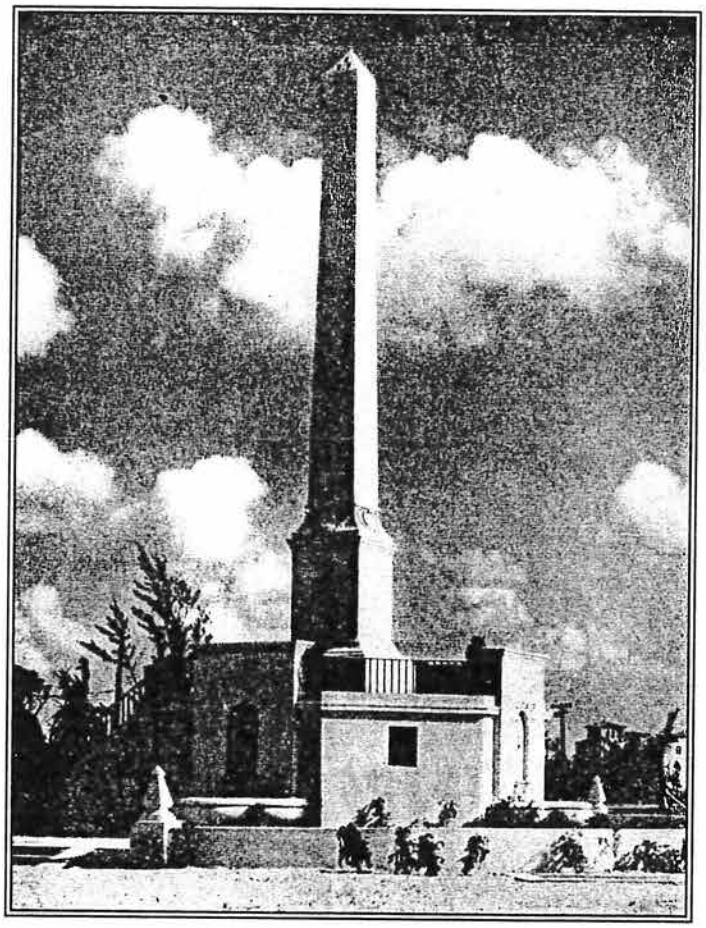
THE 28TH STREET OBELISK AND PUMPING STATION

MIAMI BEACH HISTORIC STRUCTURE

DESIGNATION REPORT



PREPARED BY

CITY OF MIAMI BEACH PLANNING DEPARTMENT

DECEMBER 14, 2004

Revised January 25, 2005

Adopted February 23, 2005 (Ordinance No. 2005-3475)

CITY OF MIAMI BEACH

HISTORIC STRUCTURE DESIGNATION REPORT

THE 28TH STREET OBELISK AND PUMPING STATION

PREPARED BY

CITY OF MIAMI BEACH PLANNING DEPARTMENT

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THE 28TH STREET OBELISK AND PUMPING STATION

CITY OF MIAMI BEACH

HISTORIC STRUCTURE DESIGNATION REPORT

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I. REQUEST

On April 18, 2001, the City Commission unanimously approved a motion (7 to 0) to designate the Pinetree Drive Historic Roadway as an historic site on first reading public hearing and scheduled the second reading public hearing for May 16, 2001. The City Commission, at the suggestion of Commissioner Luis R. Garcia, Jr., also directed staff to expand the boundaries of the proposed Pinetree Drive Historic Roadway to include the original 1926 obelisk and pumping station site (inclusive of its park setting), which is located at 300 West 28th Street between Pinetree Drive and Sheridan Avenue in Fairgreen Park.

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 Obelisk and Pumping Station site as an expansion of the original boundaries of the Pinetree Drive Historic Roadway. The designation review process for expansion would have taken approximately six months before the proposed expanded boundaries of the Pinetree Drive Historic Roadway would have been heard by the City Commission. Due to the potential threat of alterations to the existing configuration of the road at that time, staff believed it was prudent to immediately provide historic preservation protection to the Pinetree Drive Historic Roadway and its Australian pines. Therefore, staff recommended that the City Commission designate the Pinetree Drive Historic Roadway, as originally proposed by the Historic Preservation Board, because it would afford the earliest possible protection to the historic site. Further, it was also recommended that the City Commission direct staff to prepare a preliminary evaluation and recommendation report regarding the possible designation of the 28th Street Obelisk and Pumping Station as a separate historic site in lieu of expanding the boundaries of the proposed Pinetree Drive Historic Roadway. Staff believed this request was 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.

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 approved a motion (7 to 0) to direct staff to prepare a preliminary evaluation and recommendation report for consideration by the Historic Preservation Board relative to the possible designation of the 28th Street Obelisk and Pumping Station (inclusive of its park setting) as a separate historic site.

On June 12, 2001, the Historic Preservation Board reviewed the preliminary evaluation report, with recommendations prepared by the Planning Department, relative to the proposed designation of the 28th Street Obelisk and Pumping Station as a local historic site. The Historic Preservation Board unanimously approved a motion (5 to 0; 1 absence, 1 vacancy) to direct staff to prepare a designation report and schedule a public hearing relative to the designation of this proposed historic site to be known as

the 28th Street Obelisk and Pumping Station Historic Site. The proposed historic site, as represented in the preliminary evaluation and recommendation report, is generally bounded by the center line of West 28th Street to the north, the center line of Sheridan Avenue to the west, and the center line of Pinetree Drive to the south and east. These boundaries include the original 1926 structure and its appurtenances, the 1976 pumping station and its recent expansions, and all of Fairgreen Park.

On December 14, 2004, the Historic Preservation Board reviewed the designation report and unanimously approved a motion (7 to 0) to recommend approval of the historic designation of the 28th Street Obelisk and Pumping Station with modifications to the site boundaries. The Board reduced the boundaries of the site from all of Fairgreen Park to only a 67-foot diameter circular area that includes the original 1926 structure and its appurtenances (i.e. the obelisk, base structure, fountain basins, stairs, 1948 southern addition, any remains of its 62-foot diameter landscape wall, and the underground 66-foot diameter holding tank). Thereby, the name was changed from 28th Street Obelisk and Pumping Station Historic Site to 28th Street Obelisk and Pumping Station Historic Structure. (See **Map 1A** for site boundaries as recommended by the Historic Preservation Board on December 14, 2004.)

On January 25, 2005, the Planning Board reviewed the designation report and unanimously approved a motion (5 to 0; 2 absences) to recommend approval of the historic designation of the 28th Street Obelisk and Pumping Station with the expansion of the site boundaries to include all of Fairgreen Park. The proposed historic structure, as recommended by the Planning Board, is generally bounded by the center line of West 28th Street to the north, the center line of Sheridan Avenue to the west, and the center line of Pinetree Drive to the south and east. (See **Map 1B** for site boundaries as recommended by the Planning Board on January 25, 2005.)

On February 23, 2005, the City Commission reviewed the designation report and unanimously approved the designation (7 to 0) of the 28th Street Obelisk and Pumping Station as an historic structure with the modified boundaries as recommended by the Historic Preservation Board on December 14, 2004. The site boundaries, as adopted by the City Commission, consist of a 67-foot diameter circular area that includes the original 1926 structure and its appurtenances (i.e. the obelisk, base structure, fountain basins, stairs, 1948 southern addition, any remains of its 62-foot diameter landscape wall, and the underground 66-foot diameter holding tank). (See **Map 1C** for site boundaries as adopted by the City Commission on February 23, 2005.)

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. The 28th Street Obelisk and Pumping Station are eligible for designation as an historic structure as they comply 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 structure to be eligible for historic designation and in conformance with the designation criteria for the following reasons:

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

The 28th Street Obelisk and Pumping Station are associated with several significant events from the early development period and the land development boom in Miami Beach. In 1915, the year of its incorporation, the total assessed property value in Miami Beach was $244,815. Beginning in 1920, the growth of Miami Beach was exceptional. The City of Miami Beach engaged Allen Hazen, George C. Whipple and Weston E. Fuller, civil engineers from New York City, to plan its water supply, sewerage, and sewage disposal system in 1921. They were one of the leading private consulting engineering firms in the country at that time.

By 1923, the development of Miami Beach burst ahead with $8 million in total assessed property value. It was the biggest increase since the development of Miami Beach started and the beginning of the land development boom. Announcements were made each day of record building permits, new residents, and prominent visitors. In 1923, Miami Beach constructed a sewer system to provide service to a rapidly growing population. This sewer system served the southern portion of the City from the Collins Canal south to Government Cut.

The land development boom peaked in 1925 when the total assessed property value in Miami Beach jumped from $12 million in 1924 to an astonishing $42 million just one year later. Miami Beach saw a greater influx of people from other states and countries in 1925 than any previous winter season. That same year the sewer system was expanded to service the area from the Collins Canal north to Surprise Lake. Due to the flatness of the land, a new pumping station was required at 28th Street between

Pinetree Drive and Sheridan Avenue. In 1925, the City of Miami Beach hired the same consulting engineering firm, then Hazen and Whipple, to design the new pumping station and obelisk. (Fuller left the Hazen firm in 1924.)

On June 16, 1925, the City of Miami Beach received the area known today as Fairgreen Park via a perpetual easement from John Collins' Miami Beach Improvement Company for the purpose of constructing and operating the new pumping station. The development company directly benefited from having a sanitary sewer system within the vicinity of its property. The construction of the 28th Street Obelisk and Pumping Station was completed by December 4, 1926.

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

John Stiles Collins. (1837-1928) In 1925, John Collins' Miami Beach Improvement Company deeded a parcel of land to the City of Miami Beach for the erection of a pumping station at 28th Street and Pinetree Drive. Collins, a Quaker and a horticulturalist from New Jersey, was one of the investors in the failed coconut planting project of 1882 on the 65-mile coastal tract from Key Biscayne to Jupiter, Florida. In 1907, Collins and Elnathan Field established a farm on the rich high ground west of Indian Creek roughly between present day 30th Street and 46th Street (just north of the future site of the 28th Street Obelisk and Pumping Station). In 1909, Collins bought Fields' interest and became sole owner of the land from 14th Street to just south of 69th Street between the Atlantic Ocean and Biscayne Bay in today's Miami Beach. Collins planted Australian pines along the farm road to protect the fragile avocado trees from salt laden winds.

In 1912, Collins and his family formed the Miami Beach Improvement Company. The development company constructed a canal and a bridge which would provide two direct routes from the 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. The Collins Canal and Collins Bridge were completed in 1912 and 1913, respectively.

The demand for real estate caught up with Collins' farm to the point where he was ready to subdivide the land and sell out. Although the farm was broken up and many choice lots were sold

in 1923, Collins held substantial acreage from the real estate market until there was some sense of normalcy in the buying. Then in late 1925, at the age of 88, Collins put the unsold portions of the farm on the market. Every lot was sold immediately. From the beginning, this area proved popular as an exclusive residential neighborhood. Collins' original farm road with its pine tree windbreak was chosen to remain as a residential thoroughfare; it was appropriately named Pinetree Drive. In order to meet the needs of the growing population north of the Collins Canal, the City constructed a new pumping station at 28th Street and Pinetree Drive in 1926.

Louis F. Snedigar and Claude Renshaw. The 28th Street Obelisk and Pumping Station were planned for and constructed under the administration of Miami Beach Mayor Louis F. Snedigar and City Manager Claude Renshaw. Louis F. Snedigar, nicknamed Red, served four terms as the Mayor of the City of Miami Beach (1922-1924, 1924-1926, 1928-1930, and 1934-1937) as well as a member of the Miami Beach City Council (1947-1948) and later the Dade County Commission. Claude Renshaw, an engineer and the former mayor of Roundup, Montana, became Miami Beach's first City Manager in 1925. He was an enduring and well-respected administrator who served Miami Beach for 33 years until he retired on March 1, 1958.

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

The City of Miami Beach hired Hazen and Whipple, civil engineers from New York City, to design the 28th Street Obelisk and Pumping Station. The firm produced final architectural plans for the obelisk and pumping station on September 15, 1925. A building permit was issued for the $125,000 project on January 18, 1926. The underground work of the pumping station was finished by August 1, 1926, and work began on the upper structure by the Merritt-Chapman & Scott Corporation of New York City. By December 4, 1926, the construction of the obelisk and platform structure was completed and the pumping station was put into operation.

The 28th Street Obelisk and Pumping Station were designed in the Mediterranean Revival style of architecture with a fine attention to detail. Mediterranean Revival architecture was the "style of choice" in Miami Beach from the mid 1910s to early 1930s. The design of the 28th Street Obelisk and Pumping Station was

appropriate for the surrounding exclusive residential neighborhood with its beautiful homes and estates of prominent people.

The slender solid masonry obelisk soars 40 feet from an octagonal-shaped platform structure. The monumental, four-sided shaft of the obelisk rises from a square base and tapers to a pyramidal apex with three small square vents on each side. A transition piece, located between the square base and shaft of the obelisk, features a decorative cast stone cartouche framed with scrolls and flanked by swags of garland and loose ribbons.

The obelisk is mounted on top of an octagonal-shaped platform structure. Trefoil-shaped fountain pools with tucked bases decorate the east, west, and south (now removed) elevations of the structure. Although the fountains are presently not in operation, water originally spouted from the mouth of a Japanese-inspired cast stone sea creature into the gracefully curved base of the pool below. Small double-hung, wooden sash windows (now removed) with simple wrought iron grilles flank the fountains. Stairs with wrought iron railings and scrolled end rails lead up to the platform on the north side of the structure. Wrought iron railings (two sections still remain) alternate between the elevated back walls of the fountains and frame the perimeter of the platform. Red terra-cotta tiles finish the floor and steps of the platform. A low landscape wall with finials and steps (all now demolished) form a perfect circle around the obelisk and base building. This landscape wall was 62 feet in diameter and traced the shape of the sewage holding tank below the ground.

(4) <u>Possess high artistic values;</u>

The 1893 Columbian Exposition in Chicago inspired the City Beautiful movement in America. Advocates of the reform movement sought to improve their cities through beautification in architecture, landscaping, and city planning. The era of the City Beautiful movement spanned from 1900 to 1918, but its influence continued for years to come. It impacted nearly every city in America through its emphasis on the civic center, the aesthetic design of public streets, monumental public buildings and facilities, and large expenditures on public works for all of the citizens to enjoy.

The City Beautiful movement had a significant impact on the physical environment of Miami Beach during the City's early development period and land development boom, which spanned

from about 1907 to 1926. Public and private interests were inspired by this reform movement to beautify the area with monuments, fountains, parks, and grand public buildings. These improvements benefited the citizens of Miami Beach, and they attracted new residents, distinguished visitors, business, and tourists to the rapidly growing City.

The 28th Street Obelisk and Pumping Station are an excellent example of a project inspired by the City Beautiful movement in Miami Beach. Although this 1926 structure was carefully crafted to serve a utilitarian function, its fine attention to detail enhanced the triangular-shaped park (shown on the 1985 plat map as Fairgreen Park) that established a beautiful landmark on Pinetree Drive and Sheridan Avenue. Other notable projects that were influenced by the City Beautiful movement and still survive in Miami Beach include: the Star Island Water Tower in 1919, the Flagler Memorial and Monument Island in 1920, "The Polo Player" and "The Great Spirit" statues in 1923 and 1924, ornamental fountains at 41st Street and Pinetree Drive as well as 20th Street and Alton Road in 1924, and the Normandy Isle Fountain in 1925. Miami Beach was also enhanced with the establishment of two formally designed parks, Collins Park in 1913 and Lummus Park in 1915.

Miami Beach erected two grand public buildings in its endeavor to develop "A City Beautiful." In 1925, at the peak of the land development boom, City officials planned the construction of a new City Hall at 1130 Washington Avenue. The nine-story structure was designed by Martin Luther Hampton in the Mediterranean Revival style of architecture. Delayed by the devastation of the great hurricane of 1926, the new City Hall was not realized until 1927. Today it is one of Miami Beach's most recognizable and significant landmarks. In 1930, the John S. Collins Memorial Library and Art Center (now the Bass Museum of Art) was constructed at 2121 Park Avenue. It was the first building in Miami Beach dedicated for the principal use as a public library. Designed by Russell T. Pancoast in the Art Deco style of architecture, the monumental structure was a key component in the formally designed Collins Park.

(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;**

Hazen and Whipple. One of the great pioneers in water treatment was **Allen Hazen** (1869-1930). He was an advocate of slow sand filtration as a means of safeguarding against disease and an early promoter for the disinfection of drinking water by chlorination. He was recognized as one of the world's foremost authorities in the field of water works, encompassing such matters as sedimentation, filtration, the chemistry of water analysis and treatment, the design of dams and spillways, and the rational design of water rates of flow. He also made significant advances in the areas of water pollution as well as wastewater collection and treatment. During his career, Hazen was invited to Chicago to oversee the sewage treatment plant for the Columbian Exposition in 1893, and he accompanied President-elect William H. Taft on an inspection of the construction of the Panama Canal in 1909. There seems little doubt that his visit to the greatest exhibition of Beaux Arts and Neoclassical Revival architecture in the United States left a strong imprint on his architectural tastes for the future.

In 1895, Hazen established a consulting engineering practice in Boston; it was relocated to New York City about a year later. Hazen was joined by Harvard professor **George C. Whipple** in 1904. Whipple was an engineer and microbiologist with an expertise in treatment processes, microbiology, and water supply health studies. Hazen and Whipple were one of America's leading consulting engineering practices who advised on hundreds of projects throughout the country. **Malcolm Pirnie** was hired by Hazen and Whipple in 1911 after completing his Master's of Engineering degree at Harvard University. In 1915, Weston E. Fuller, a sanitary engineer with the firm since 1903, was made a full partner. The firm was renamed Hazen, Whipple and Fuller.

During the Florida land development boom of the 1920s, the large influx of population to the state increased the demand for water supplies and the necessity for sewage systems. Hazen's firm was involved with several major projects in Florida, including the installation of a rapid sand filter plant to treat the Loxahatchee water supply for West Palm Beach and Palm Beach in 1919 as well as developing a well water supply with the Pinellas Water Company in St. Petersburg. The City of Miami Beach engaged Hazen, Whipple and Fuller to plan its water supply, sewerage, and sewage disposal system in 1921. Fuller departed the Hazen firm in 1924. The City of Miami Beach hired the firm, then Hazen and Whipple, again in 1925 to design a new pumping station at 28th Street and Pinetree Drive.

Whipple died in 1928. In June of 1929, just six months after being named partner, Pirnie left the firm to start his own practice, Malcolm Pirnie Civil Engineer. Selected work from Hazen's firm continued with Pirnie, including the Florida projects. After Hazen's death in 1930, Malcolm Pirnie took over the remainder of the projects from Hazen's firm. In 1937, the City of Miami Beach hired Malcolm Pirnie Civil Engineer as a consultant on the installation of a 36 inch-diameter cast iron sewer outfall 7,000 feet out into the Atlantic Ocean at 74th Street. That same year Pirnie hired Allen Hazen's son, Richard. In 1951, Richard Hazen and another Pirnie engineer, Alfred Sawyer, left the firm to found a new partnership, Hazen and Sawyer. Malcolm Pirnie died in 1967 at the age of 78. Today Malcolm Pirnie, Inc., and Hazen and Sawyer are two of the most prominent and highly respected consulting engineering firms in the country.

Merritt-Chapman & Scott Corporation. The Merritt-Chapman & Scott Corporation was founded in 1860 and headquartered in New York City. They were involved in marine salvage and wrecking operations. The company also constructed a wide variety of projects that included public utilities, bridges, tunnels, airfield and air base facilities, bulkheads, piers, roads, tank farms, dry docks, shipways, large scale military and civilian housing, hospitals, chemical plants, sewage works, industrial plants, schools, dams, steel mills, and commercial buildings.

