Figure 3: City of Miami Beach, Planning Department. Photograph: ("The Great Spirit" Statue at Pinetree Drive and 41st Street), 2000.

Figure 4: Florida State Archives. Florida Photographic Collection. Portrait: "John S. Collins," date unknown.

Figure 5: Kleinberg, Howard. Miami Beach: A History. Miami, Florida: Centennial Press, 1994, p. 20.

Figure 6: Historical Museum of Southern Florida. Matlack Collection. Photograph No. 219-12: "Pinetree Drive," 1914.

Figure 7: Kleinberg, Howard. Miami Beach: A History. Miami, Florida: Centennial Press, 1994, p. 20.

Figure 8: Miami Public Library. Romer Collection. Photograph No. A464w: "Pinetree Drive, Miami Beach. Looking South from 40th Street," 30 May 1939.

Figure 9: City of Miami Beach Archives. Pamphlet: "Highlights of Greater Miami," 1953.

Figure 10: Silva, Mark. Miami Herald. "Pining Away?" 20 December 1979, p. 6.

Figure 11: Historical Museum of Southern Florida. Charles Edgar Nash, Photograph: "Pinetree Drive," date unknown.

Figure 12: Miami Beach Improvement Company. Plat Map of the Ocean Front Property. 11 December 1912, sheet 1. Miami, Florida: Biscayne Engineering Company.

Figure 13: Hoit, Richard B. Aerial Survey of Miami Beach, Florida. 12 February 1927, sheet 84A.

Figure 14: Abrams Aerial Survey Corporation. Aerial Survey of Miami Beach, Florida. June 1941, sheet 141.

Figure 15: City of Miami Beach, Planning Department. Photograph: (Fountain at Pinetree Drive and 41st Street), 31 January 2001.

Figure 16: Miami Public Library, Florida Room. "John B. Orr." Florida: The East Coast. Miami, Florida: Miami Herald, date unknown, p. 117.

Figure 17: Miami Herald. "Monument Backed," 2 September 1971.

Figure 18: Miami Herald. "Where Is It? What Is It? What Do You Know?" 22 January 1971.

Figure 19: Postcard: "Nautilus Hotel." Winter Park, Florida: Sunny Scenes, Inc., date unknown. Larry Wiggins Private Postcard Collection.

Figure 20: City of Miami Beach Archives. Photograph: "Carl Fisher," 1923.

Figure 21: Historical Museum of Southern Florida. Photo Collection. Photograph No. 78-68-295: "Indian Statue at Polo Grounds, Miami Beach, Florida," date unknown.

Figure 22: City of Miami Beach Archives. Photograph: "Indian at 41st Street and Pinetree Drive," June 1959.

Figure 23: Dodge, Edward N., ed. "Ettore Pellegatta." Encyclopedia of American Biography. New York: American Historical Company, Inc., Volume No. XXXVIII, 1968, p. 216.

Figure 24: Thornton, Linda R. Miami Herald. "Regal Indian Statue Will Once Again Stand," 20 May 1980.

Figure 25: Silva, Mark. Miami Herald. "Wounded Indian Brings Him Close to the Master," 1 May 1980.

Figure 26: All Souls' Episcopal Church. Photograph: "The Great Spirit," 21 December 1980, donated by James P. Wendler.

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ORDINANCE NO. 2001-3310

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT REGULATIONS OF THE MIAMI BEACH CITY CODE; BY AMENDING SECTION 118-593(E), ENTITLED "DELINEATION ON ZONING MAP" BY DESIGNATING A PORTION OF THE PUBLIC RIGHT-OF-WAY OF PINETREE DRIVE AS AN HISTORIC SITE TO BE KNOWN AS THE "PINETREE DRIVE HISTORIC ROADWAY," GENERALLY FROM 30TH STREET TO 46TH STREET, AS MORE PARTICULARLY DESCRIBED IN THE ORDINANCE; PROVIDING THAT THE CITY'S ZONING MAP SHALL BE AMENDED TO INDICATE THAT PORTION OF PINETREE DRIVE AS AN HISTORIC SITE; ADOPTING THE DESIGNATION REPORT ATTACHED AS APPENDIX "A"; PROVIDING FOR INCLUSION IN THE LAND DEVELOPMENT REGULATIONS OF THE CITY CODE, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, on February 28, 2001, the City's Historic Preservation Board held a public hearing and voted unanimously (5-0; 2 absences) in favor of recommending that the City Commission designate a portion of the public right-of-way of Pinetree Drive as an Historic Site; and

