

CONTINUATION SHEET**Narrative Description**

Led by President Joseph W. Young, the Hollywood Land and Water Company hired engineer Frank Dickey to survey and draw the original plat for Hollywood Beach in August 1922. Young directed Dickey to include a wide cement walk along the beach, which was likely inspired by the one in Long Beach, California where Young lived from 1902 to 1916 (Mickelson 2013:12, 87-88). Simply labeled "Board Walk" on the plat, he allocated space for the "oceanside promenade" between the building lots on the west and the Atlantic Ocean on the east extending from Johnson Street at the north end to the block south of Kentucky Street (present-day Jefferson Street) on the south (Broward County Records, Taxes and Treasury (BCRTT), Plat Book 1, Page 27; Mickelson 2015). By the time Frank Dickey prepared his map of Hollywood "By-the-Sea" for the *Hollywood Reporter* in May 1923 (Figure 1), the path was now labeled "Broad Walk" and, with the filing of the First Addition to Hollywood Beach plat, it extended north to Arkansas Street (present-day Taft Street). The opening of the Hollywood Beach Second Addition plat in 1924 officially extended it north into present-day Hollywood North Beach Park, on paper at least (BCRTT, Plat Book 1, Page 31 and Plat Book 4, Page 6).

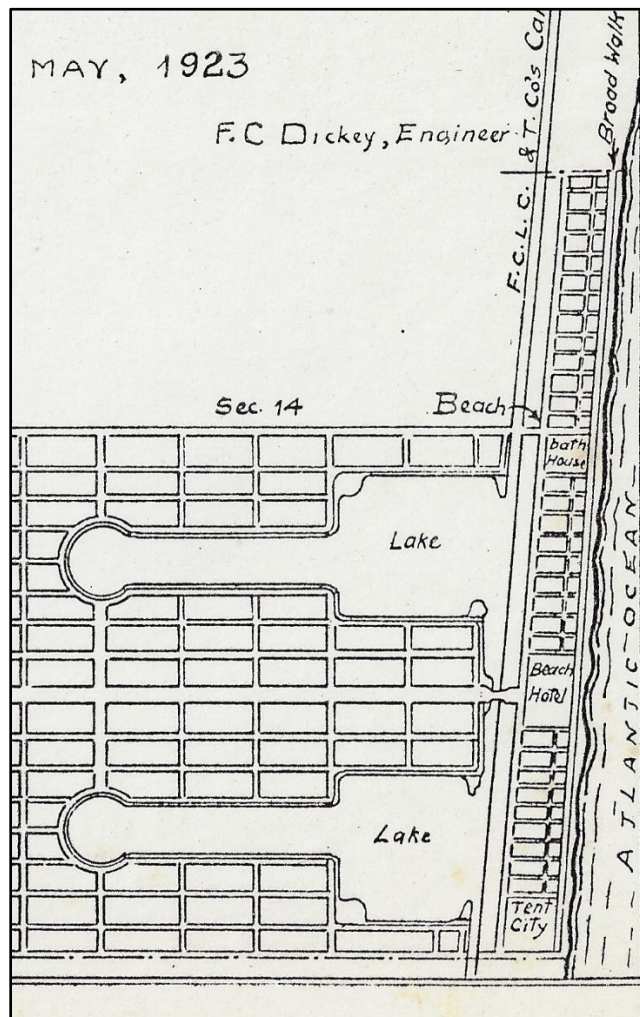


Figure 1. 1923 Hollywood Map by F.C. Dickey showing the Broad Walk. Hollywood Museum of History.

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Johnson Street was the first road physically built on the beach as an existing wagon road on the mainland led to the shallowest place to cross the marsh to the island. Young's engineers and workers first extended and built up the mainland road with dredge-and-fill to narrow the distance across the intracoastal Florida East Coast Canal to 70 feet, which could accommodate a pontoon barge. Once the pontoon barge was operable, trucks and machinery could access the beach and Johnson Street was extended to the Atlantic Ocean where construction of the Broadwalk started in March 1923 (Mickelson, n.d.; Mickelson 2005:151; Mickelson 2010). The 30-ft-wide walkway was first built roughly between Garfield and Indiana streets, before it was extended over the following few years (Mickelson 2013:88; *Miami Herald* 1923). The October 1923 issue of the *Hollywood Reporter* noted that,

“Work on the Broad Walk has now been resumed and an extra force of men has been added to speed up the completion of this unique shore line promenade. By mid-winter it is planned to have this expansive walk, the only one of its kind in Florida, finished for a total of two miles” (TenEick 1966:84).

Young built the Tangerine Tea Room and a Casino with a saltwater pool at the intersection of Johnson and the Broadwalk. An October 1924 photograph shows those two buildings as well as the roads and a few other buildings under construction with the Broadwalk extending north to present-day Taft Street (Figure 2; Hollywood Museum of History 1924; Mickelson 2010). He would build a bandshell, named the Theater Under the Stars, at the terminus of Johnson Street and the Broadwalk in 1924-25 (Mickelson 2005:196).