In Miami Beach, the Merritt-Chapman & Scott Corporation constructed the upper structure of the 28th Street Pumping Station in 1926 and the 74th Street sewer outfall in 1937. Examples of their work outside of Miami Beach include: dredging and jetty work in Hampton Beach, New Hampshire (1934); the Pennsylvania Railroad Ore Dock No. 11 in Cleveland, Ohio (1938 and 1945); the Cedar Point shoreline in Sandusky, Ohio (1940); the E.I. DuPont de Nemours and Company river bulkhead in Cleveland, Ohio (1941); the Buffalo South Sewer Outfall in Buffalo, New York (1942); the Presque Isle breakwall in Erie, Pennsylvania (1944); the concrete foundations of the Mackinac Bridge in Michigan (1954 to 1957); the general contractor of the Glen Canyon Dam in Page, Arizona (1956 to 1966); and the joint general contractor of the Chesapeake Bay Bridge-Tunnel in Virginia (1960 to 1964).

During World War II, the Merritt-Chapman & Scott Corporation completed more than $5 million in projects for the United States government. The company partnered with the George A. Fuller

Company to construct major military facilities in Londonderry, Ireland; Reykjavik, Iceland; Argentia, Newfoundland; and Quonset Point, Rhode Island. The Merritt-Chapman & Scott Corporation was acquired by the Dunbar and Sullivan Dredging Company of Cleveland, Ohio, sometime during the 1960s.

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

Retention of the 28th Street Obelisk and Pumping Station promote the general welfare of the City by providing an opportunity for the study and appreciation of the Mediterranean Revival style of architecture as applied to a utilitarian structure. It further encapsulates the remarkable history of Miami Beach's sewer system and the foresight of the City to combine it with high art. The obelisk and base structure are a landmark which represents the architectural and cultural history of Miami Beach and provides a valuable sense of history and place during the City's first land development period. It is important to retain one of the few remaining public works of art from this era. Public works of art record our history, express civic pride, and reflect the goals and collective consciousness of our community.

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

Currently, the 28th Street Obelisk and Pumping Station are neither listed individually as an historic site nor are they located within an historic district on the National Register of Historic Places. However, they appear 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;**

This criterion is not applicable to an individual historic structure designation.

(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 the 28th Street Obelisk and Pumping Station have been altered over the years, they maintain most of their original architecture and design integrity. The obelisk and base structure currently suffer from vandalism and deterioration due to many years of deferred maintenance prior to Miami Beach's recent economic revitalization in the 1990s. Restoration and appropriate renovation of the 28th Street Obelisk and Pumping Station can be successfully completed by careful analysis of on-site conditions, original architectural plans, and historical photographs. Despite alterations to this structure and its present deteriorated condition, the 28th Street Obelisk and Pumping Station are a beautiful landmark that is prominently located in Fairgreen Park and surrounded by a fine residential neighborhood.

IV. DESCRIPTION OF BOUNDARIES

On February 23, 2005, the City Commission reviewed the designation report and unanimously approved the designation (7 to 0) of the 28th Street Obelisk and Pumping Station as an historic structure with the modified boundaries as recommended by the Historic Preservation Board on December 14, 2004 (see **Map 1C**). The site boundaries, as adopted by the City Commission, consist of a 67-foot diameter circular area that includes the original 1926 structure and its appurtenances (i.e. the obelisk, base structure, fountain basins, stairs, 1948 southern addition, any remains of its 62-foot diameter landscape wall, and the underground 66-foot diameter holding tank).

A detailed legal description of the site boundaries, as adopted by the City Commission on February 23, 2005, is as follows:

A portion of land that is located in Section 27, Township 53 South, Range 42 East, and bounded by the perimeter of a circumference having a radius of 33.50 feet and an arc length of 210.49 feet. The location of the radius point of said circumference is described as follows: Commence at the point of intersection of the eastern right-of-way line of Sheridan Avenue and the northern right-of-way line of West 28th Street, as shown in SALIDOR COURT, recorded in Plat Book 35, at Page 20, Public Records of Miami-Dade County, Florida; thence South 8° 25' 08" West, along the extension of the eastern right-of-way line of Sheridan Avenue for a distance of 32.89 feet to the point of intersection with the center line of said West 28th Street; thence North 74° 13' 22" East, along the center line of said West 28th Street for a distance of 73.05 feet; thence South 15° 46' 38" East, at a right angle with the center line of said West 28th Street for a distance of 102.64 feet to the radius point (center of obelisk) of the above mentioned circumference. Said lands located, lying and being in the City of Miami Beach, Miami-Dade County, Florida, and containing 3,526 square feet (more or less).

V. PRESENT OWNERS

The City of Miami Beach has owned and controlled the property since it was deeded to the City of Miami Beach by John Collins' Miami Beach Improvement Company on June 16, 1925. (The perpetual easement which transfers the described property from the Miami Beach Improvement Company to the City of Miami Beach was recorded in Deed Book 666, Page 79, on June 25, 1925.)

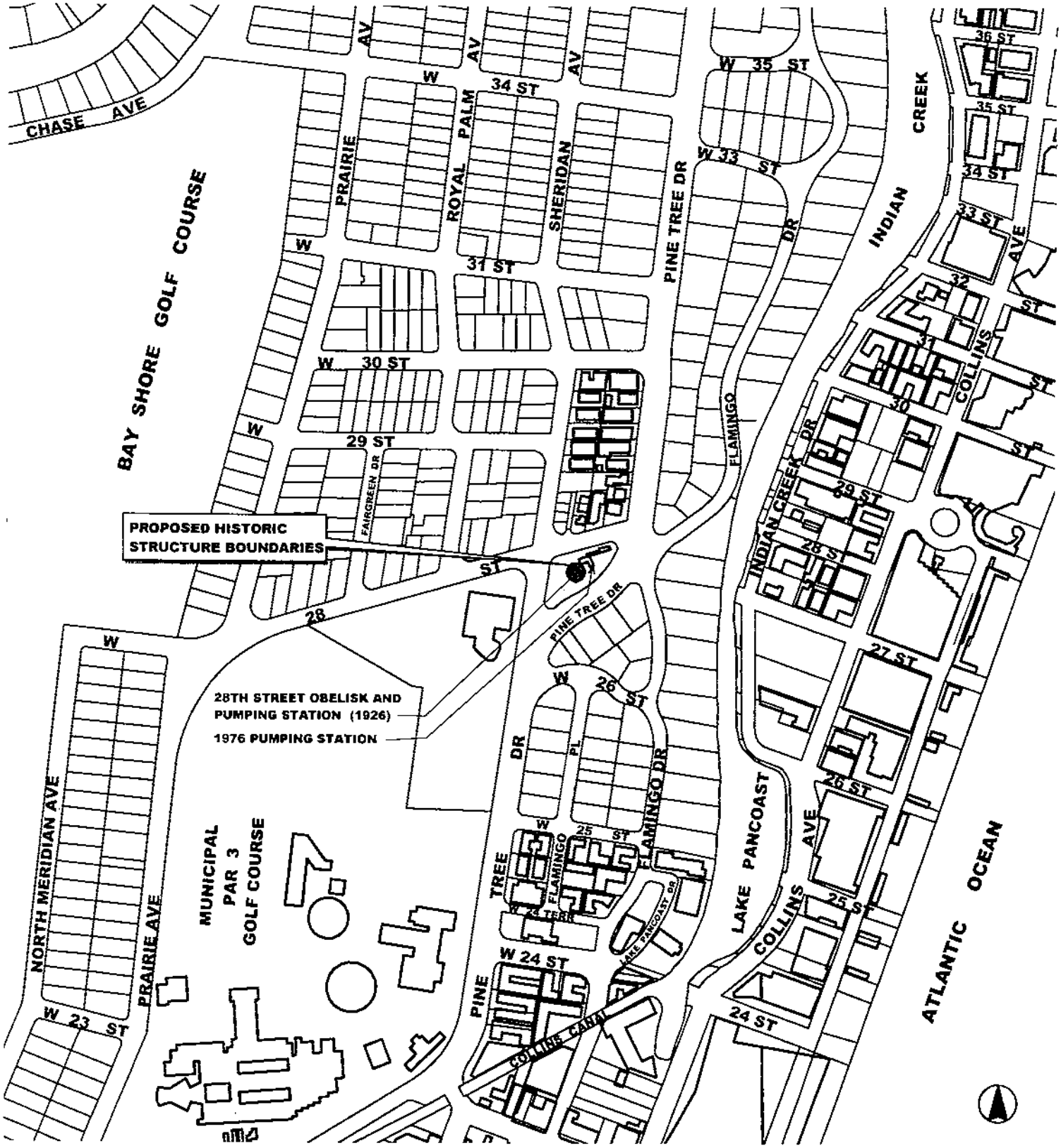
VI. PRESENT USE

The current use within the boundaries of the proposed historic structure is a non-active pumping station that is surrounded by a passive park setting on the south and east sides and an active modern pumping station on the north and west sides, portions of which are still under construction.

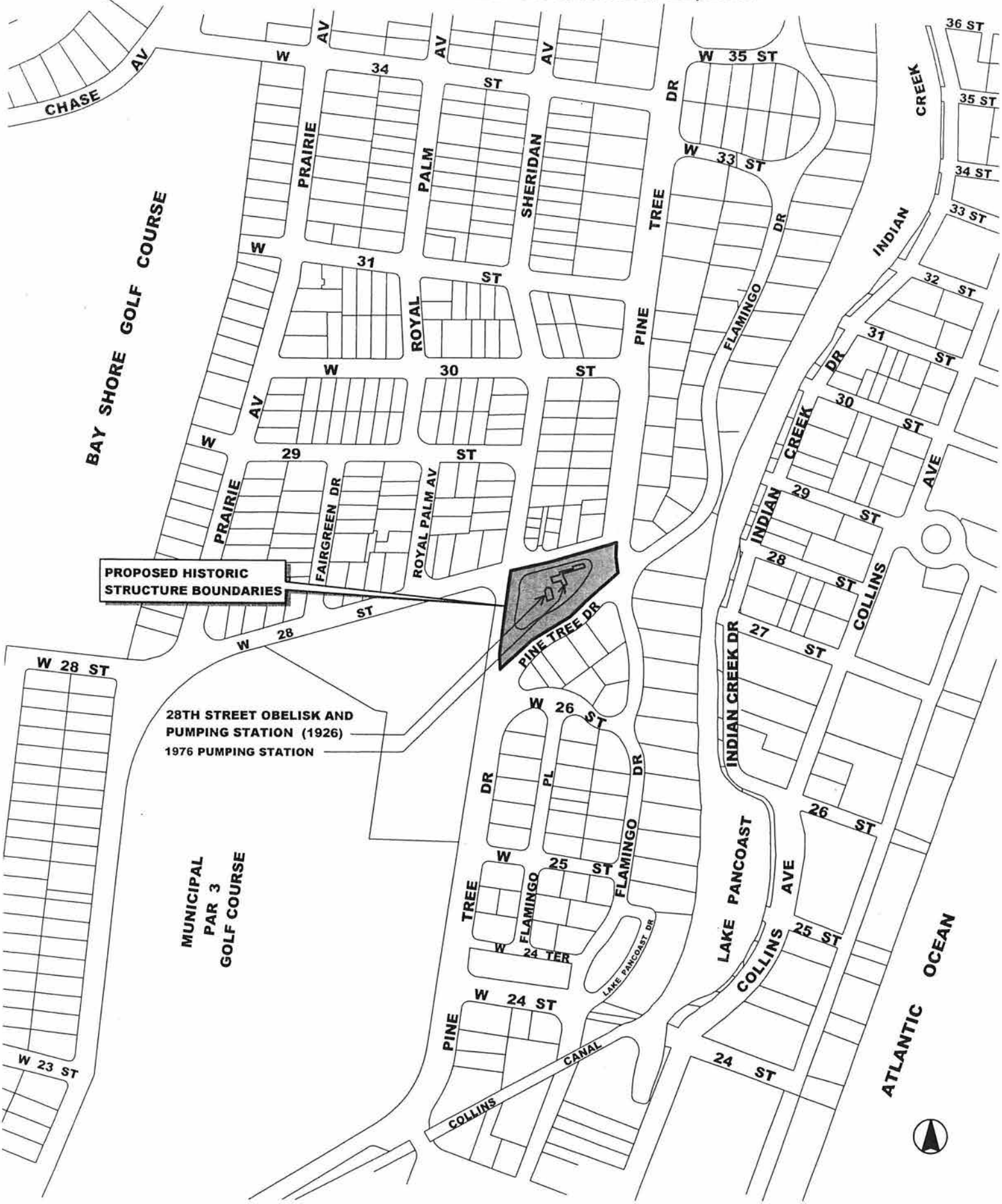
VII. PRESENT ZONING

The established zoning district within the boundaries of the proposed historic structure is GU or Government Use. Please refer to the zoning map for more detailed information (**Map 2**).

MAP 1A : PROPOSED HISTORIC STRUCTURE BOUNDARIES OF THE 28TH STREET OBELISK AND PUMPING STATION AS RECOMMENDED BY THE HISTORIC PRESERVATION BOARD ON DECEMBER 14, 2004

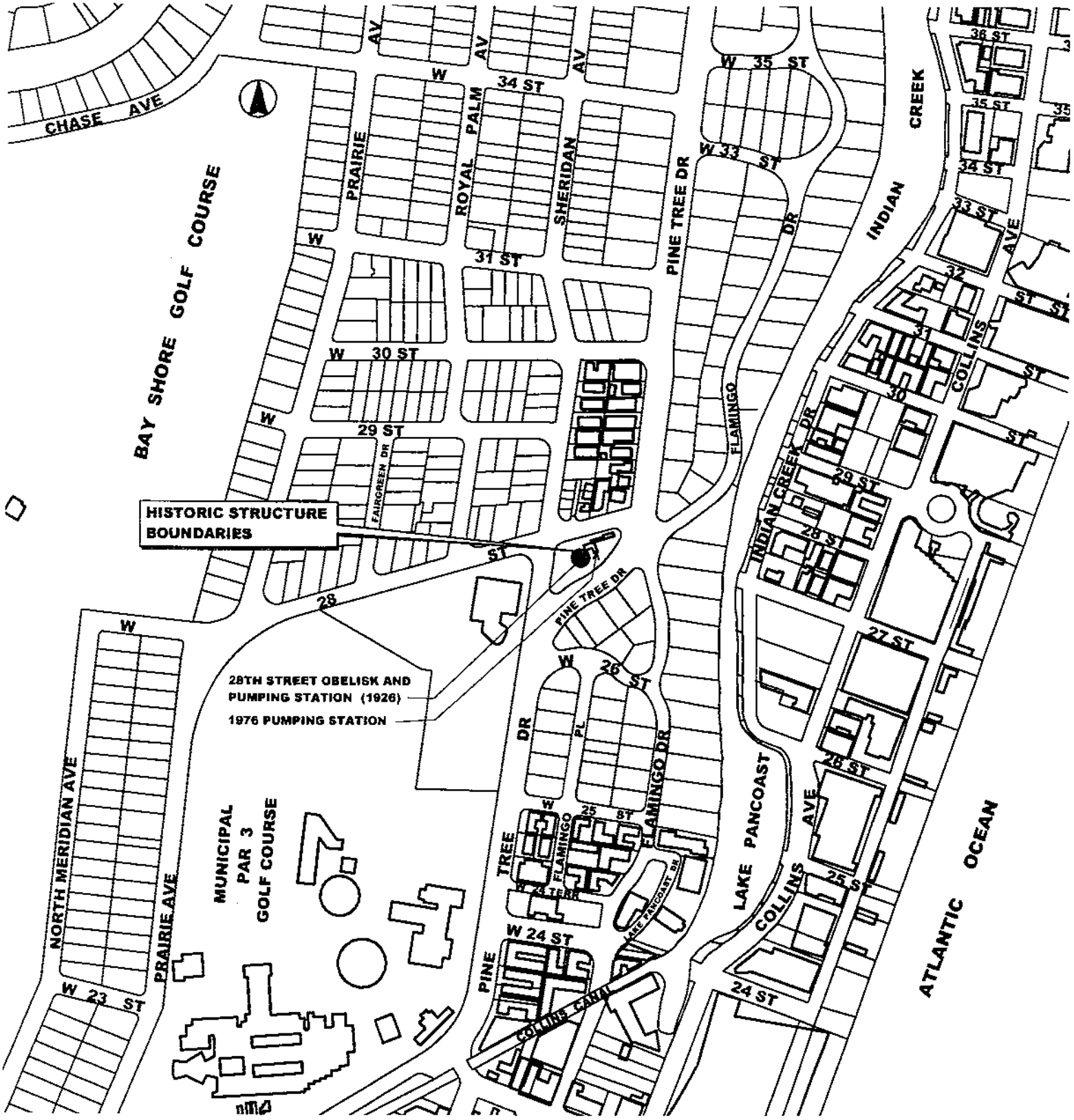


MAP 1B : PROPOSED HISTORIC STRUCTURE BOUNDARIES OF THE 28TH STREET OBELISK AND PUMPING STATION AS RECOMMENDED BY THE PLANNING BOARD ON JANUARY 25, 2005

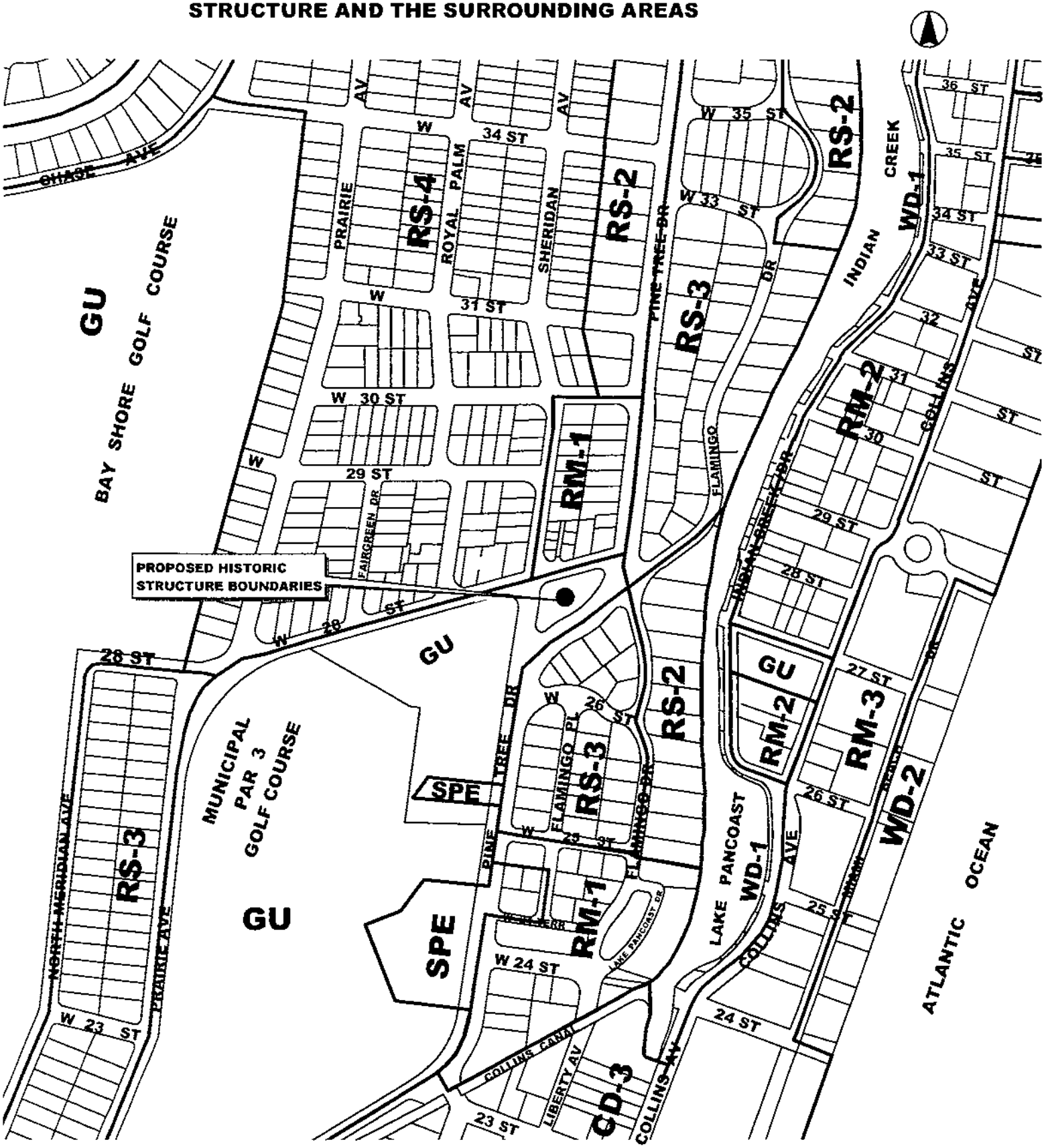


MAP 1C : 28TH STREET OBELISK AND PUMPING STATION HISTORIC STRUCTURE

(Adopted February 23, 2005)



MAP 2: ZONING DISTRICTS WITHIN THE BOUNDARIES OF THE PROPOSED 28TH STREET OBELISK AND PUMPING STATION HISTORIC STRUCTURE AND THE SURROUNDING AREAS



VIII. HISTORICAL BACKGROUND

Historical Overview. In order to better understand the creation of the 28th Street Obelisk and Pumping Station, it is necessary to recall the early development history of Miami Beach.