WHEREAS, on March 27, 2001, the City's Planning Board held a public hearing and voted (6-0; 1 absence) in favor of the proposed designation; and

WHEREAS, the City of Miami Beach Planning Department has recommended this amendment to the Land Development Regulations of the City Code; and

WHEREAS, these recommendations of approval for the designation of a portion of the public right-of-way of Pinetree Drive as an Historic Site were based upon the information documented in the Designation Report prepared by the City of Miami Beach Planning Department attached hereto as Appendix "A."

NOW, THEREFORE BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:

SECTION 1. DESIGNATION OF A PORTION OF THE PUBLIC RIGHT-OF-WAY OF PINETREE DRIVE AS AN HISTORIC SITE.

The following described property is hereby designated as an Historic Site of the City of Miami Beach and shall be known as the

"Pinetree Drive Historic Roadway": That certain area located within the public right-of-way of Pinetree Drive between the extended centerline of 30th Street on the south, to the easterly extension of the north lot line of Lot 4, Block D, on the north, as shown in the Surprise Lake Subdivision, recorded in Plat Book 9, at Page 114, Public Records of Miami-Dade County (approximately 400 feet south of 46th Street), including all landscape features, statues, fountains, and works of art located within the public right-of-way of said boundaries, said lands located, lying, and being in the City of Miami Beach, County of Miami-Dade, Florida. The legal description for the designated property is described in Section 2 below. The Designation Report attached hereto as Appendix "A" is hereby adopted.

SECTION 2. AMENDMENT OF SECTION 118-593(E).

Subsection (e), entitled "Delineation on Zoning Map," of Section 118-593, entitled "Historic Preservation Designation," of Division 4, entitled "Designation," of Article X, entitled "Historic Preservation," of Chapter 118, entitled "Administration and Review Procedures," of Subpart B of the Land Development Regulations of the City Code is hereby amended to read as follows:

Section 118-593. Historic Preservation Designation.

* * *

(e) *Delineation on zoning map.* All sites and districts

designated as historic sites and districts shall be delineated on the city's zoning map, pursuant to section 142-71, as an overlay district. Such sites and districts include:

* * *

(9) Public Right-of-Way/HPS-9: Pinetree Drive Historic Roadway, more particularly described as follows: A portion of the public right-of-way of Pinetree Drive, bounded on the north by the easterly extension of the centerline of W. 40th Street, as shown in ORCHARD SUBDIVISION No. 2 AND 3, Plat Book 8, Page 116, Public Records of Miami-Dade County, Florida, and bounded on the south by the easterly extension of the centerline of W. 30th Street as shown in MIAMI BEACH IMPROVEMENT CO.'S PLAT OF ORCHARD SUBDIVISION No. 1, Plat Book 6, Page 111, Public Records of Miami-Dade County, Florida. And together with: Commence at the intersection of the centerline of 40th Street and the northerly extension of the east line of Block 50, ORCHARD SUBDIVISION No. 2 & 3, Plat Book 8, Page 116, Public Records of Miami-Dade County, Florida, said point being the POINT OF BEGINNING; thence