Miami Beach was originally part of the 65-mile coastal tract that was planted with coconuts in a commercial project by New Jersey investors Henry Lum, Elnathan Field, and Ezra Osborn. Lum purchased from the government the oceanfront land from today's 11th Street to Fisher Island in Miami Beach. (He later sold most of this land to J.E. and J.N. Lummus.) Field and Osborn bought from the government the coastal land that extended from the Lum property north to Jupiter and south to Key Biscayne. Together Lum, Field, and Osborn acquired all of the coastal land, with minor breaks, between Key Biscayne and Jupiter by 1882 and early 1883.[1]

During the course of three years, over 300,000 coconuts were shipped in from the Caribbean and cast ashore to be planted by a mobile work crew. The first camp site for the coconut planting operations was located in the area of today's Lummus Park in Miami Beach. The planters had sown 38,000 coconuts by the fall of 1883, and the camp moved south to Key Biscayne. The subsequent camp sites were located at the Biscayne House of Refuge, just south of today's 72nd Street, and then the Ft. Lauderdale House of Refuge about nine miles south of the Hillsboro Inlet. By the third year of work, they had planted 334,000 coconuts of the originally proposed 450,000, and the company's finances were virtually exhausted. It was at this point that John Collins was advised of the project. Collins (1837-1928) was a Quaker and a horticulturalist from New Jersey. He advanced $5,000 to his friend Field so that the work could proceed. Of course the coconut planting project was unsuccessful, but it was the first major effort to commercialize Miami Beach.[2]

In 1896, Collins traveled to Miami to investigate the failed coconut planting project. After examining the Field and Osborn property, he still saw agricultural promise in the coastal tract. Collins bought Osborn's share of the property and thereby became partners with Field in 1907. They established a farm on the rich high ground west of Indian Creek roughly between present day 30th Street and 46th Street[3] (just north of the future site of the 28th Street Obelisk and Pumping Station) (see **Figure 1**). It was located 1,000 feet west of the ocean and was a mile long and about 700 feet wide. The land clearing for the farm eventually covered 160 acres. Farm buildings were constructed on the western shore of Indian Creek at today's 41st Street. Collins

[1] Howard Kleinberg, Miami Beach (Miami, Florida: Centennial Press, 1994), pp. 10-14.

[2] Ruby Leach Carson, "Forty Years of Miami Beach," Tequesta, volume XV, 1955, pp. 6-7.

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

planted 2,945 avocado trees in the summer of 1907 and 1908. In 1909, Collins bought Fields' interest and became sole owner of the land from what is now 14th Street to just south of 69th Street between the Atlantic Ocean and Biscayne Bay. In addition to avocado trees, Collins planted potatoes, bananas, and mango trees. By 1913, Collins' farm occupied a full 300 acres, 200 of which were planted with avocado trees. At its peak, there were a total of 10,000 avocado and mango trees growing in the farm's orchard.[4]

Figure 1 This 1914 photo was taken looking to the north of the Collins Canal (lower left) in Miami Beach. It shows John Collins' farm (left) and Lake Pancoast (middle right). The furrows in the ground (middle left) were rows of castor beans planted during World War I. Collins participated in a government-assisted plan that used the extracted castor bean oil for airplanes. The home of Thomas J. Pancoast, Collins' son-in-law, is visible on the northern bank of Lake Pancoast at 2600 Collins Avenue (upper right).

"At first it appeared [Collins'] 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."[5] *"To protect the young grove from the wind, Collins planted the twin lanes of Australian pine trees which later became Pinetree Drive."*[6] (See **Figure 2**.)

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 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. (Miami Beach was incorporated as a town on March 26, 1915, and later as a city on May 1, 1917.) The company platted some of their land holdings for sale and dredged the marshy southern end of Indian Creek (today's Lake Pancoast). The company also

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[4] Charles Edgar Nash, The Magic of Miami Beach (Philadelphia: David McKay Company, 1938), pp. 86-89 and 107.

[5] Kleinberg, p. 24.

[6] Carson, p. 8.

[7] Carson, p. 9.

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 sought a canal to move his crops more efficiently to market. 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, who...provided the cash and zip to transform a desolate sand bank into the world's most dazzling resort."*[8]

"Carl Fisher [1874-1939] was a high-living Industrialist from Indiana who made a fortune with Prest-O-Lite automobile headlamps 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 [between present day 14th Street and 19th Street] 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."[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. It was the only link with the mainland until the County (now MacArthur) Causeway opened in 1920. Miami Beach was developing so rapidly that the bridge quickly outgrew its usefulness after only a dozen years of use. The Collins Bridge was dismantled in 1925 and then replaced by the Venetian Causeway in 1926.[10]

In 1916, Fisher built the Miami Beach (now Municipal Par 3) Golf Course slightly west of the future site of the obelisk and pumping station at 28th Street and Pinetree Drive. The 18-hole golf course was divided in the middle by Dade Boulevard. The first nine holes and the clubhouse (now the 21st Street Community Center) extended from the Collins Canal south to Lincoln Lane between Washington Avenue and the Meridian Avenue bridle path. The second nine holes lay north of Dade Boulevard up to 28th Street between Pinetree Drive and Prairie Avenue (see **Figure 8**).

By 1919, the Collins family owned a large tract of land but did not have enough funds to develop it. Fisher, on the other hand, had a lot of cash and a desire to develop more land in Miami Beach. They agreed to form a partnership and established the

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[8] Lorenz More, Florida Hotel and Travel Guide (New York: Florida Guide Company, 1942), p. 282.

[9] Kleinberg, p. 30.

[10] Kleinberg, pp. 65 and 104.

Miami Beach Bay Shore Company in March of 1919. The Collins family contributed $100,000 in cash and about 360 acres of low land generally located on the western side of Miami Beach and north of the Collins Canal. Fisher purchased the adjoining 165 acres of land from a Mr. Richardson and advanced sufficient funds to clear, bulkhead, and fill all of the land by suction dredge from Biscayne Bay.[11] Together Fisher and the Collins family controlled the land generally west of Indian Creek from Dade Boulevard to just south of 69th Street with minor breaks.[12] Fisher held a 51 percent interest in the company and the Collins family held a 49 percent interest. According to historian Polly Redford, they formed a *"partnership to dredge, fill, and improve their unused land, plus an agreement to develop [Fisher's] Alton Beach and [the Collins family's] Miami Beach as one large unit."*[13] (By 1935, the Collins family assumed control of the Miami Beach Bay Shore Company after Fisher filed for personal bankruptcy.[14])

Figure 2 John Collins' original farm road with its pine tree windbreak evolved into a residential thoroughfare around 1920. This photo was taken looking down (south) Pinetree Drive in 1921.

On April 29, 1920, the Miami Metropolis reported that the Miami Beach Bay Shore Company, a $3 million development enterprise, planned two new roadways with lush landscaping. *"Pine Tree road [sic] will be the name of the new 100-ft. motor roadway and drive on the east side of the Bay Shore property. Along either side will be a nine-foot bridle path... This Pine Tree road [sic], which will... be met at the north end of the land by another road, 'Bay Shore Drive,' [renamed North Bay Road prior to platting] now being built on the west side of the [Bay Shore property], the two roads having a*

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[11] Historical Museum of Southern Florida, Carl Fisher Papers, box 11, Miami Beach Bay Shore Company, Letter from Thomas Pancoast to Carl Fisher, 15 March 1919; and Letter from Carl Fisher to Frank Shutts, 24 July 1919.

[12] Kenneth Ballinger, Miami Millions (Miami, Florida: Franklin Press, 1936), p. 86.

[13] Polly Redford, Billion Dollar Sandbar (New York: E.P. Dutton and Company, 1970), pp. 118-119.

[14] Redford, p. 190.

total mileage of about nine miles. The scenic possibilities of this motorway are unsurpassed and everything will be done to make it beautiful."[15] Thereby Collins' original farm road with its pine tree windbreak evolved into a residential thoroughfare. (The Pinetree Drive Historic Roadway was adopted by the City Commission on June 6, 2001.)

Although a farmer at heart, Collins ultimately recognized the potential for greater development of the land beyond agriculture. To Collins, farming came first, and the useless beach where nothing would grow could at least turn a profit from tourists. By 1923, the demand for real estate caught up with Collins' farm to the point where he was ready to subdivide the land and sell out. The lots, 50 feet by 150 feet in size, were priced at $3,500 and up. To discourage speculation, a $500 discount was offered if a house was built on the lot within a year of the date of purchase. The decision to give up the farm was a difficult one for Collins. The farm was his passion as well as a business that paid consistently well. *"It marked his period of greatest conquest and represented years of thought and effort. Money alone was not the dominant factor in his decision, but the farm at last stood in the way of municipal progress, so it had to go."*[16]

Although the farm was broken up and many choice lots were sold in 1923, Collins withheld substantial acreage from the real estate market. He wanted to wait until the normal building trend could absorb the property and avoid speculative buying that was then prevalent on the market. Then in late 1925, at the age of 88, Collins put the unsold portions of the farm on the market when there was some sense of normalcy in the buying. The lots were offered at $25,000 each with a $5,000 deduction if a building was erected within 14 months of the date of purchase. Every lot was sold immediately.[17] From the beginning, this area proved popular as an exclusive residential neighborhood.[18]

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[15] "Beach Developments of Great Magnitude Are Now Under Way," Miami Daily Metropolis, 29 April 1920.

[16] Nash, pp. 126-127.

[17] Nash, pp. 129 and 132-133.

[18] City of Miami Beach Archives, "The John S. Collins Memorial," (pamphlet) circa 1938.

Miami Beach Sewer System. Beginning in 1920, the growth of Miami Beach was exceptional. The City of Miami Beach engaged Allen Hazen, George C. Whipple and Weston E. Fuller, civil engineers from New York City, to plan its water supply, sewerage, and sewage disposal system in 1921.[19] Hazen, Whipple and Fuller were one of the leading private consulting firms in the country at that time.

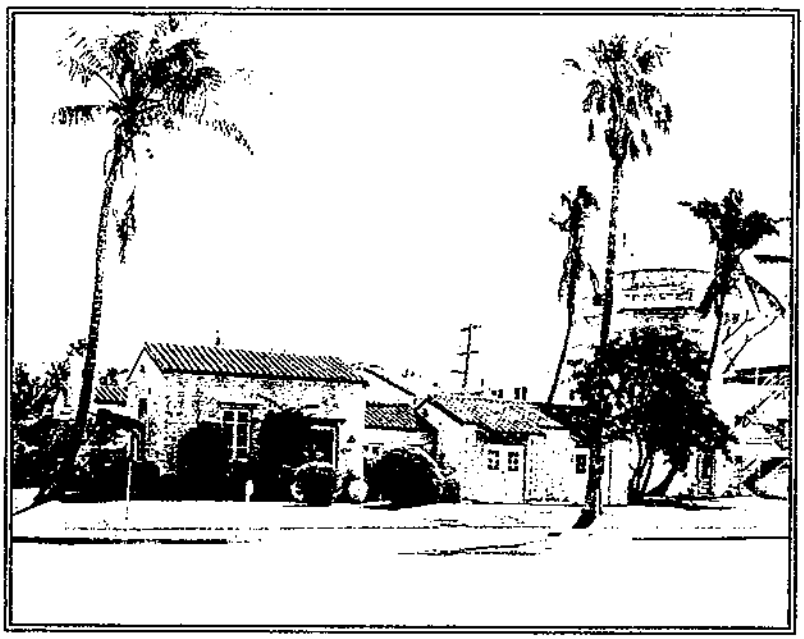

Figure 3 As seen in this 1951 photo, the City of Miami Beach built the Mediterranean Revival style "pump house" (center) at 1059 Jefferson Avenue in late 1922. The one bedroom house contained the pump room and gate room for the 11th Street Pumping Station. A large sewage storage tank was located underneath the pump house. In 1945, the original 1922 pumping station was abandoned, and a new pumping station was built to the southeast of the pump house on the same property. The water tower (right) was erected for Carl Fisher's Miami Ocean View Company at 1035 Jefferson Avenue in 1917. August Geiger designed both the water tower and the pump house. These structures were demolished prior to the construction of Fire Station No. 1 on this same site in 1967.

In 1923, at the beginning of the land development boom, Miami Beach constructed a sewer system to provide service to a rapidly growing population. This sewer system served the southern portion of the City from the Collins Canal south to Government Cut. Sewage flowed by gravity to a pumping station located at the southeast corner of 11th Street and Jefferson Avenue (see **Figure 3**). A 24 inch-diameter cast iron force main connected this pumping station to Government Cut where sewage was pumped through the force main to the outfall and discharged into the channel during the outgoing tides.[20]

On July 1, 1924, the Miami Beach city limits were expanded from around 46th Street to 87th Terrace. In 1925, at the peak of the land development boom, the sewer system was expanded to service the area from the Collins Canal north to Surprise Lake (just north of West 47th Street). Due to the flatness of the land, another pumping station was required at West 28th Street between Pinetree Drive and Sheridan Avenue.[21] The City of Miami Beach hired the same consulting engineering firm, then

[19] Judy Berkun, ed., "Malcolm Pirnie, Inc.: The First Century (1895-1995)," report published by Malcolm Pirnie, Inc., White Plains, New York, June 1995, p. 14.

[20] City of Miami Beach Archives, M.N. Lipp, "New Force Main and Outfall for Continuous Sewage Disposal into Atlantic Ocean at Miami Beach, Fla.," Pipe Progress, volume XXIII, no. 3, June 1938, p. 6.

[21] Ibid.

Hazen and Whipple, to design the new pumping station and obelisk in 1925.[22] (Fuller left the Hazen firm in 1924.) The construction of the pumping station was finished by August 1, 1926, and work began on the obelisk and platform structure by the Merritt-Chapman & Scott Corporation of New York City.[23] By December 4, 1926, the construction of the obelisk and platform structure was completed and the pumping station was put into operation (see **Figure 7**).[24] A 20 inch-diameter force main was laid from this station at 28th Street to the 11th Street Pumping Station where it connected into the existing 24 inch-diameter force main.

In 1929, the municipal sewage facilities were further enlarged to service the area between Surprise Lake and 63rd Street. A small lift station was constructed at 51st Street and Pinetree Drive. Sewage was pumped into the gravity system south of the Flamingo Waterway which would eventually flow into the 28th Street Pumping Station.[25]

The 11th Street and 28th Street Pumping Stations originally held underground tanks to store sewage during periods of incoming tides when pumping was prohibited. These storage tanks quickly became insufficient for a rapidly growing City. Miami Beach was also faced at that time with the necessity of extending sewer service to other areas which were then unserved.[26]

In 1937, the City of Miami Beach devised a solution to address their inadequate sewer system. A new force main and outfall were constructed for a continuous sewage disposal system into the Atlantic Ocean (see **Figure 4** and **Figure 5**). The force main was laid from the 28th Street Pumping Station to the oceanfront at 74th Street. The 36 inch-diameter cast iron outfall line extended from 74th Street to the point of discharge 7,000 feet offshore in 40 feet of water near the Gulf Stream. The northeasterly or southeasterly ocean currents tended to move the sewage toward the Gulf Stream.

Malcolm Pirnie Civil Engineer was hired as a consultant for the design of the sewer outfall at 74th Street. (Malcolm Pirnie left the Hazen firm in 1929 to start his own practice.)[27] G.G. Werner of Pirnie's firm was the resident engineer who oversaw its

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[22] City of Miami Beach, Building Department, Building Permit Card No. 154, Pumping Station - 28th Street Between Sheridan Avenue and Pinetree Drive, permit no. 1681, 18 January 1926; architectural plans signed by Hazen and Whipple of New York City on 15 September 1925.

[23] "City's Work Resumed," Miami Herald, 30 July 1926.

[24] "Obelisk and Park Make Beauty Spot," Miami Herald, 4 December 1926.

[25] City of Miami Beach Archives, Lipp, p. 6.

[26] Ibid.

[27] Berkun, pp. 14 and 17.

installation. The Merritt-Chapman & Scott Corporation of New York City constructed the sewer outfall. The City of Miami Beach designed the force main and supervised the construction of the entire project. Work on this new system commenced around June 1, 1937, and it was put into operation for sewage disposal on December 17, 1937. (This period of time was at the height of the "Art Deco" building boom in South Beach.) Raw sewage was now pumped north through the City to 74th Street instead of its original southern flow to Government Cut.[28]

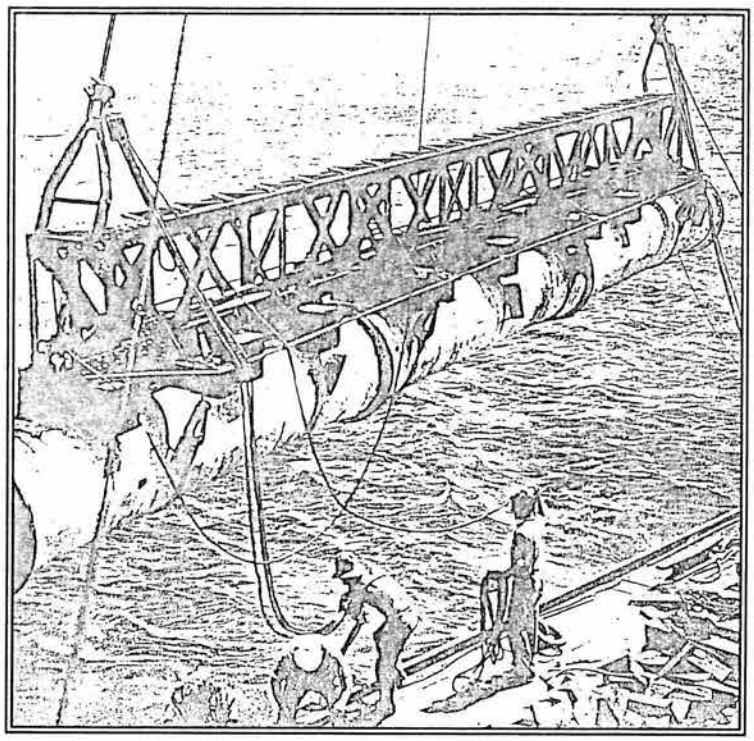

Figure 4 This 1937 photo shows a three-length section of pipe in process of being lowered into the Atlantic Ocean as part of the then new sewer outfall line in Miami Beach. The 36 inch-diameter, cast iron outfall line extended from 74th Street to the point of discharge 7,000 feet offshore in 40 feet of water near the Gulf Stream.

There were five pumping stations in operation in Miami Beach by the end of 1937. They were located at 11th Street and Jefferson Avenue, 28th Street and Pinetree Drive, 51st Street and Pinetree Drive, 63rd Street and Indian Creek Drive, and 69th Street and Indian Creek Drive. The progress of the sewer system in the City shows the rapid rate of urban growth during the 1920s and 1930s, and the steps that were undertaken to meet the needs of the increased population.

The outfall line at 74th Street discharged sewage into the Atlantic Ocean about a mile and a half offshore until the late 1970s. Then, in order to comply with stricter federal environmental regulations, the flow of sewage in the sewer system was once again reversed from the north end of the City to the south. This reversed operation required an upgrade of the existing pumping stations and the installation of new force mains during the late 1970s through the early 1980s. Raw sewage is still today pumped south through the force mains in Miami Beach, under Government Cut, across Fisher Island, and finally to the sewage treatment plant on Virginia Key. There are now 23 active sewage pumping stations throughout Miami Beach. The City is currently renovating and upgrading these pumping stations.

[28] City of Miami Beach Archives, Lipp, pp. 6-7 and 11.

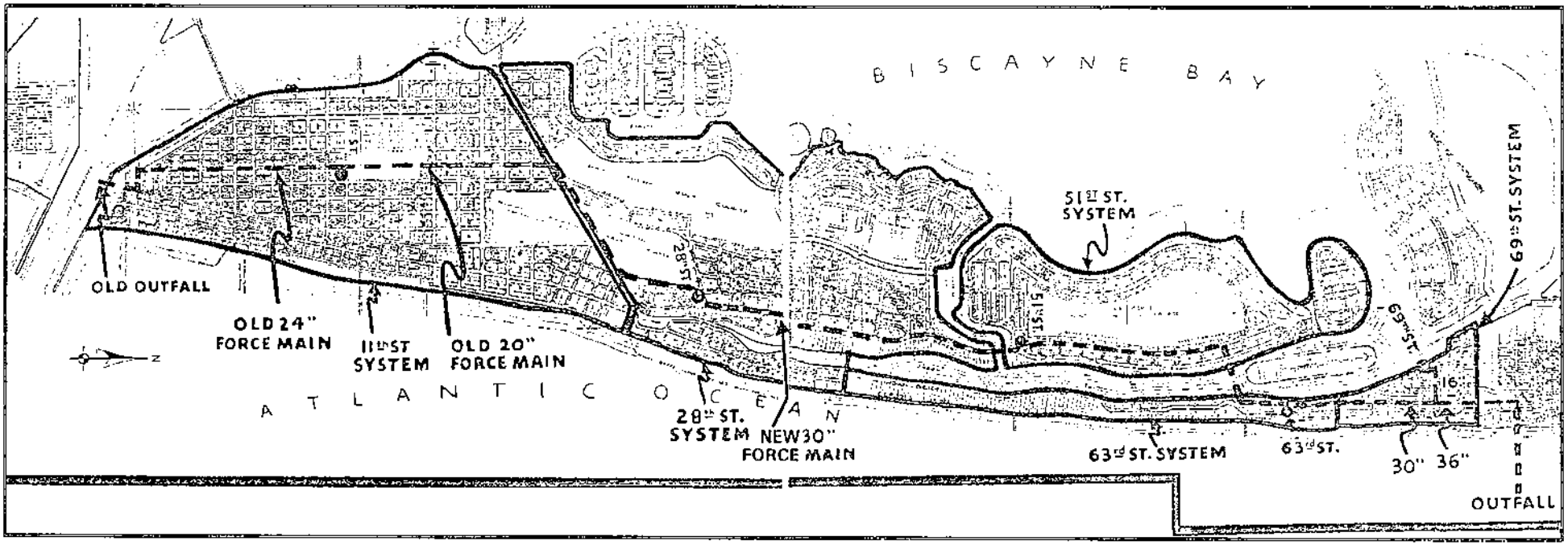

Figure 5 This map montage documents the sewer system of Miami Beach from 1923 to 1937. (The service areas are shown with thick solid lines. The sewer force mains and outfalls are indicated with dashed lines. The pumping stations are identified with circles.) When Miami Beach constructed a sewer system in 1923, sewage was pumped south through the force main to the outfall at Government Cut (far left) and discharged into the channel during outgoing tides. In 1937, a new force main and outfall (bottom right corner) were constructed for a continuous sewage disposal system into the Atlantic Ocean. Raw sewage was then pumped north through Miami Beach to 74th Street instead of its original southern flow to Government Cut. The outfall line at 74th Street discharged sewage into the ocean about a mile and a half offshore until the late 1970s. Then, in order to comply with stricter federal environmental regulations, the flow of sewage in the sewer system was once again reversed from the north end of Miami Beach to the south. Raw sewage is still today pumped south through the force mains in Miami Beach, under Government Cut, across Fisher Island, and finally to the sewage treatment plant on Virginia Key.

28th Street Obelisk and Pumping Station. The 28th Street Obelisk and Pumping Station were planned for and constructed under the administration of Miami Beach Mayor Louis F. Snedigar and City Manager Claude Renshaw. Louis F. Snedigar, nicknamed Red, served four terms as the Mayor of the City of Miami Beach (1922-1924, 1924-1926, 1928-1930, and 1934-1937) as well as a member of the Miami Beach City Council (1947-1948) and later the Dade County Commission. Snedigar was a notorious lush and a drinking partner of Carl Fisher. He acknowledged his problems publicly, and the citizens of Miami Beach overlooked his transgressions because they liked his job performance. Born in Bartow, Florida, in 1890, Snedigar was a star baseball player at Stetson University. Although he signed a contract in 1913 with Connie Mack, owner and manager of the Philadelphia Athletics, he never made it to the major leagues. In 1914, he utilized his law degree and joined the firm of Shutts, Smith and Bowen in Miami. By 1919, he formed his own law practice with Francis Miller and established offices in Miami and Miami Beach. He also opened up his own real estate office on the west side of Collins Avenue between 19th Street and 20th Street in Miami Beach.[29]

Claude Renshaw (1891-1984) was an engineer and the former mayor of Roundup, Montana, before he became Miami Beach's first City Manager in 1925. He was an enduring and well-respected administrator who served Miami Beach for 33 years until he retired on March 1, 1958. Renshaw was a key player in overseeing the successful development of Miami Beach. During his long tenure, he managed Miami Beach through the peak and fall of the land development boom in South Florida, the devastation of the great hurricane of 1926, and the economic circumstances of the Great Depression. The later part of his career was marked by the war effort when Miami Beach was a major military training and redistribution center during World War II (1942-1945) and the ensuing postwar building construction boom. According to historian Polly Redford, *"For people lucky enough to live [here] year round, the Beach was a pleasant place indeed. Much of the credit was due to the administration of Claude Renshaw... The city's affairs were run with an honesty and efficiency remarkable in the State of Florida. As a result, Miami Beach was one of the first cities in the South to recover from the great depression, and after 1935 could boast a substantial and steadily increasing prosperity."*[30]

On June 16, 1925, John Collins' Miami Beach Improvement Company deeded the area known today as Fairgreen Park to the City of Miami Beach for the purpose of constructing and operating a pumping station at 28th Street and Pinetree Drive (see **Figure 6**). The perpetual easement was signed by the Miami Beach Improvement Company's vice-president, Irving Collins, and the secretary-treasurer, Thomas J. Pancoast (John Collin's son and son-in-law, respectively). It reads in part: *"That we in*

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[29] Kleinberg, pp. 84-85 and 217.

[30] Redford, p. 206.

consideration of the benefits accruing by reason of having a sanitary sewer system provided for property in the vicinity of the proposed pumping station...do hereby grant unto the City of Miami Beach...the perpetual right and easement to construct and operate a sanitary sewer pumping station of the design accepted by us... Provided: That the said City of Miami Beach...does hereby agree: To plant and maintain grass, trees, shrubs, vines and flowers upon the aforesaid tract of land, the same as in the public parks of the City; To construct a ventilating flue within the shaft of the obelisk of the pumping station and to install and operate the most approved type of ventilating equipment guaranteeing elimination of objectionable odors; [and] To maintain the entire premises in a neat and sanitary condition at all times."[31]

Figure 6 In 1925, John Collins' Miami Beach Improvement Company deeded a parcel of land to the City of Miami Beach for the purpose of constructing and operating a pumping station at 28th Street and Pinetree Drive. This photo was taken of John Collins standing beside a small palmetto in 1927 when he was 90 years old.

Hazen and Whipple, civil engineers from New York City, were hired to design the 28th Street Obelisk and Pumping Station for the City of Miami Beach. The firm produced final architectural plans for the obelisk and pumping station on September 15, 1925. A building permit was issued for the $125,000 project on January 18, 1926.[32] The City of Miami Beach contracted with the Merritt-Chapman & Scott Corporation of New York City to construct the obelisk and platform structure.[33] The obelisk and pumping station were built in approximately the center of a triangular-shaped parcel of land known today as Fairgreen Park, which was bounded on the north by West 28th Street, on the west by Sheridan Avenue, and on the southeast by Pinetree Drive (see **Figure 7** and **Figure 8**). The site was located in the Flamingo Terrace subdivision, which was platted by John Collins' Miami Beach Improvement Company in conjunction with W.H.H. Gleason, his wife Flora B. Gleason, and Mary H. Gleason, a widow, on April 29, 1924.[34] (William Gleason was a mainland

[31] City of Miami Beach, City Clerk's Office, 28th Street Pumping Station Park, file no. E-9, Perpetual Easement from the Miami Beach Improvement Company, dated June 16, 1925, book 666, p. 79.

[32] City of Miami Beach, Building Department, Building Permit Card No. 154, Pumping Station - 28th Street Between Sheridan Avenue and Pinetree Drive, permit no. 1681, 18 January 1926; architectural plans signed by Hazen and Whipple of New York City on 15 September 1925.

[33] "City's Work Resumed," Miami Herald, 30 July 1926.

[34] City of Miami Beach, Public Works Department, Miami Beach Improvement Company and W.H.H. Gleason et al, Flamingo Terrace Subdivision, 29 April 1924, plat 26-A.

carpetbagger who for a brief period claimed to be Lieutenant Governor of Florida. He bought land in Miami Beach in 1882.[35])

According to the City of Miami Beach Annual Report of 1926, the 28th Street Pumping Station was originally constructed to serve Sewer System No. 2, which included the area from the Collins Canal on the south to Surprise Lake on the north. By November 30, 1926, approximately 75 percent of this sewer system was completed or in the process of construction, and it was expected to be finished and in operation within two months from that date. It would serve 2,100 lots with its 15.8 miles of trunk line and 9.1 miles of laterals. With the completion of the entire system, there would be in operation more than 21 miles of main line and 15 miles of laterals serving 3,500 lots.[36]

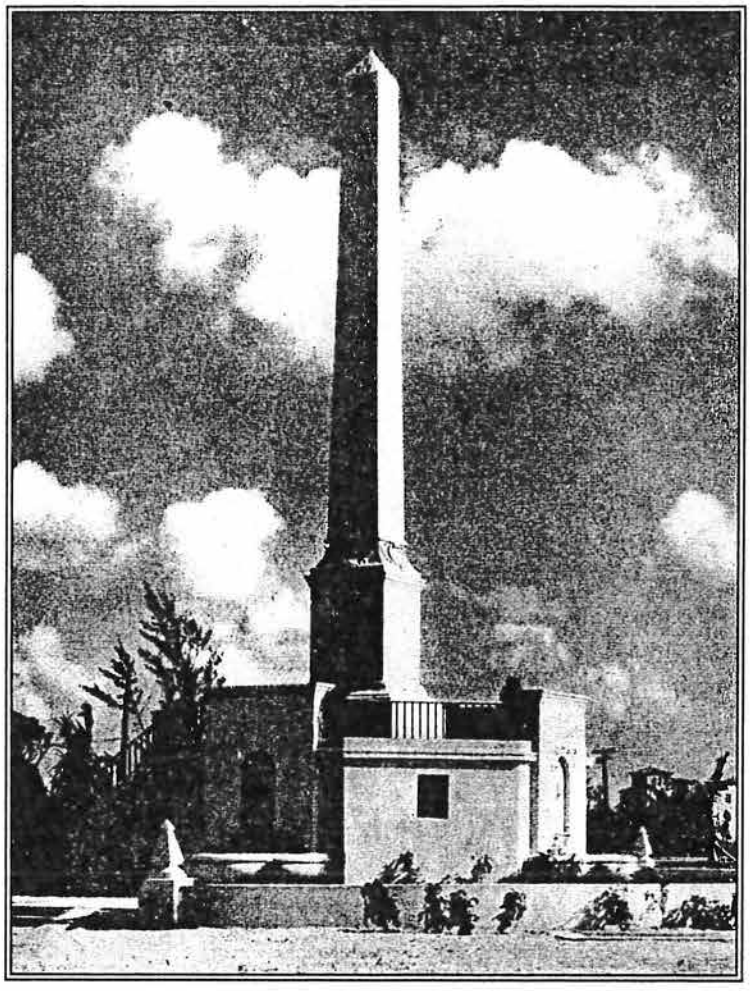

Figure 7 The pumping station at 28th Street and Pinetree Drive was carefully designed to conceal its utilitarian function for the surrounding residential neighborhood and adjacent Miami Beach (now Municipal Par 3) Golf Course. This photo was taken of the southwest corner of the pumping station near the end of 1926 when the construction was completed. Notice the original low landscape wall with pyramidal-shaped finials and steps surrounding the base of the obelisk and platform structure; all are now demolished.

The City of Miami Beach Annual Report of 1926 describes the new 28th Street Obelisk and Pumping Station as follows: *"Perhaps the most outstanding piece of work was the construction of the pumping station at Twenty-eighth Street. This structure, centrally located on a plot of ground bounded by Pine Tree Drive, Twenty-eighth Street, Flamingo Drive and Sheridan Avenue, is of a most modern type. As much care and thought was given to its architectural design as to the engineering features. Rising 50 feet above the ground from a magnificent base of artistic proportions is a slender obelisk, and surrounding this monument there will soon be flowers, palms and fountains, marking the station, not as an ordinary pumping plant,*

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[35] Kleinberg, pp. 9-11.

[36] City of Miami Beach Archives, "City of Miami Beach Annual Report," 30 November 1926, p. 11.

destined for some remote part of a city, but as a structure, splendid and graceful, surrounded by a beautiful park, yet performing an important duty, efficiently and silently. Two electrical pumps of 104 horse power each, capable of pumping together 7,000 gallons per minute from a well of 170,000 gallons capacity, force the sewage south through a 20-inch cast iron main. These are the most important parts of the mechanism, though the other parts, such as the sluice gates, screen chambers, and venturi meters, each perform their own particular function."[37]

On August 1, 1926, the Miami Herald newspaper reported: *"Underground work of the pumping station under construction at Twenty-eighth Street and Pine Tree Drive, Miami Beach, is complete and work has been started on the upper structure by Merritt, Chapman & Scott, contractors."*[38] The construction of the 28th Street Obelisk and Pumping Station was completed about four months later. The Miami Herald newspaper announced on December 4, 1926: *"An obelisk and surrounding park make the newly completed sewage disposal pumping station at Miami Beach a beauty spot in the city. The station now is in operation. Machinery is 22 feet below the surface and the building is chiefly for a base for the obelisk."*[39]

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[37] City of Miami Beach Archives, "City of Miami Beach Annual Report," 30 November 1926, p. 13.

[38] "City Improvement Program Progresses at Miami Beach," Miami Herald, 1 August 1926.

[39] "Obelisk and Park Make Beauty Spot," Miami Herald, 4 December 1926.

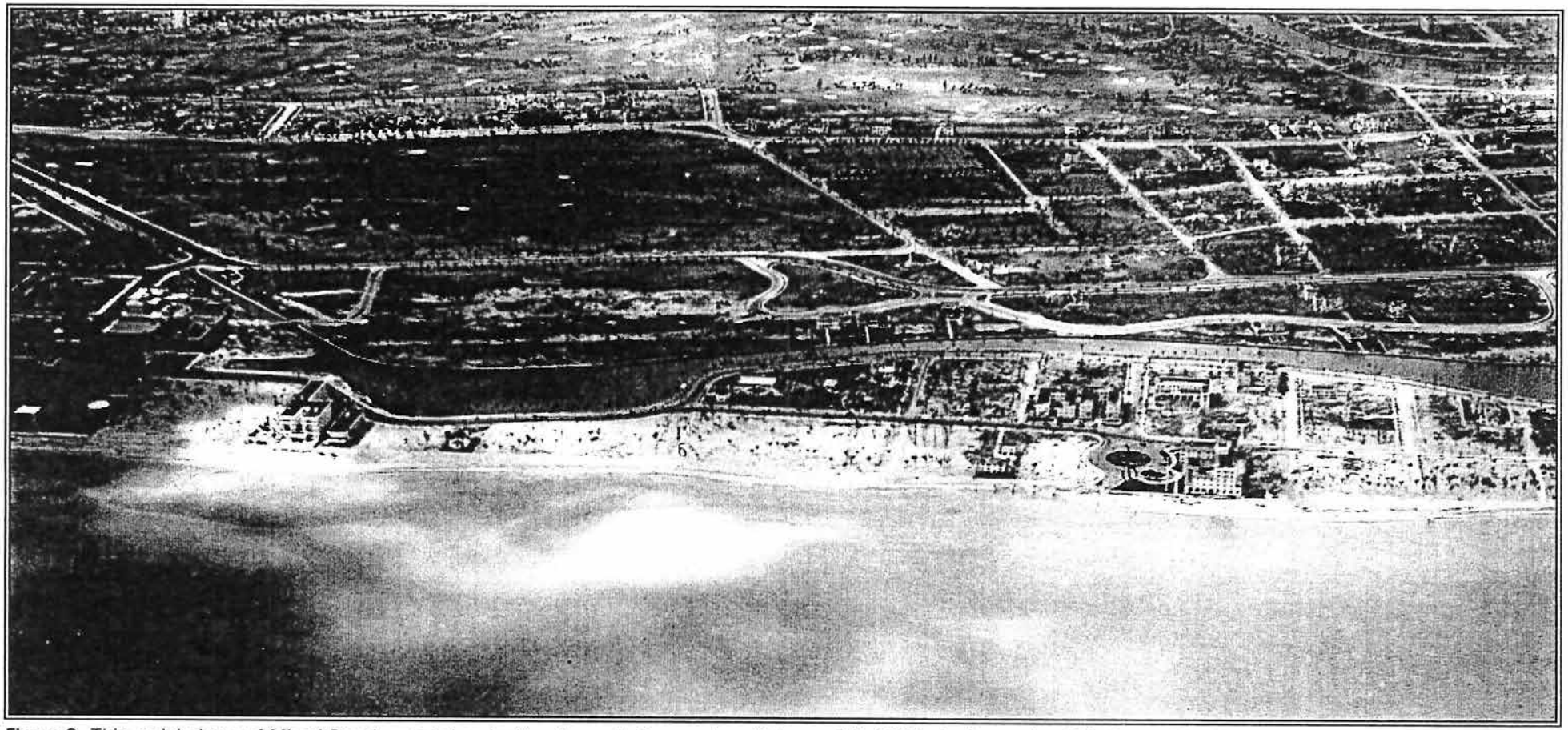

Figure 8 This aerial photo of Miami Beach was taken looking towards the west on February 12, 1927. It shows the 28th Street Obelisk and Pumping Station (center) about two months after the completion of their construction. The Miami Beach (now Municipal Par 3) Golf Course (middle left) and the Bayshore Golf Course (top center) are visible to the west of the obelisk and pumping station site. A handful of single family residences are scattered north of West 28th Street. The Roney Plaza Hotel (lower far left) and the Pancoast Hotel (lower right) can be seen on the beachfront amongst other hotels and apartment buildings.