northerly, along the northerly extension of the east line of said Block 50 to the point of intersection with the north right-of-way line of 40th Street; thence deflect 30° to the right for a distance of 120.00 feet; thence northerly, along a line parallel and 60.00 feet (measured at right angles) east of the east line of Block 53 of the above mentioned ORCHARD SUBDIVISION No. 2 & 3, to the point of intersection with the south right-of-way line of 41st Street (Arthur Godfrey Road); thence run northeasterly to the point of intersection of the easterly extension of the south line of Block 3, and the southerly extension of the east line of said Block 3, as shown in the ORCHARD SUBDIVISION No. 4, Plat Book 25, Page 30, Public Record of Miami-Dade County, Florida; thence easterly, along the easterly extension of the north right-of-way of W. 41st Street (Arthur Godfrey Road) to the point of intersection with the southerly extension of the west line of Lot 1, FLAMINGO BAY SUBDIVISION No. 1, recorded in Plat Book 6, Page 101, Public Records of Miami-Dade County, Florida; thence southerly across W. 41st

Street (Arthur Godfrey Road) to the point of intersection of the north and west lines of Lot 29, Block 3, FLAMINGO TERRACE SUBDIVISION, recorded in Plat Book 10, Page 3, Public Records of Miami-Dade County, Florida; thence continue southerly, along the west line of Lots 29 and 28 of said Block 3 and the northerly extension of the west line of said Lot 29, to the most southerly point of tangency of the west line of said Lot 28; thence southerly, radial to the arc forming the north boundary of Lot 12, Block 4, of said FLAMINGO TERRACE SUBDIVISION to the point of intersection of said arc; thence run west-southwest, along the arc forming the north boundary of said Lot 12 to the point of intersection with the easterly extension of the centerline of W. 40th Street; thence westerly along the easterly extension of the centerline of 40th Street to the POINT OF BEGINNING. And together with: A portion of the public right-of-way of Pinetree Drive, bounded on the south by the easterly extension of the south line of Block 3 as shown in ORCHARD SUBDIVISION No. 4, Plat Book 25, Page 30, Public Records of Miami-Dade County,

Florida, and bounded on the north by the easterly extension of the north line of Lot 4, Block D, as shown in SURPRISE LAKE SUBDIVISION, recorded in Plat Book 9, Page 114, Public Records of Miami-Dade County, Florida. Said lands located lying and being in the City of Miami Beach, County of Miami-Dade, Florida.

* * *

SECTION 3. DETAILED LEGAL DESCRIPTION.

A more detailed legal description of the Pinetree Drive Historic Roadway is attached to this ordinance as Exhibit "A," but such detailed description shall not be codified in the Miami Beach City Code.

SECTION 4. INCLUSION IN THE LAND DEVELOPMENT REGULATIONS OF THE CITY CODE.

It is the intention of the City Commission, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Land Development Regulations of the Code of the City of Miami Beach as amended; and that the sections of this Ordinance may be renumbered or relettered to accomplish such intention.

SECTION 5. AMENDMENT OF ZONING MAP.

The Mayor and City Commission hereby amend the Zoning Map of

the City of Miami Beach as contained in the Land Development Regulations of the City Code by identifying the area described herein as HPS-9, Historic Preservation Site Nine.

SECTION 6. REPEALER.

All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 7. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 8. EFFECTIVE DATE.

This Ordinance shall take effect ten days following adoption.

PASSED and **ADOPTED** this 6th day of June, 2001.

ATTEST:

VICE-MAYOR

CITY CLERK

APPROVED AS TO FORM & LANGUAGE & FOR EXECUTION:

3-12-01

CITY ATTORNEY DATE

F:\PLAN\$HPB\PINETREE\ORDPBCC.WPD

EXHIBIT "A"

A detailed legal description of the boundaries of the Pinetree Drive Historic Roadway is as follows:

Commence at the point of intersection of the centerline of W. 30th Street with the southerly extension of the east line of Block 41, as shown in MIAMI BEACH IMPROVEMENT CO.'S PLAT OF ORCHARD SUBDIVISION No. 1, recorded in Plat Book 6, at Page 111, Public Records of Miami-Dade County, Florida. Said point of intersection being the POINT OF BEGINNING of the tract of land herein described; thence northerly, along the east line of said Block 41 and its northerly and southerly extension to the point of intersection with the centerline of W 31st Street; thence continue northerly, along the east line of Block 44 of the above mentioned PLAT OF ORCHARD SUBDIVISION No. 1 and its southerly and northerly extension to the point of intersection with the north right-of-way line of W. 34th Street; thence northerly, along the east line of Blocks 47 and 50, ORCHARD SUBDIVISION No. 2 and 3, recorded in Plat Book 8, at Page 116, Public Records of Miami-Dade County, Florida, to the north right-of-way line of W. 40th Street; thence deflects 30° to the right for a distance of 120.00 feet to a point. Said point being 60.00 feet (measured at right angles) east of the east line of Block 53 of the above mentioned ORCHARD SUBDIVISION No. 2 and 3; thence northerly 60.00 feet east and parallel to the east line of said Block 53 and its northerly extension to the point of intersection with the south right-of-way line of Arthur Godfrey Road (W. 41st Street); thence northerly across Arthur Godfrey Road (W. 41st Street) to a point. Said point being the point of intersection of the easterly extensions of the south line of Block 3 and the southerly extension of the east line of said Block 3, ORCHARD SUBDIVISION No. 4 recorded in Plat Book 25, at Page 30, Public Records of Miami-Dade County, Florida; thence continue northerly, along the east line of Blocks 3, 2 and 1 of said ORCHARD SUBDIVISION No. 4 and their northerly and southerly extension to the point of intersection with the north right-of-way line of 45th Street; thence continue northerly along the east line of Block D, SURPRISE LAKE SUBDIVISION, recorded in Plat Book 9, at Page 114, Public Records of Miami-Dade County, Florida, to the northeast corner of Lot 4 of said Block

D; thence easterly, along the easterly extension of the north line of said Lot 4 for a distance of 100.00 feet to a point. Said Point located on the west line of Lot 43, AMENDED PLAT OF INDIAN BEACH CORPORATION'S SUBDIVISION OF LANDS IN GOVT. LOTS 1, 2, 3, 4, 5, 6 AND 7 OF SECTION 23-TWP 53 S.- RGE 42E, recorded in Plat Book 8, at page 61, Public Records of Miami-Dade County, Florida; thence southerly along the west line of said Lot 43, Lot 44, Lot 45, and Lot B (Now Pine Tree Park), of said AMENDED PLAT OF THE INDIAN BEACH CORPORATION'S SUBDIVISION to a point. Said point being the southwest corner of said Lot B (Now Pine Tree Park); thence continue southerly, along the west line of Lots 12 thru 1, FLAMINGO BAY SUBDIVISION No. 1, recorded in Plat Book 6, Page 101, Public Records of Miami-Dade County, Florida, and its southerly extension to a point located on the north right-of-way line of Arthur Godfrey Road (W. 41st Street); thence run southerly across Arthur Godfrey Road to the point of intersection of the north and west lines of Lot 29, Block 3, FLAMINGO TERRACE SUBDIVISION, Plat Book 10, Page 3, Public Records of Miami-Dade County, Florida; thence continue southerly, along the north line of Lot 29 and Lot 28 of said Block 3 and the northerly extension of the north line of said Lot 29 to the most southerly point of tangency of the west line of said Lot 28; thence southerly, radial to the arc forming the north boundary of Lot 12, Block 4, of said FLAMINGO TERRACE SUBDIVISION to the point of intersection with said arc; thence runs west-southwest along the arc forming the north boundary at said Lot 12, to its point of tangency with the west line of said Lot 12; thence southerly, along the west line of said Block 4, Block 5 and Block 6 of the above mentioned FLAMINGO TERRACE SUBDIVISION, and the southerly extension of said Block 4 and Block 5 to the point of intersection with the easterly extension of the centerline of W. 30th Street. Said point located on the west line of Lot 6 of said Block 6; thence westerly, along the easterly extension of the centerline of W. 30th Street to the POINT OF BEGINNING. Said lands located lying and being in the City of Miami Beach, County of Miami-Dade, Florida.