IX. ARCHITECTURAL BACKGROUND

Historical Origin of Obelisks. Ancient Egyptians erected obelisks in honor of their sun god and principal deity Ra. The shape of the obelisk was said to have been modeled after the rays of the sun. The ancient obelisks of Egypt were made from a single piece of stone. The four-sided piece of stone stood upright and gradually tapered as it rose with a general ratio of about ten times the diameter at the base. It terminated in a small pyramid called a "pyramidion," which was occasionally clad in copper or gold. Most ancient obelisks were built of the warm, reddish-colored granite from the quarries of Syene (now Aswan) in the southern region of Egypt. They ranged in height from 20 feet to over 100 feet and reached weights of 400 tons. When Egypt began to decline in power, the obelisks also declined in height. Obelisks were known to the ancient Egyptians as *tekhen*, a term whose origin is unknown. The Greeks gave the name *obeliskos* or "small roasting spit" from which the modern name "obelisks" is derived.[40]

The ancient obelisks of Egypt were dedicated to Ra in Heliopolis, the main center of worship for the sun god just north of present day Cairo. The Egyptian kings of the 5th Dynasty (2490 to 2340 B.C.) were probably the earliest rulers to decorate their temples with obelisks. They erected a single obelisk at the center of the temples. Beginning in the 11th and 12th Dynasties (2040 to 1800 B.C.), the kings of upper and lower Egypt, known as pharaohs, dedicated pairs of obelisks in Heliopolis, Thebes, Memphis, Piramesse, and Tanis. The obelisks were found standing in pairs at the entrance of the temples. They were generally carved with inscriptions on all four sides to honor the greatness of the pharaohs, the length of their reign, and their victories in wars. The majority of ancient obelisks were constructed between the 18th and 25th Dynasties in Egypt (1567 to 1085 B.C.).[41]

The prosperity of the Egyptian Dynasties came to an end when Queen Cleopatra of Ptolemy surrendered to the first Roman Emperor Augustus in 30 B.C. Romans took more than 50 obelisks from Egypt as trophies of conquest and decorated Rome and other areas of the Roman Empire with them. When the Roman Empire was in decline, the obelisks were toppled or simply collapsed. During the Renaissance of Italy in the 16th century, the obelisks in Rome shared in the great revival of art and learning. The Catholic Popes unearthed the obelisks, mended their broken shafts, and re-erected them in front of major basilicas around Rome. Crosses and other Christian emblems were added to the apex of the obelisks. The obelisks became markers for the religious pilgrims who came to Rome,[42] and they symbolized the power of the Pope and the Catholic church.

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[40] Nobuyoshi Tanaka, "Obelisks from Ancient Egypt," report published by the author, 1 September 2002, p. 1.

[41] Ibid.

[42] I.T. Hecker, "Obelisks, and the New York Obelisk," The Catholic World, volume XXXII, no. 192, March 1881, pp. 721-735.

During the 19th century, Egypt gave four of its ancient obelisks as gifts to New York City, Paris, London, and Dorset, England. The New York City and London obelisks, commonly referred to as "Cleopatra's Needles," were originally erected before the sun temple in Heliopolis, Egypt, during the reign of Thothmes III (1504 to 1450 B.C.). The pair of obelisks was about 70 feet in height and weighed nearly 200 tons a piece. They were relocated to Alexandria, a seaport in northern Egypt, during the reign of the Roman Emperor Augustus (27 B.C. to 14 A.D.).

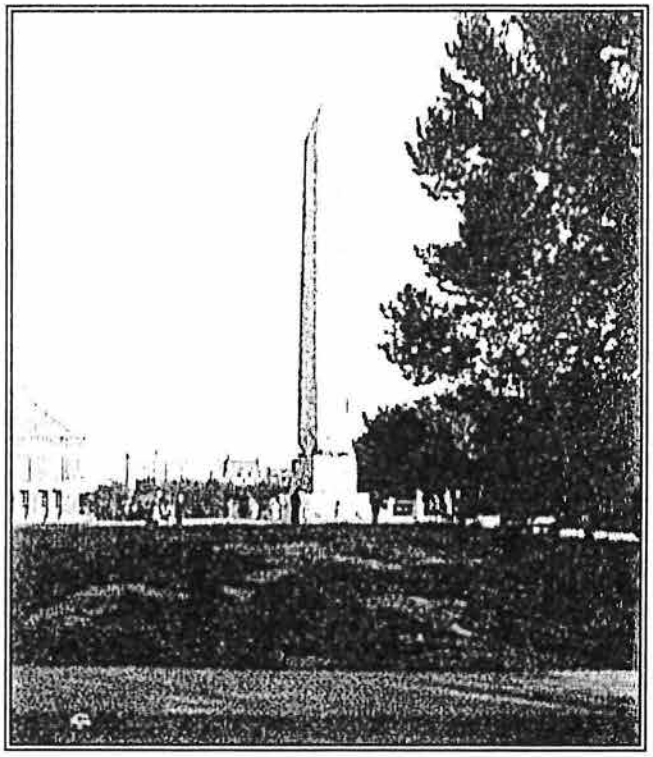

Figure 9 A pair of ancient obelisks (dating from 1504 to 1450 B.C.) was given as gifts by the ruler of Egypt to England and the United States. One of "Cleopatra's Needles" was moved to the bank of the Thames River in London in 1878. The other was re-erected in Central Park in New York City in 1881, as seen in this circa 1900 photo.

The obelisks were later separated and given as gifts to England and the United States from Egypt. One was moved to the bank of the Thames River in London in 1878, and the other went to Central Park in New York City in 1881 (see **Figure 9**).[43] Presently, there are about 24 ancient Egyptian obelisks of larger size that exist throughout the world: five in Egypt (Luxor, Fayyum, Karnak, Heliopolis, and Cairo), 13 in Rome, one in Florence, one in Istanbul, one in New York City, one in Paris, one in London, and one in Dorset, England.[44]

In the United States, the cultural meaning of obelisks transformed from an image of power to a symbol of death and remembrance during the first half of the 19th century.[45] Unlike the ancient obelisks of Egypt, the modern obelisks were not built of a single piece of stone but with a structural skeleton clad in stone. The Bunker Hill Monument in Boston was constructed to commemorate the 1775 battle of Bunker Hill during the American Revolution. The 221-foot high granite obelisk was designed by Horatio Greenough in 1825 and opened to the public in 1842. In Washington, D.C., the Washington Monument was built as a memorial to the first president of the United States and the "father of our country" George Washington (1732-1799). It was

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[43] Ibid.

[44] Tanaka, p. 1.

[45] Benjamin Weiss, "Burndy Library Exhibit Examines Obelisks Over the Centuries," MIT Tech Talk (MIT News Office, Massachusetts Institute of Technology, Cambridge, Massachusetts), 15 March 2000, pp. 1-2.

designed by Robert Mills and erected between 1848 and 1884. The 555-foot high obelisk was built of white marble reinforced with granite. The pyramidion at the apex of the obelisk was originally clad in aluminum, then a precious metal. A pair of much smaller obelisks was erected at the entrance of George Washington's tomb at his Mount Vernon estate in Virginia.[46]

In Miami Beach, the Flagler Memorial on Monument Island was commissioned by Carl Fisher to commemorate Florida pioneer Henry Morrison Flagler (1830-1913) (see **Figure 10**). The 96-foot high obelisk was built by John B. Orr and sculpted by Ettore Pellegatta and H.P. Peterson in 1920. Six years later, the City of Miami Beach erected a pumping station at 28th Street and Pinetree Drive. The 40-foot high obelisk and platform structure were carefully designed to conceal their utilitarian function within a park setting for the surrounding residential neighborhood and adjacent Miami Beach (now Municipal Par 3) Golf Course. The 28th Street Obelisk and Pumping Station were designed by Hazen and Whipple; the upper structure was built by the Merritt-Chapman and Scott Corporation.

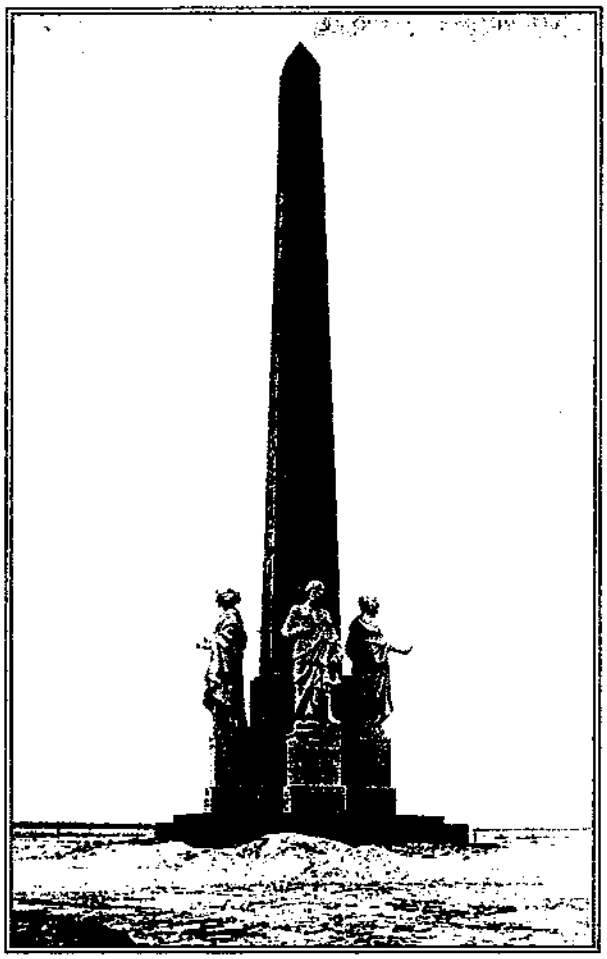

Figure 10 In Miami Beach, the Flagler Memorial on Monument Island was commissioned by Carl Fisher in 1920 to commemorate Florida pioneer Henry Morrison Flagler. The design of this "modern" obelisk was inspired from the ancient obelisks of Egypt, similar to the 28th Street Obelisk and Pumping Station.

[46] J.B. Calvert, "Classics: Obelisks," report published by the University of Denver, Denver, Colorado, 16 September 1999, pp. 1-2.

The City Beautiful Movement. At the turn of the twentieth century, America was torn between a simpler agrarian society and the Industrial Revolution. The population of the United States increased from 31.4 million to 91.9 million between 1860 and 1910. The percentage of Americans living in cities was 46 percent by 1910. With many people now living in urban areas, questions arose relative to the quality of city life with its crime, poverty, and urban blight. The reformers of urban America were generally middle and upper-middle class. They felt a sense of responsibility to improve the lives of the inner city poor throughout the country. The lower classes were living in squalid and unhealthy conditions in the urban centers.[47]

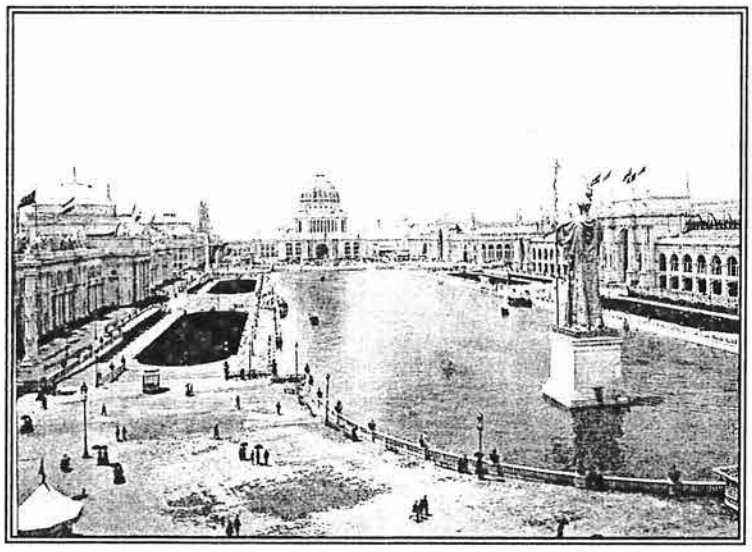

Figure 11 The 1893 Columbian Exposition in Chicago was a tour de force in early city planning and architectural cohesion. One of the highlights of the fair was the Court of Honor (shown above). It featured formal Beaux Arts and Neoclassical Revival style buildings that surrounded a central court with a reflecting pool and a monumental statue. The architectural beauty and formal plan of the fair's "White City" inspired the City Beautiful movement that swept across America. The era of the City Beautiful movement spanned from about 1900 to 1918, although its influence continued for the next 30 to 40 years.

The 1893 Columbian Exposition in Chicago was a tour de force in early city planning and architectural cohesion. The fair was designed by a team consisting of Daniel Hudson Burnham, Charles F. McKim, Frederick Law Olmsted, Sr., Augustus Saint-Gaudens, and Abram Gottlieb. The basic plan of the fair featured a large central architectural court surrounded by formal Beaux Arts and Neoclassical Revival style buildings. The central court was enclosed by a reflecting pool and dominated by a monumental statue as the focal point of the exposition (see **Figure 11**). It was the first example in America of a group of buildings designed in relation to one another and the strategic placement of public spaces.[48] The beauty of the central court and the well-planned balance of bright white buildings, water, and open green spaces was a revelation for the 27 million visitors to the Chicago World's Fair. In stark contrast to the grey urban sprawl and blight of other American cities, the shimmering "White City" seemed to be a utopia.[49]

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[47] Julie K. Rose, "City Beautiful: The 1901 Plan for Washington, D.C.," report published by the University of Virginia, American Studies Project, Charlottesville, Virginia, Spring 1996, pp. 1-3.

[48] Laurence Conway Gerckens, American City Planning Since 1900 (Hilliard, Ohio: On-Call Faculty Program, 1993), pp. A19-A21.

[49] Rose, p. 3.

The City Beautiful movement in America was inspired from the 1893 Columbian Exposition in Chicago. Advocates of the reform movement sought to improve their cities through beautification in architecture, landscaping, and city planning. One of the basic premises of the City Beautiful movement was its vision of the reality of the urban conditions and the relationships between grand public projects and the individual good. There was an emphasis on the expenditure of money on public works for monumental projects in order to attract wealth to the city and thus repaying project costs. It was believed that the creation of civic beauty resulted in civic pride and urban moral order. The era of the City Beautiful movement spanned from 1900 to 1918, but its influence continued for years to come. It impacted nearly every city in America through its emphasis on the civic center, the aesthetic design of public streets, monumental public buildings and facilities, and large expenditures on public works for all of the citizens to enjoy.[50]

Following the 1893 Columbian Exposition in Chicago, a fervor swept the nation for the construction of great public buildings and other monumental structures. City Beautiful advocates adopted the fair's "White City" as their model, and they promoted the Beaux Arts and Neoclassical Revival styles for their ideal civic centers. Cities were complemented with new State capital buildings, art museums, libraries, and colleges on a grand scale. Beaux Arts and Neoclassical Revival structures were constructed in great numbers; outstanding examples included the New York Public Library (located at 42nd Street and 5th Avenue), Pennsylvania Station, and Grand Central Terminal in New York City as well as the Union Terminal and Lincoln Memorial in Washington, D.C., amongst many others. The City Beautiful movement also inspired the creation of some of the first comprehensive plans in the United States, such as the McMillan Plan of 1901-1902 for Washington, D.C., the Cleveland Group Plan of 1903, and the Plan of Chicago in 1909.[51]

[50] Gerckens, pp. B3, B12-B14, and C16-C17.

[51] Gerckens, pp. A19-A21 and B9-B10.

The Role of the City Beautiful Movement in Miami Beach. Miami Beach's early development period spanned from about 1907 to 1926. The era began with a series of events that included the establishment of the John Collins' farm in 1907, the filing of the first land plat by the Lummus brothers' Ocean Beach Realty Company on July 9, 1912, the completion of the Collins Canal in 1912 and the Collins Bridge in 1913, and the incorporation of Miami Beach on March 26, 1915. During the first development period, the Miami Beach pioneers moved quickly ahead to convert the mangrove swamp into America's winter playground. They cleared the mangrove trees, filled in the low lying areas and created new islands with sand pumped up from the bottom of the bay, built roads and other infrastructure, planted landscaping, and constructed new residences, hotels, apartments, and commercial buildings. The total assessed property value the year Miami Beach was incorporated, 1915, was $244,815.[52] The progress of development on the beach was briefly slowed by World War I from 1914 to 1918.

Beginning in 1920, the growth of Miami Beach was exceptional; but in 1923, it burst ahead with $8 million in total assessed property value. It was the biggest increase since the development of Miami Beach started and the beginning of the land development boom. *"During the boom the flow of money and credit was so tremendous that the building trade roared like a forest fire out of control."*[53] Announcements were made each day of record building permits, new residents, and prominent visitors. The land development boom peaked in 1925 when the total assessed property value in Miami Beach jumped from $12 million in 1924 to an astonishing $42 million just one year later. Miami Beach saw the greatest influx of people from other states and countries in 1925 than any previous winter season. *"On the Beach in 1925-1926 it looked as if the American Dream had finally come true: everyone was richer than he'd ever expected... At the end of the boom [Miami Beach] would have 56 hotels with a total of 4000 rooms, 178 apartment houses, 858 private residences, 308 shops and offices, 8 casinos and bathing pavilions, 4 polo fields, 3 golf courses, 3 movie theatres, 3 schools..., 2 churches...; and two radio stations...; and a brand-new auditorium, the Miami Beach Gardens."*[54]

The early development period of Miami Beach concluded with the "bust" of the land development boom around 1926. The "bust" was precipitated by four major unanticipated events. First, the Florida East Coast Railway called an embargo in its Miami area yards in 1925 due to a backlog of building supplies without enough laborers to unload them. The railroad embargo delayed many construction projects in South Florida. Second, the "binder boys" descended upon Florida in 1925. They bought options, known as binders, on valuable property for a small sum of money with a first payment due usually in a month. The binder boys had no intention of holding on

[52] Carson, p. 20.

[53] Nash, pp. 130 and 134-135.

[54] Redford, pp. 154-155.

to the options but sold them over and over at a handsome profit. The eventual purchaser of the property on the day that the heavy payment fell due was the sucker. During the reign of the "binder boys," from about March to August of 1925, land was selling fast at inflated prices across the state. Third, the Prins Valdemar ran aground and capsized in the Miami harbor on January 10, 1926. The sailing vessel completely blocked the ship channel leading into and out of the busy port for 42 days. It prevented freighters from delivering their cargoes to merchants and builders, and many of the ships inside the harbor were unable to leave. Fourth, a great hurricane devastated Miami Beach and the South Florida area on September 18, 1926. Miami Beach suffered wind gusts of 132 miles per hour and extensive property damage. Within 24 hours of the storm, martial law was declared in Miami Beach. It was the final blow to the then struggling land development boom.[55]

Figure 12 Collins Park is one of the earliest examples of the City Beautiful movement in Miami Beach. John Collins donated the land for park purposes in 1913. A later example of the City Beautiful movement in Miami Beach is the John S. Collins Memorial Library and Art Center (now the Bass Museum of Art) (shown above). Built in 1930, the monumental structure is located at 2121 Park Avenue in the formally designed Collins Park. It was the first building in Miami Beach dedicated for the principal use as a public library.

During the City's early development period and land development boom, the City Beautiful movement had a significant impact on the physical environment of Miami Beach. Public and private interests were inspired by this reform movement to beautify the area with monuments, fountains, parks, and grand public buildings. These improvements benefited the citizens of Miami Beach, and they attracted new residents, distinguished visitors, business, and tourists to the rapidly growing City.

One of the earliest examples of the City Beautiful movement in Miami Beach is Collins Park. In 1913, John Collins' Miami Beach Improvement Company donated land to the City of Miami for a park in then unincorporated Miami Beach. (Miami Beach was not incorporated until 1915.) The new park was located between 21st and 22nd Streets from Park Avenue to Miami Beach Drive. On May 3, 1920, Collins Park was sold back to the Miami Beach Improvement Company from Miami for $1,000. The development company then sold the property to the City of Miami Beach for $1 on August 9,

[55] Kleinberg, pp. 95-98 and 106-108.

1920.[56] Two years after John Collins' death in 1928, the John S. Collins Memorial Library and Art Center was built at 2121 Park Avenue in the formally planned Collins Park (see **Figure 12**). The monumental structure was constructed by John B. Orr and designed by Collins' grandson, Russell T. Pancoast, in the Art Deco style.[57] It was the first building in Miami Beach dedicated for the principal use as a public library. The John S. Collins Memorial Library was in operation until 1962 when the original building was converted into the Bass Museum of Art, and a new public library was regrettably constructed in front of it (to the east).

Figure 13 The Normandy Isle Fountain was erected by the developer of the island, Henri Levy, in 1925. The Mediterranean Revival style fountain is representative of the City Beautiful movement in Miami Beach. It serves as a wonderful entrance feature to Normandy Isle at the intersection of 71st Street and Bay Drive.

Another example of the City Beautiful movement in Miami Beach is the ornamental fountain constructed for John Collins at Pinetree Drive and 41st Street in 1924. Built by John B. Orr, the Classically-inspired fountain features three-tiers with a large quatrefoil shaped pool underneath. The fountain and land were donated to the City of Miami Beach for park purposes in 1927.[58] They are now located within the Pinetree Drive Historic Roadway (adopted by the City Commission on June 6, 2001).

Lummus Park and the Normandy Isle Fountain are two additional surviving examples of the City Beautiful movement in Miami Beach. In 1915, Miami Beach purchased a strip of oceanfront land from J.N. and J.E. Lummus' Ocean Beach Realty Company for $40,000 to create Lummus Park; it spanned from Fifth to 15th Streets on Ocean Drive.[59] The Lummus brothers spent more than $40,000 on creating and maintaining

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[56] City of Miami Beach, City Clerk's Office, Collins Park, file no. WD-12, Warranty Deed from the Miami Beach Improvement Company (MBIC) to the City of Miami, dated 16 January 1913, book 102, p. 219; Warranty Deed from the City of Miami to the MBIC, dated 3 May 1920, book 224, p. 316; and Warranty Deed from the MBIC to the City of Miami Beach, dated 9 August 1920, book 231, p. 99.

[57] City of Miami Beach, Building Department, Building Permit Card No. 31, John S. Collins Memorial Library and Art Center, 21st Street and Collins Avenue, permit no. 4002, 30 September 1930.

[58] City of Miami Beach, Building Department, Building Permit Card No. 97, Fountain, 41st Street and Pinetree Drive, permit no. 809, 17 April 1924. City of Miami Beach, City Clerk's Office, Park at 41st Street and Pinetree Drive, file no. WD 11-4, Warranty Deed from the Miami Beach Improvement Company, dated 27 September 1927, book 1147, p. 341.

[59] City of Miami Beach, City Clerk's Office, Lummus Park, file no. WD-13, Warranty Deed from the Ocean Beach Realty Company to the Southern Bank & Trust Company (as Trustee), dated 6 November 1915,

Lummus Park between 1912 and 1917. They built sidewalks, planted coconut trees and Bermuda grass, and installed two tennis courts in the park when it was turned over to the City of Miami Beach.[60] Lummus Park would later become the "front porch" of the Miami Beach National Register Architectural District.

Henri Levy, developer of Normandy Isle, installed a wonderful entrance feature at 71st Street and Bay Drive in 1925 (see **Figure 13**). Designed in the Mediterranean Revival style, the ornamental fountain features an eight-sided pillar crowned with an open monitor-like finial with eight slender twisted columns. Levy donated the fountain and land to the City of Miami Beach for park purposes in 1926.[61]

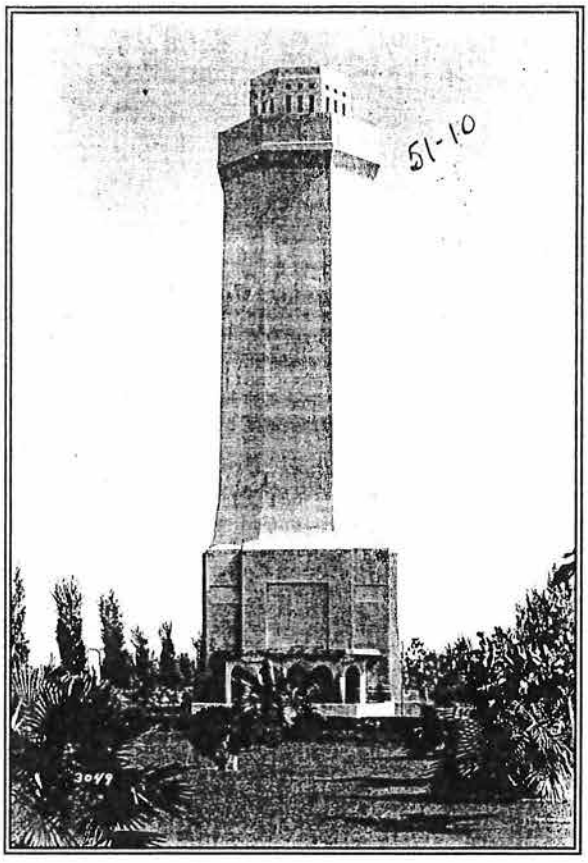

Figure 14 The Star Island Water Tower was built in 1919 for Carl Fisher in the long parkway on Star Island. It is an excellent example of the City Beautiful movement in Miami Beach. Although utilitarian in nature, the Star Island Water Tower was designed to beautify and enhance the residential island (just like the 28th Street Obelisk and Pumping Station).

Carl Fisher had a dramatic impact on the beautification of Miami Beach during its early development period. He carefully planned his new development projects and paid close attention to details, including the architectural style of new structures, landscaping, the strategic placement of different building uses, and the beautification of utilitarian structures in residential neighborhoods. In 1917, Carl Fisher built two waters towers at 1035 Jefferson Avenue (see **Figure 3**) and 1755 Jefferson Avenue; both structures are now demolished.[62] The water towers were designed by August Geiger in the Beaux Arts style with skillfully crafted details. Two years later, Fisher constructed a third water

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book 145, p. 202; Warranty Deed from the Southern Bank & Trust Company to the City of Miami Beach, dated 4 December 1917, book 176, p. 26.

[60] J.N. Lummus, "The Miracle of Miami Beach," pamphlet (Miami, Florida: Miami Post Publishing Company, 1952), pp. 41-42.

[61] "Where Is It?" Miami Beach Sun, 26 January 1971, p. 3. City of Miami Beach, City Clerk's Office, Isle of Normandy - Ocean Side Section, Resolution No. 1401, dedication of streets, avenues, and easements from the Normandy Beach Properties, Inc., 16 June 1926.

[62] City of Miami Beach, Public Works Department, Records, Water Towers, plan AT-619, 1755 Jefferson Avenue, 1917; and plan AT-695, 1035 Jefferson Avenue, 21 May 1917.

tower in the long parkway on Star Island (see **Figure 14**).[63] It has a stylistic feeling of a Medieval watch tower or carillon (bell tower). Although utilitarian in nature, these water towers were designed to beautify and enhance the surrounding neighborhoods (similar to the 28th Street Obelisk and Pumping Station).

One of Fisher's greatest beautification projects in Miami Beach was the Flagler Memorial and Monument Island (see **Figure 10**). To honor his fellow pioneer Henry Morrison Flagler, Fisher constructed the Flagler Memorial and Monument Island in 1920 just south of the Collins Bridge in Biscayne Bay. (The Collins Bridge was replaced by the Venetian Causeway in 1926.) The memorial was built by John B. Orr and sculpted by Ettore Pellegatta and H.P. Peterson. It consists of a 96-foot high obelisk surrounded by four allegorical figures. Fisher deeded the Flagler Memorial and Monument Island to the City of Miami Beach in 1939.[64] Today the obelisk and island can be seen from public and private boat tours on Biscayne Bay as well as by people traveling on the MacArthur and Venetian Causeways. It is considered by many to be a "backyard" landmark to the luxurious private estates on the neighboring Star Island, Palm Island, Hibiscus Island, and the Venetian Islands. Adjusting for scale, the monument is the local equivalent of the Statue of Liberty in New York Harbor. The Flagler Memorial and Monument Island were recently adopted by the City Commission as an individual historic site on March 20, 2002.

Fisher was responsible for many beautification projects in Miami Beach. He commissioned various statues for the Nautilus Hotel and polo grounds just north of West 41st Street and Alton Road in 1923 and 1924. They were built by John B. Orr and sculpted by Ettore Pellegatta. All of the statues are now destroyed with the exception of "The Polo Player" at North Michigan Avenue and West 43rd Street as well as "The Great Spirit" (the proud Native American on horseback) at 41st Street and Pinetree Drive.[65] Fisher hired architect John N. Bullen to design the ornamental fountain at 20th Street and Alton Road.[66] Built by Bunell and Cail in 1924, the Classically-inspired fountain features four tiers (now covered with chattahoochee) with a large circular pool underneath. The fountain and land were donated to the City of

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[63] Historical Museum of Southern Florida, Carl Fisher Papers, box 10, Miami Beach Development Summaries, "Nearly Two Million Dollars in Improvements at Miami Beach During the Year 1919."

[64] "Putting Up Steel Work for Flagler Memorial," Miami Metropolis, 16 December 1920. City of Miami Beach, City Clerk's Office, Flagler Memorial Park, file no. WD-26, Warranty Deed from the Alton Beach Realty Company, dated 21 January 1939, book 1945, p. 181.

[65] Smithsonian Institution Research Information System, Inventories of American Paintings and Sculpture, John B. Orr and Ettore Pellegatta, "The Polo Player," "The Great Spirit," and Various Sporting Statues, nos. 66310007-66310009 and 66310011, no date. Doris Reno, "Vizcaya & Flagler Sculptor Modest Man," Miami Herald, 9 September 1956.

[66] Historical Museum of Southern Florida, Newsletter File, "From a Mangrove Swamp to a Paradise," Miami Beach Register, 24 December 1923, p. 19.

Miami Beach for park purposes in 1926.[67] Fisher also deeded the land at 50th Street and Alton Road to the City of Miami Beach for a park in 1926. Two years after Fisher's death in 1939, the City of Miami Beach commissioned the Carl Fisher Memorial in the park. It was constructed by Grover Hodge and designed by Russell T. Pancoast in the Art Deco style.[68]

In 1925, at the peak of the land development boom, the City of Miami Beach planned several ambitious projects under the administration of Mayor Louis F. Snedigar and City Manager Claude Renshaw in an endeavor to develop a "City Beautiful." These projects included the 28th Street Obelisk and Pumping Station as well as a new City Hall at 1130 Washington Avenue (see **Figure 15**). The rapidly growing City had already outgrown the first City Hall at 617 Collins Avenue (built in 1920). A new nine-story structure was designed by Martin Luther Hampton in the Mediterranean Revival style. According to the City of Miami Beach Annual Report of 1926, the site of the second City Hall was selected because it *"...borders on four streets [and] the city hall will stand out always in distinct relief, unobstructed by any other building or buildings. With this in mind,*

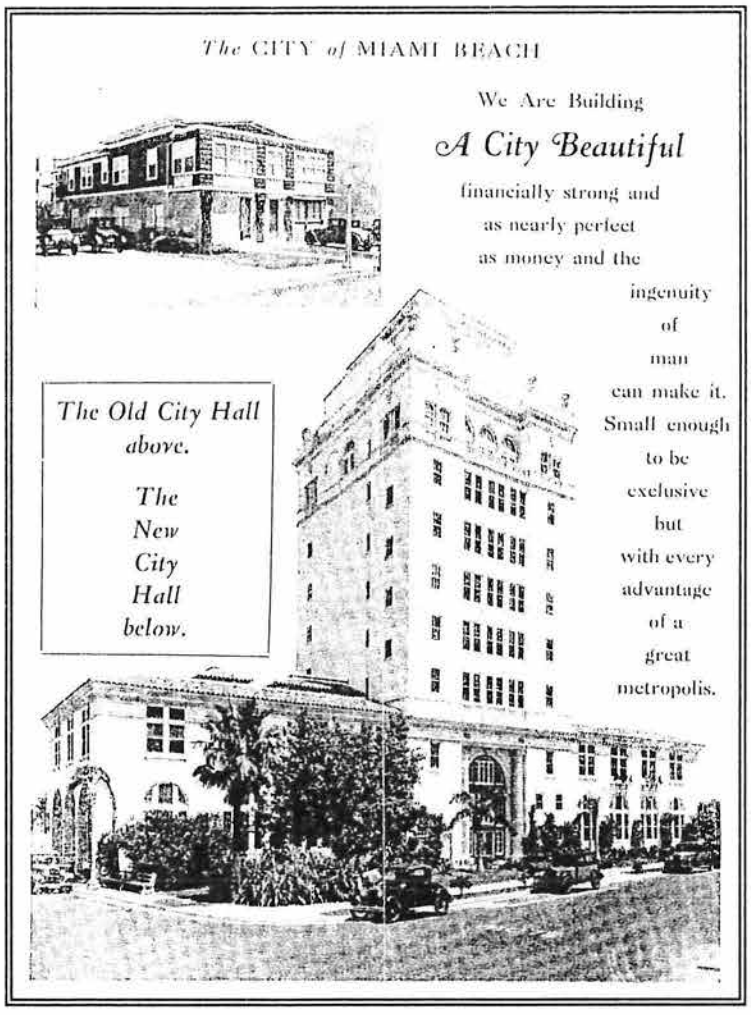

Figure 15 As seen in this promotional brochure from 1929, the City of Miami Beach proudly announced the construction of a new City Hall. The endeavors of the City of Miami Beach were clearly expressed in the ad, which states: *"We are building a City Beautiful."* The new City Hall was erected at 1130 Washington Avenue in 1927; the building was occupied on January 1, 1928 (lower right). It replaced the first City Hall at 617 Collins Avenue (upper left).

[67] City of Miami Beach, Building Department, Building Permit Card No. 72, Fountain, Park at Alton Road and 20th Street, permit no. 720, 4 February 1924. City of Miami Beach, City Clerk's Office, Alton Road and 20th Street, file no. WD 11-1, Warranty Deed from the Miami Beach Bay Shore Company, dated 13 July 1926, book 1074, p. 465.

[68] City of Miami Beach, City Clerk's Office, Park at Alton Road and 50th Street, file no. WD 11-2, Warranty Deed from the Miami Beach Bay Shore Company, dated 13 July 1926, book 1435, p. 86. City of Miami Beach, Building Department, Building Permit Card No. 101, Carl G. Fisher Memorial, 50th Street and Alton Road, permit no. 15409, 11 February 1941.

there was designed a structure, beautiful and architecturally graceful in appearance, yet an office building in every modern detail."[69] Delayed by the devastation of the great hurricane of 1926, the new City Hall was not realized until 1927. It served as the center of the municipal government until 1977 when it was replaced by Miami Beach's current City Hall at 1700 Convention Center Drive. The building, now referred to as Old City Hall, was the first local historic designation in Miami Beach when it was adopted by the City Commission as an historic site in 1983.

Another "City Beautiful" project planned by the City of Miami Beach in 1925 was the 28th Street Obelisk and Pumping Station. This new pumping station would meet the needs of the growing population north of the Collins Canal as well as provide the residential neighborhood with an attractive obelisk in a park setting. On June 16, 1925, John Collins' Miami Beach Improvement Company deeded the area known today as Fairgreen Park to the City of Miami Beach for the purpose of constructing and operating a pumping station at 28th Street and Pinetree Drive. The development company directly benefited from having a sanitary sewer system within the vicinity of its property. The permanent easement was contingent upon the following conditions: the design of the pumping station was subject to the approval of the Miami Beach Improvement Company; the pumping station would incorporate a ventilating flue within the shaft of the obelisk to guarantee the elimination of objectionable odors; the tract of land must be landscaped and maintained by the City in the same manner as other public parks in Miami Beach; and the City must maintain the property in a neat and sanitary manner at all times.[70]

The City of Miami Beach hired Hazen and Whipple, civil engineers from New York City, to design the 28th Street Obelisk and Pumping Station. The firm produced final architectural plans for the obelisk and pumping station on September 15, 1925 (see **Figure 18** and **Figure 19**). A building permit was issued for the $125,000 project on January 18, 1926.[71] The underground work of the pumping station was finished by August 1, 1926, and work began on the upper structure by the Merritt-Chapman & Scott Corporation of New York City.[72] By December 4, 1926, the construction of the obelisk and platform structure was completed and the pumping station was put into operation.[73]

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[69] City of Miami Beach Archives, "City of Miami Beach Annual Report," 30 November 1926, p. 2.

[70] City of Miami Beach, City Clerk's Office, 28th Street Pumping Station Park, file no. E-9, Perpetual Easement from the Miami Beach Improvement Company, dated June 16, 1925, book 666, p. 79.

[71] City of Miami Beach, Building Department, Building Permit Card No. 154, Pumping Station - 28th Street Between Sheridan Avenue and Pinetree Drive, permit no. 1681, 18 January 1926; architectural plans signed by Hazen and Whipple of New York City on 15 September 1925.

[72] "City Improvement Program Progresses at Miami Beach," Miami Herald, 1 August 1926.

[73] "Obelisk and Park Make Beauty Spot," Miami Herald, 4 December 1926.

Architectural Background of the 28th Street Obelisk and Pumping Station. Unlike the Beaux Arts and Neoclassical Revival styles of the City Beautiful movement, the 28th Street Obelisk and Pumping Station were designed in the Mediterranean Revival style of architecture. Mediterranean Revival architecture was the "style of choice" in Miami Beach from the mid 1910s to early 1930s. Its connotation of Mediterranean resort architecture, combining expressions of Italian, Moorish, North African, and Southern Spanish themes, was found to be an appropriate and commercially appealing image for the new Floridian seaside resort which spoke of wealth, refinement, and elegance. It was a style that was simultaneously being used expansively in California and other areas of similar climate with great success.

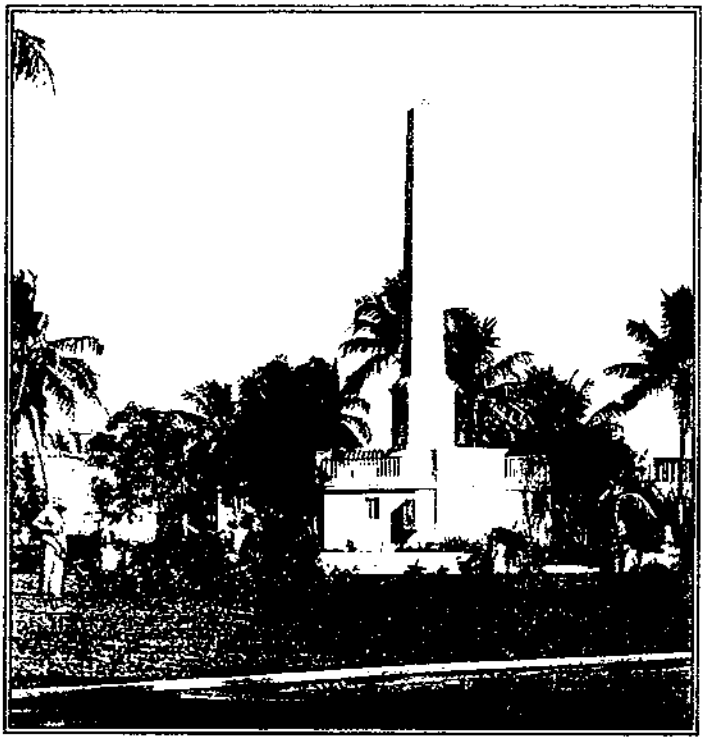

Figure 16 The Mediterranean Revival design of the 28th Street Obelisk and Pumping Station was appropriate for the surrounding residential neighborhood and nearby Miami Beach (now Municipal Par 3) Golf Course. This photo was taken of the southeast corner of the structure sometime before 1948. Notice that the original low landscape wall with pyramidal-shaped finials and steps surrounding the base of the obelisk and platform building are still intact.

The Mediterranean Revival design of the 28th Street Obelisk and Pumping Station was appropriate for the surrounding exclusive residential neighborhood with its beautiful homes and estates of prominent people. Although this structure was carefully crafted to serve a utilitarian function, its fine attention to detail enhanced the triangular-shaped park (shown on the 1985 plat map as Fairgreen Park) that established a beautiful landmark on Pinetree Drive and Sheridan Avenue. (For historical photographs of the 28th Street Obelisk and Pumping Station, see **Figure 16**, **Figure 20** and **Figure 21**.)

The slender solid masonry obelisk soars 40 feet from an octagonal-shaped platform structure. The 6 foot 6 inch wide square base of the obelisk climbs 4 feet in height to cyma recta molding. (This molding design consists of a double curvature which is concave at the outer edge and convex at the inner edge.) The square base steps in and continues to rise 5 feet 10 inches in height to cyma recta molding above; this section features scored concrete blocks. A transition piece, which rises 2 feet 2 inches in height and curves inward, has a decorative cast stone cartouche framed with scrolls and flanked by swags of garland and loose ribbons. The monumental, four-sided shaft rises from the transition piece 26 feet in height where it tapers to a

2 foot pyramidal apex with three small square vents on each side. An 8 inch by 8 inch ventilation flue through the shaft of the obelisk connects to the pumping station equipment below.[74]

The obelisk is mounted on top of an octagonal-shaped platform structure, which spans approximately 24 feet across and rises 7 feet 6 inches above grade. Trefoil-shaped fountain pools with tucked bases decorate the east, west, and south (now removed) elevations of the structure, as evidenced in the original architectural plans and historical photographs of the site. The back wall of each fountain projects forward from the structure and ascends above it to form a part of the platform railing system. Although the fountains are presently not in operation, water originally spouted from the mouth of a Japanese-inspired cast stone sea creature into the gracefully curved base of the pool below. The sea creature is featured in an arched niche with a scroll supported sill that is centered in the back wall above the fountain pool. Small double-hung, wooden sash windows (now removed) with simple wrought iron grilles flank the fountains. On the north side of the structure, central stairs with wrought iron railings and scrolled end rails lead to the platform above; two side stairs (now removed) connect to the sunken equipment room of the pumping station below. Wrought iron railings (two sections still remain) alternate between the elevated back walls of the fountains and frame the perimeter of the platform. Red terra-cotta tiles finish the floor and steps of the platform.[75]

As seen in the original architectural plans and historical photographs of the 28th Street Obelisk and Pumping Station, a low landscape wall (unfortunately now removed) formed a perfect circle around the obelisk and platform structure. This landscape wall was 62 feet in diameter and traced the shape of the sewage holding tank below the ground. It was divided by four sets of low steps which aligned with the central axes of the three fountains and the stairs leading up to the platform. Pyramidal-shaped, cast stone finials defined each entrance.[76] (Refer to **Figure 22 through Figure 25** for aerial photographs which document the historical evolution of the 28th Street Obelisk and Pumping Station site from its original conditions to its present physical state.)

The 28th Street Obelisk and Pumping Station maintain most of their original architecture and design integrity, even though they have been somewhat altered over the years by a range of custodians (see **Figure 17**). In 1948, an addition was constructed on the south side of the obelisk to house an electrical generator.[77]

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[74] Ibid.

[75] Ibid.

[76] Ibid.

[77] City of Miami Beach, Building Department, Building Permit Card No. 119, Fountain and Pumping Station - City Park at 28th Street and Pinetree Drive, 1948.

Although the addition features a semi-circular niche on the south wall, it replaced a decorative fountain and destroyed the carefully planned symmetrical design of the obelisk and platform structure. The original landscape wall and steps may have been removed at the same time the 1948 addition was constructed. Other reversible alterations include the following: the replacement of portions of the wrought iron platform railings with a masonry wall with pierced brick panels, modifications to the fountains, and inappropriately placed mechanical equipment. The monument and base structure currently suffer from vandalism and deterioration due to many years of deferred maintenance prior to the City's recent economic revitalization in the 1990s.

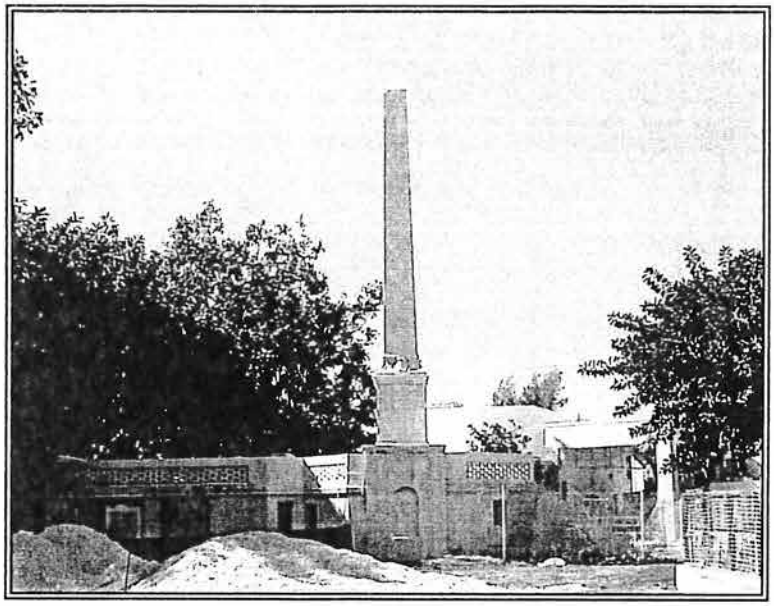


Figure 17 This recent photo shows the east elevation of the original 1926 pumping station (center) as well as the expansion of the 1976 pumping station on the same site (far right). The original 1926 pumping station maintains most of its original architecture and design integrity. In 1948, an addition was constructed on the south side (left) of the obelisk to house an electrical generator. This addition destroyed the carefully planned symmetrical design of the obelisk and platform structure; it is of no functional use or necessity today.

In 1976, the original 1926 pumping station was disconnected, and a new pumping station was constructed immediately to the northeast of the original facilities on the same site.[78] Presently, the City has upgraded and expanded the 1976 pumping station, which is now occupying much more of the original park site.

With the removal of the south addition and other non-original elements, the restoration of the ornamental architecture and landscaped site of the 28th Street Obelisk and Pumping Station can be successfully accomplished by careful analysis of available original plans and historical photographs. Despite minor alterations and damages to this structure over its 77 year life, it continues to be a remarkable representation of the architectural and cultural legacy of Miami Beach. It is not often that a utility station that pumps sewage is dramatically incarnated as a work of high art, dignity, and grace worthy of any great city. Restoration of the original obelisk, its octagonal architectural pedestal, and the surrounding circular landscape wall above the former utilitarian holding tank will once again capture a spectacular

[78] City of Miami Beach, Building Department, Building Permit Card No. 179-3, Pumping Station - 28th Street and Pinetree Drive, permit no. 89031, 18 March 1976.

pocket park of great pride to the neighborhood and City. Appropriate landscaping of the pumping station site would likewise mitigate any adverse aesthetic impact of the recently constructed modern expansion on the property.

ORIGINAL ARCHITECTURAL DRAWINGS OF THE 28TH STREET OBELISK AND PUMPING STATION

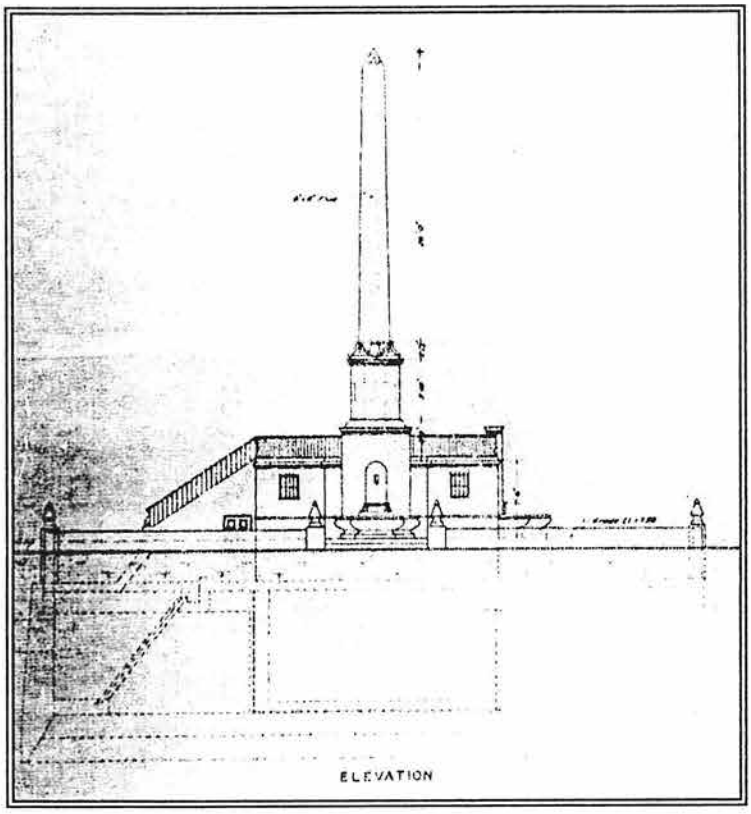


Figure 18 The City of Miami Beach hired Hazen and Whipple, a leading civil engineering firm from New York City, to design the 28th Street Obelisk and Pumping Station. The firm produced final architectural drawings for the structure on September 15, 1925. This original west elevation drawing shows the slender 40-foot high obelisk mounted on top of a platform building. The equipment room and sewage holding tank are shown in dashed lines below the platform structure. A ventilation flue through the shaft of the obelisk connects to the pumping station equipment below.

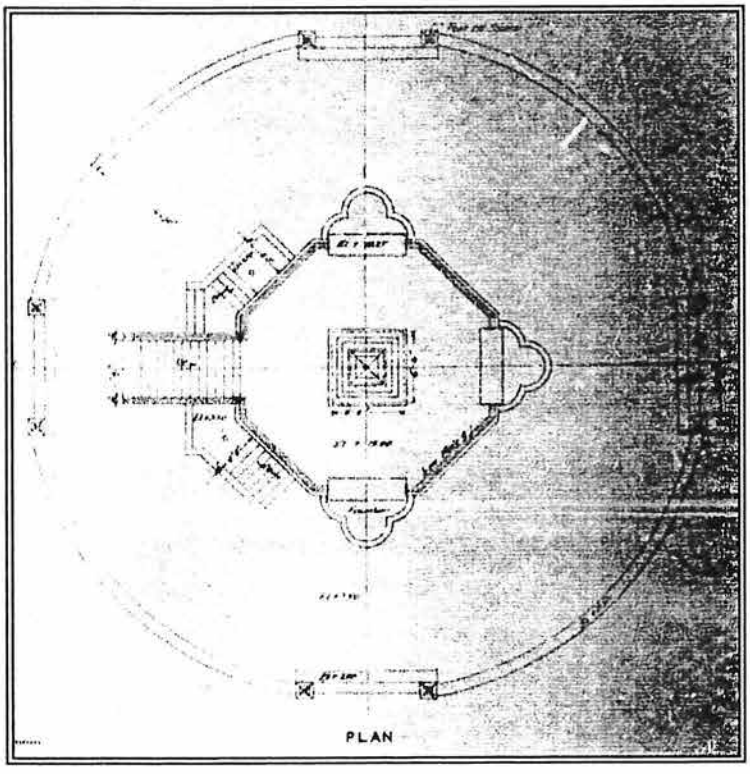
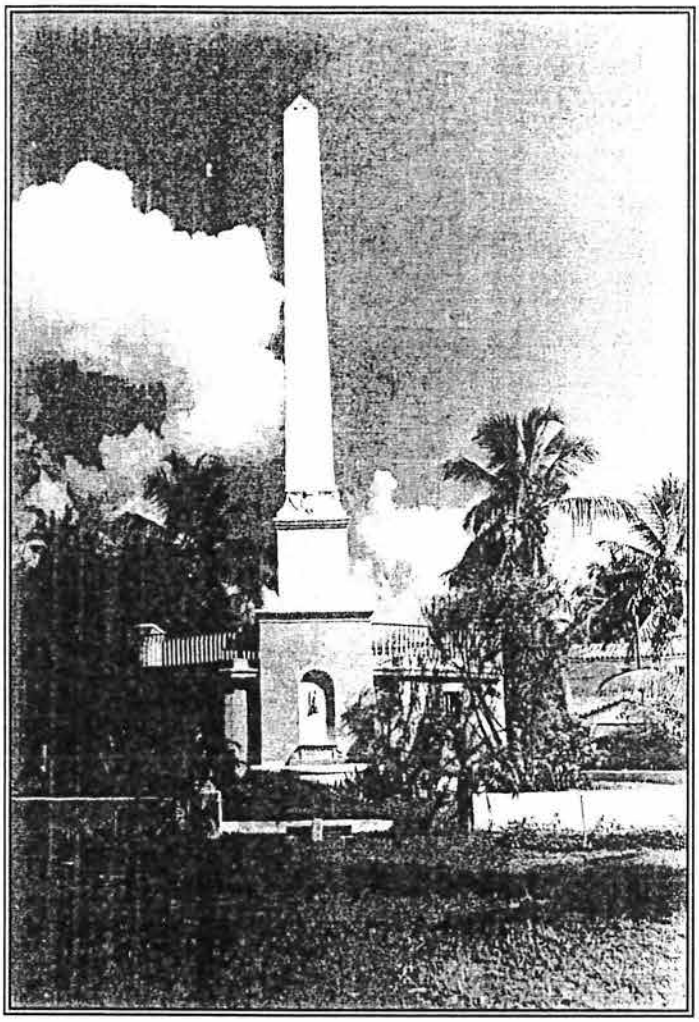
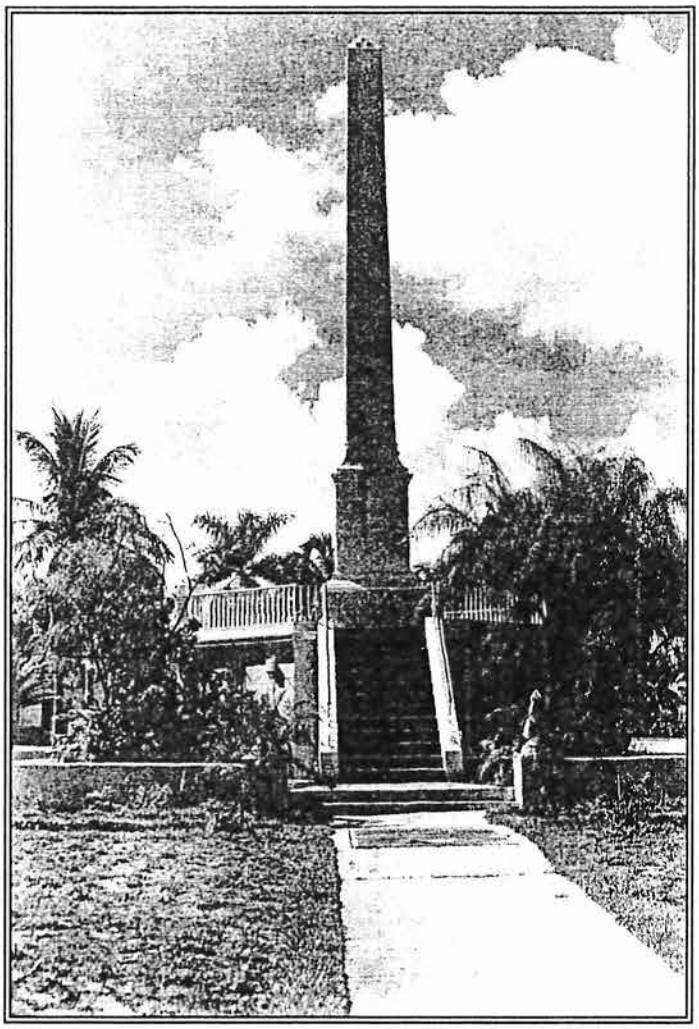


Figure 19 As seen in this original site plan of the 28th Street Obelisk and Pumping Station, the obelisk (center) is mounted on top of an octagonal-shaped platform structure, which spans about 24 feet across and rises 7 feet 6 inches above grade. Trefoil-shaped fountain pools decorate the east, west, and south elevations of the base building. On the north side (left) of the structure, central stairs lead to the platform above, and two side stairs (now removed) connect to the sunken equipment room of the pumping station below. A low landscape wall with finials and steps (all now demolished) form a perfect circle around the obelisk and base building. This landscape wall was 62 feet in diameter and traced the shape of the sewage holding tank below the ground.

HISTORICAL PHOTOGRAPHS OF THE 28TH STREET OBELISK AND PUMPING STATION





Figures 20 and 21 These historical photographs show the original conditions of the south elevation (Figure 20, left) and north elevation (Figure 21, right) of the 28th Street Obelisk and Pumping Station. They were taken of the structure sometime before the construction of its southern addition in 1948.

HISTORICAL EVOLUTION OF
THE 28TH STREET OBELISK AND PUMPING STATION SITE

Figure 22 This 1927 aerial photo shows the 28th Street Obelisk and Pumping Station (center) about a year after their construction. Notice that the obelisk and platform structure are prominently located within a casually landscaped park setting. The photo was taken looking towards the northwest just south of West 26th Street.

Figure 23 This 1941 aerial photo was taken looking towards the west (top) of the 28th Street Obelisk and Pumping Station site (center). Notice that the slender 40-foot high obelisk and octagonal-shaped platform structure are surrounded by a circular landscape wall and steps (later removed).

Figure 24 A small addition was built in 1948 on the south side (left) of the 28th Street Obelisk and Pumping Station to house an electrical generator, as seen in this 1954 aerial photo. The original landscape wall and steps may have been removed at the same time this addition was constructed.

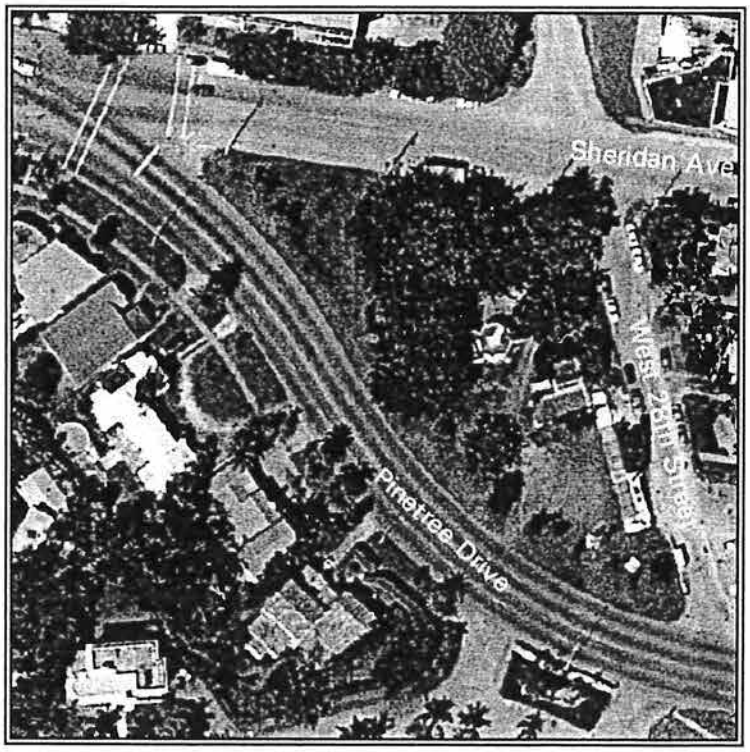


Figure 25 In 1976, the original 1926 pumping station was disconnected, and a new pumping station was built to the northeast (lower right) of the original facilities on the same site. The City has recently upgraded and expanded the 1976 pumping station, which is now occupying much more of the original park site. This aerial photo was taken in 2000 (before the construction of the 1976 pumping station improvements began).

Hazen and Whipple. As a greater understanding of disease transmission evolved during the mid 19th century, it was proven that impure water was often the cause of cholera and typhoid. By the late 19th century, there was tremendous pressure for better water from the public in Europe and the United States where cities and industries were growing at phenomenal rates. Sanitary conditions, particularly in the industrial cities, by today's standards were very poor. The annual death rates from cholera, typhoid, and other intestinal diseases were often higher in municipalities than rural areas due to contaminated water supplies.

Figure 26 Allen Hazen (1869-1930) was one of the great pioneers in water treatment. His firm planned the water supply, sewerage, and sewage disposal system for Miami Beach in 1921. Four years later, the firm was hired again to design the pumping station at 28th Street and Pinetree Drive.

In the late 19th and early 20th centuries, American engineering education developed rapidly and the supply of civil engineers greatly increased. Municipalities often hired a private consulting engineer for projects that required specialized skills not available in-house or projects for which time was limited. Many of America's leading sanitary engineers, including Allen Hazen and George C. Whipple, formed consulting firms and advised on hundreds of projects throughout the country.[79]

Allen Hazen was born in Norwich, Vermont, in 1869. He enrolled in the New Hampshire College of Agriculture and Mechanic Arts. In 1885, he graduated with a bachelor's degree in chemistry at the age of fifteen. Hazen then completed graduate work in sanitary chemistry at the Massachusetts Institute of Technology. In 1888, he was persuaded to join a group of young scientists recruited by the state of Massachusetts for a new research effort at the Lawrence Experiment Station. This facility was established to perform research on a viable system for treating sewage. The City of Lawrence, Massachusetts, authorized the construction of a sand filtration plant on the Merrimac River in response to the threat of a typhoid epidemic. Hazen was the chief chemist who implemented and supervised the facility. During his five year stint at the research station, Hazen made significant contributions to the sanitary engineering field in the methods of the purification of water. In 1893, he was invited to Chicago to oversee the sewage treatment plant for the Columbian Exposition. Hazen became a member of the American Society of Civil Engineers in 1896 and was later elected four terms as vice-president and director of the organization.[80]

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[79] Royce Hanson, ed., Perspectives on Urban Infrastructure (Washington, D.C.: National Academy Press, 1984), section 32, p. 21.

[80] Judy Berkun, ed., "Malcolm Pirnie, Inc.: The First Century (1895-1995)," report published by Malcolm Pirnie, Inc., White Plains, New York, June 1995, pp. 5-7.

During his career, Hazen discovered the rational design of sand filters, the method of classifying materials in terms of grading and hydraulic properties, and the simple procedures for measuring chemical and physical qualities of water. Hazen was soon recognized as one of the world's foremost authorities in the field of water works, encompassing such matters as sedimentation, filtration, the chemistry of water analysis and treatment, the design of dams and spillways, and the rational design of water rates of flow.[81]

Hazen wrote many books and articles in the sanitary engineering field, including Filtration of Public Water Supplies, Clean Water and How to Get It, and On Sedimentation. His published works on flood flows, yield of reservoir storage, and filtration became well know. Hazen was one of the great pioneers in water treatment. He was an advocate of slow sand filtration as a means of safeguarding against disease and an early promoter for the disinfection of drinking water by chlorination. In addition to his contributions in water treatment, he also made significant advances in the areas of water pollution as well as wastewater collection and treatment.[82]

In January of 1895, Hazen and Alfred Noyes established a consulting engineering practice, Noyes and Hazen, at 85 Water Street in Boston. The firm specialized in addressing problems of water supply, sewerage, and sewage disposal. Noyes died unexpectedly just a year after the partnership was formed. Hazen moved to New York City where he continued to practice as Allen Hazen, Engineer. Hazen's main interest was designing filtered water systems for large cities. In 1897, the firm installed the first modern filtration plant in the United States in Albany, New York. It was a showcase system that transformed the polluted Hudson River into a safe water supply. Other filter installations soon followed in Philadelphia, Washington, D.C., Providence, Denver, Pittsburgh, as well as Yonkers and Watertown, New York. The first decade of the 20th century was often called the Golden Age of America's sanitary engineering practice because American cities began the large-scale building of water treatment systems.[83]

In 1904, Hazen was joined by Harvard professor George C. Whipple, and the practice was renamed Hazen and Whipple, Civil Engineers. Whipple was an engineer and microbiologist with an expertise in treatment processes, microbiology, and water supply health studies. He was the author of Microscopy of Drinking Water and co-author of Fresh Water Biology.[84]

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[81] Edward S. Brown, "The Hanover Water Works Company: One Hundred Years of Service," Dartmouth College Library Bulletin (Dartmouth College, Hanover, New Hampshire), volume XXXV, no. 2, April 1995, p. 1.

[82] Berkun, pp. 6-7.

[83] Berkun, p. 8.

[84] Ibid.

During the early 1900s, Hazen and Whipple were involved in a number of important water projects, including the Borden Brook Reservoir in Springfield, Massachusetts, and the Hudson River town of Poughkeepsie, New York. Water supply studies were conducted for St. Louis, Minneapolis and Toledo, Ohio. In 1909, Hazen was appointed to a select engineering commission that accompanied President-elect William H. Taft on an inspection of the construction of the Panama Canal.[85]

The firm's reputation for excellence spread, and they were hired for important new projects. Their work included a new treatment plant to condition the waters of the Scituate Reservoir in Providence, Rhode Island; a water filter system for Toronto, Ontario, in 1910; a new water supply for the City of Boston with the development of the Quabbin Reservoir; and aeration systems for the Ashokan and Kensico Reservoirs as part of New York City's Catskill water supply project in 1907 and 1908.[86]

Malcolm Pirnie was born in New York in 1889 and grew up in Springfield, Massachusetts. He joined Hazen and Whipple in 1911, at the recommendation of his professor after completing his Master's of Engineering degree at Harvard University. The firm was located at that time at 103 Park Avenue in New York City. In 1915 Weston E. Fuller, a sanitary engineer with the firm since 1903, was made a full partner. The firm was renamed Hazen, Whipple and Fuller. Pirnie was promoted to junior partner in 1916. He briefly left the firm during World War I to contribute his sanitary engineering services on a mission to Russia in 1917 and a mission to France in 1918.[87]

After 1915, when the technology for modern water treatment had been developed, Hazen turned his attention to other water supply projects, especially dams and hydrology. Water supply studies and projects included St. John's, Newfoundland, and San Francisco's Hetch-Hetchy system.[88]

During the Florida land development boom of the 1920s, the firm was involved with several major projects in the state. The large influx of population to Florida's young towns and cities increased the demand for water supplies and the necessity for sewage systems. The first project in Florida began in 1919 with the installation of a rapid sand filter plant to treat the Loxahatchee water supply for West Palm Beach and Palm Beach. The operation was under the direct supervision of Malcolm Pirnie. His solutions were developed based upon his knowledge of the water supplies in Florida and the needs of the area. Other projects in Florida soon followed. In St. Petersburg,

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[85] Berkun, pp. 7-9.

[86] Berkun, p. 15.

[87] Berkun, pp. 9-10 and 13.

[88] Berkun, p. 9.

the firm worked with the Pinellas Water Company in developing a well water supply. In 1921, the City of Miami Beach engaged Hazen, Whipple and Fuller to plan its water supply, sewerage, and sewage disposal system.[89] The City of Miami Beach hired the firm, then Hazen and Whipple, again in 1925 to design its new pumping station at 28th Street and Pinetree Drive. (Fuller left the firm in 1924 to become a professor of civil engineering at Swarthmore College in Pennsylvania.) Hazen and Whipple were then located at 25 West 43rd Street in New York City.[90]

Whipple died in 1928. In January of 1929, Malcolm Pirnie was made a full partner along with Chester M. Everett. The firm then became Hazen, Everett and Pirnie. In June of 1929, just six months after being named partner, Pirnie left Hazen to start his own practice, Malcolm Pirnie Civil Engineer. Selected work from Hazen's firm continued with Pirnie, including the West Palm Beach and other Florida projects. In 1930, Allen Hazen died at the age of 61, and Malcolm Pirnie acquired the books and records of the partnership of Hazen, Everett and Pirnie. The remainder of the Hazen firm's projects was reverted to Pirnie. Robert Sawyer was the first engineer to join Pirnie in early 1930. Other professional staff to be hired by the firm was Carl Arenander in 1934, Gus Werner in 1936, Richard Hazen (Allen Hazen's son) in 1937, and Ernest Whitlock, Bob Mitchell, and Malcolm Pirnie, Jr., in 1939. The City of Miami Beach hired Malcolm Pirnie Civil Engineer in 1937 as a consultant on the installation of a 36 inch-diameter cast iron sewer outfall 7,000 feet out into the Atlantic Ocean at 74th Street. In 1939, the total staff of Malcolm Pirnie Civil Engineer was about 25 people with offices in New York City, Miami Beach, and Richmond, Virginia.[91]

Prior to World War II, Pirnie worked on committees of the Construction League of the United States which advised Congress in developing legislation that later created the Public Works Administration (PWA). He served as Deputy Administrator of the National Recovery Act (NRA) and later the Technical Board of Review for the PWA. He was a consultant to the War Department on water supply problems of the Atlantic-Gulf and New Jersey Ship Canals. During World War II, Pirnie was a consultant to the Commanding Generals of the Quartermaster Corps who undertook the largest single public works project of the war; they developed a completely new water system for San Juan, Puerto Rico. He was a consultant to the Army Service Forces and to the Administrator of the Federal Works Administration. He was also a member of the Construction Advisory Committee which advised the Army and Navy Munitions Board and War Production Board. For his contributions during World War II, Pirnie was one

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[89] Berkun, pp. 14-15.

[90] City of Miami Beach, Building Department, Building Permit Card No. 154, Pumping Station - 28th Street Between Sheridan Avenue and Pinetree Drive, permit no. 1681, 18 January 1926; architectural plans signed by Hazen and Whipple of New York City on 15 September 1925.

[91] Berkun, pp. 13-14 and 17-19.

of six engineers to receive the President's Certificate of Merit. In 1944, Pirnie was elected President of the American Society of Civil Engineers. He received the prestigious 1948 Hoover Medal from the four Founder Engineering Societies for his service to the public welfare.[92]

In 1951, Richard Hazen and another Pirnie engineer, Alfred Sawyer, left the firm to found a new partnership, Hazen and Sawyer. Malcolm Pirnie retired in 1957 and died in 1967 at the age of 78.[93] The firm of Malcolm Pirnie was incorporated in 1970. Today Malcolm Pirnie, Inc., and Hazen and Sawyer are two of the most prominent and highly respected consulting engineering firms in the country.

[92] Berkun, pp. 11-12.

[93] Berkun, pp. 12 and 19.

Merritt-Chapman & Scott Corporation. The Merritt-Chapman & Scott Corporation was originally established in 1860 as the Coast Wrecking Company. The business was later reorganized as Merritt's Wrecking Organization. In 1897, it merged with Chapman Derrick & Wrecking Company to form Merritt & Chapman Derrick & Wrecking Company. The business merged again in 1922 with T.A. Scott Company to form Merritt-Chapman & Scott Corporation. Throughout, the company was headquartered in New York City.[94]

The Merritt-Chapman & Scott Corporation was involved in marine salvage and wrecking operations. They also constructed a wide variety of projects that included public utilities, bridges, tunnels, airfield and air base facilities, bulkheads, piers, roads, tank farms, dry docks, shipways, large scale military and civilian housing, hospitals, chemical plants, sewage works, industrial plants, schools, dams, steel mills, and commercial buildings.[95]

In Miami Beach, the Merritt-Chapman & Scott Corporation constructed the upper structure of the 28th Street Pumping Station in 1926[96] and the 74th Street sewer outfall in 1937.[97] Examples of their work outside of Miami Beach include: dredging and jetty work in Hampton Beach, New Hampshire (1934); the Pennsylvania Railroad Ore Dock No. 11 in Cleveland, Ohio (1938 and 1945); the Cedar Point shoreline in Sandusky, Ohio (1940); the E.I. DuPont de Nemours and Company river bulkhead in Cleveland, Ohio (1941); the Buffalo South Sewer Outfall in Buffalo, New York (1942); the Presque Isle breakwall in Erie, Pennsylvania (1944); the concrete foundations of the Mackinac Bridge in Michigan (1954 to 1957); the general contractor of the Glen Canyon Dam in Page, Arizona (1956 to 1966); and the joint general contractor of the Chesapeake Bay Bridge-Tunnel in Virginia (1960 to 1964). During World War II, the Merritt-Chapman & Scott Corporation completed more than $5 million in projects for the United States government. The company partnered with the George A. Fuller Company to construct major military facilities in Londonderry, Ireland; Reykjavik, Iceland; Argentia, Newfoundland; and Quonset Point, Rhode Island.[98]

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[94] Mystic Seaport Museum, G.W. Blunt White Library, Mystic, Connecticut. Manuscript Collection, "Records of the Merritt-Chapman & Scott Corporation," collection 2, no date.

[95] Bowling Green State University, Jerome Library, Bowling Green, Ohio. Historical Collections of the Great Lakes, "Dunbar and Sullivan Dredging Company," collection GLMS-3, box 16, folder 24, Organizational Brochure, 1950.

[96] "City's Work Resumed," Miami Herald, 30 July 1926.

[97] City of Miami Beach Archives, Lipp, pp. 8 and 11.

[98] Bowling Green State University, Jerome Library, Bowling Green, Ohio. Historical Collections of the Great Lakes, "Dunbar and Sullivan Dredging Company," collection GLMS-3, box 16, folder 24, Organizational Brochure, 1950.

By 1950, the Merritt-Chapman & Scott Corporation formed five operating divisions: Marine and Heavy Construction, Industrial and Building Construction, Great Lakes, Derrick and Inland Salvage, and Marine Salvage. The main office of the company was located in New York City with branch offices in Cleveland, Ohio; New London, Connecticut; and Boston, Massachusetts. Service yards were maintained as operational bases in Staten Island, New York; Cleveland, Ohio; and New London, Connecticut.[99] The Merritt-Chapman & Scott Corporation was acquired by the Dunbar and Sullivan Dredging Company of Cleveland, Ohio, sometime during the 1960s.[100]

[99] Ibid.

[100] Bowling Green State University, Jerome Library, Bowling Green, Ohio. Historical Collections of the Great Lakes, "Dunbar and Sullivan Dredging Company," collection GLMS-3, Organizational History, no date.

X. PLANNING DEPARTMENT RECOMMENDATIONS

1. Criteria for Designation: The Planning Department finds the proposed 28th Street Obelisk and Pumping Station Historic Structure 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: On December 14, 2004, the Historic Preservation Board reviewed the designation report and unanimously approved a motion (7 to 0) to recommend approval of the historic designation of the 28th Street Obelisk and Pumping Station with modifications to the site boundaries (see **Map 1A**). The Board reduced the boundaries of the site from all of Fairgreen Park to only a 67-foot diameter circular area that includes the original 1926 structure and its appurtenances (i.e. the obelisk, base structure, fountain basins, stairs, 1948 southern addition, any remains of its 62-foot diameter landscape wall, and the underground 66-foot diameter holding tank).

   On January 25, 2005, the Planning Board reviewed the designation report and unanimously approved a motion (5 to 0; 2 absences) to recommend approval of the historic designation of the 28th Street Obelisk and Pumping Station with the expansion of the site boundaries to include all of Fairgreen Park (see **Map 1B**). The proposed historic structure, as recommended by the Planning Board, is generally bounded by the center line of West 28th Street to the north, the center line of Sheridan Avenue to the west, and the center line of Pinetree Drive to the south and east.

   On February 23, 2005, the City Commission reviewed the designation report and unanimously approved the designation (7 to 0) of the 28th Street Obelisk and Pumping Station as an historic structure with the modified boundaries as recommended by the Historic Preservation Board on December 14, 2004 (see **Map 1C**). The site boundaries, as adopted by the City Commission, consist of a 67-foot diameter circular area that includes the original 1926 structure and its appurtenances (i.e. the obelisk, base structure, fountain basins, stairs, 1948 southern addition, any remains of its 62-foot diameter landscape wall, and the underground 66-foot diameter holding tank).

   For more information about site boundaries, please refer to **Section I. – Request** and **Section IV. – Description of Boundaries** in the designation report.

3. Areas Subject to Review: The Planning Department recommends that the following areas within the boundaries of the proposed historic structure shall be subject to review by the Historic Preservation Board: all exterior elevations and plans of the 28th Street Obelisk and Pumping Station, all site and landscape features, and all new construction and landscaping within the site.

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 within the boundaries of the historic structure as well as 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.

XI. FIGURE INDEX

Figure 0: **(Cover)** City of Miami Beach Archives. "City of Miami Beach Annual Report," 30 November 1926, p. 11.

Figure 1: **Photo:** Florida State Archives, Florida Photographic Collection. Reference Collection. "Aerial View of Pancoast Lake: Miami Beach, Florida," image no. Rc21472, 1914.
Text: City of Miami Beach Archives. "The John S. Collins Memorial," (pamphlet) circa 1938, p. 10.

Figure 2: Florida State Archives, Florida Photographic Collection. Reference Collection. "Looking Down Pine Tree Drive: Miami Beach, Florida," image no. Rc21471a, 1921.

Figure 3: **Photo:** Historical Museum of Southern Florida. Miami Beach Convention Visitors Bureau Archives. "11th Street Pumping Station," (photo) March 1951.
Text: City of Miami Beach, Public Works Department. Records. 11th Street Pumping Station, plan PS22C, "Pump House," 1 September 1922; and plan PS45, "New Pump Room and Wet Well," July 1945.

Figure 4: City of Miami Beach Archives. Lipp, M.N. Pipe Progress. "New Force Main and Outfall for Continuous Sewage Disposal into Atlantic Ocean at Miami Beach, Fla.," volume XXIII, no. 3, June 1938, cover photo.

Figure 5: City of Miami Beach Archives. Lipp, M.N. Pipe Progress. "New Force Main and Outfall for Continuous Sewage Disposal into Atlantic Ocean at Miami Beach, Fla.," volume XXIII, no. 3, June 1938, pp. 8-9.

Figure 6: Florida State Archives, Florida Photographic Collection. Reference Collection. "John Collins Standing Next to a Small Palmetto: Miami Beach, Florida," image no. Rc01814, 10 March 1927.

Figure 7: City of Miami Beach Archives. "City of Miami Beach Annual Report," 30 November 1926, p. 11.

Figure 8: City of Miami Beach, Public Works Department. Hoit, Richard B. Aerial Atlas of Miami Beach, Florida. Miami, Florida: Richard B. Hoit, 12 February 1927, sheet 82A.

Figure 9: The Library of Congress, American Memory Historical Collections. Detroit Publishing Company Photographic Collection. "Central Park, New York, the Obelisk," call no. LC-D4-12688, circa 1900.

Figure 10: Historical Museum of Southern Florida. Photographic Collection, Miami Beach Statues. Matlack, Claude C. "Flagler Memorial," (photo) no date.

Figure 11: Howe, Jeffery. A Digital Archive of American Architecture. "World's Fair of 1893, Columbian Exhibition, Chicago," (Boston College, Fine Arts Department, Chestnut Hill, Massachusetts), 1998.

Figure 12: City of Miami Beach Archives. Library File. "John S. Collins Memorial Library and Art Center," (photo) no date.

Figure 13: Moore Parks, Arva and Carolyn Klepser. Miami Then and Now. San Diego, California: Thunder Bay Press, 2002, p. 122.

Figure 14: Historical Museum of Southern Florida. Matlack Collection, Miami Beach Public Buildings. "Star Island Water Tower," (photo) 22 May 1922.

Figure 15: Historical Museum of Southern Florida. "The Lure of Miami Beach, Florida," (brochure) Miami Beach, Florida: Atlantic Printers, 1929, p. 3.

Figure 16: Historical Museum of Southern Florida. Miami News Bureau Collection. "Pumping Station Obelisk on Pinetree Drive," (photo) no date.

Figure 17: City of Miami Beach, Planning Department. "28th Street Obelisk and Pumping Station," (photo) 8 January 2003.

Figure 18: City of Miami Beach, Building Department. Building Permit Card No. 154, Pumping Station - 28th Street Between Sheridan Avenue and Pinetree Drive, permit no. 1681, 18 January 1926, plan and elevation drawing dated 15 September 1925.

Figure 19: City of Miami Beach, Building Department. Building Permit Card No. 154, Pumping Station - 28th Street Between Sheridan Avenue and Pinetree Drive, permit no. 1681, 18 January 1926, plan and elevation drawing dated 15 September 1925.

Figure 20: Historical Museum of Southern Florida. Miami Beach Convention Visitors Association, Photo Collection, MBCVA Box 3-1, Monuments File, "28th Street Monument," photo no. KS-131 8, date unknown.

Figure 21: Historical Museum of Southern Florida. Miami Beach Convention Visitors Association, Photo Collection, MBCVA Box 3-1, Monuments File, "28th Street Monument," photo no. KS-131 A, date unknown.

Figure 22: City of Miami Beach Archives. Views and Descriptions File. Hoit, Richard B. "Aerial Photo of Miami Beach," 1 December 1927.

Figure 23: City of Miami Beach, Public Works Department. Abrams Aerial Survey Corporation. Aerial Survey of Miami Beach, Florida. Lansing, Michigan: Abrams Aerial Survey Corporation, 1941, sheet 108.

Figure 24: City of Miami Beach, Public Works Department. Abrams Aerial Survey Corporation. Aerial Survey of Miami Beach, Florida. Lansing, Michigan: Abrams Aerial Survey Corporation, January 1954, sheet 51.

Figure 25: City of Miami Beach, Planning Department. Kodak Citipix Imagery. Aerial Survey of Miami Beach, Florida. Rochester, New York: Eastman Kodak Company, 2000, sheet 940000-534000.

Figure 26: American Water Works Association. Advocacy, Press Room, News Releases. "Drinking Water in the 19th and 20th Centuries," no date, p. 1.

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