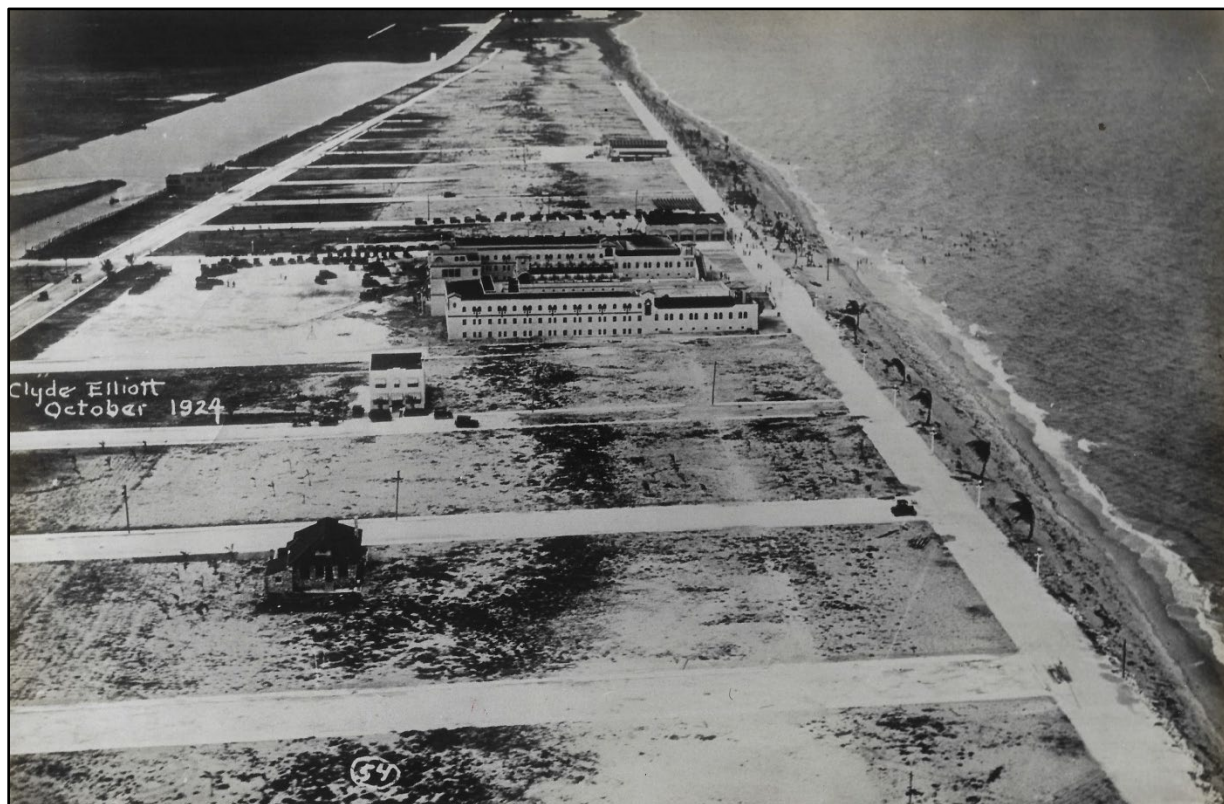


Figure 2. Aerial photograph of Hollywood Beach showing the Broadwalk extending north to present-day Taft Street, looking north with the Casino and Tangerine Tea Room in the middle of the photo, October 1924. Photo by Clyde Elliott. Hollywood Museum of History.

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The Broadwalk was initially surfaced with pink cement and lined with streetlights. It also arched over a tunnel at the Casino entrance providing showers and passage for swimmers between the shore and casino. However, the 1926 hurricane destroyed the cement. With the decline in the real estate market and onset of the Great Depression, the City rebuilt the Broadwalk with wood planks. The 1935 hurricane subsequently destroyed the wood planks which were replaced with asphalt (Mickelson 2005:151; Mickelson 2015; TenEick 1966:84-85). Although platted, aerials show that the paved path ended at Connecticut Street until after 1940 (Hollywood Museum of History ca. 1935). In 1952, property owners who had built on the Broadwalk right-of-way north of Connecticut Street and south of Harrison Street tried to block the City from extending the walkway to the north. The City had provided permission but owners had to sign a waiver that the improvements would need to be demolished when the City decided to extend the Broadwalk. The property owners were not successful, however, and the walkway was extended with the City pointing out that it simply replaced the Broadwalk washed away by the 1926 hurricane (*Sun-Tattler* 1952). In 1963, the Broadwalk still ended on the north end at Taft Street with ongoing debate about extending it further north (*Sun-Tattler* 1963). The two-mile long Broadwalk was finally completed in the mid-1960s (*Miami Herald* 1978; NETR 1957, 1961, 1969).

Starting in 2005, the Broadwalk was resurfaced with pavers, an eight-foot-wide marked bicycle path of tabby-colored concrete, and a jogging path of compressed shells. Other improvements included new light fixtures and a, 18-inch retaining wall with taller arches and piers along the eastern edge of the walkway (*Miami Herald* 2005). Like the Broadwalk, the bandshell at the terminus of Johnson Street and the Broadwalk would be damaged by the various storms and replaced with the existing structure which dates to 1967. Aluminum seats originally installed in front of the existing theater were removed in 2015 (*Sun-Tattler* 1967; *Miami Herald* 1978; NETR 2015).

Explanation of Evaluation

The Broadwalk is significant under National Register of Historic Places (NRHP) Criterion A in the areas of Commerce, Entertainment/Recreation, and Community Planning and Development due to its importance to the development of Hollywood Beach as a tourism destination and as an example of the implementation of City Beautiful ideals by Joseph W. Young. It played an important role in providing public access to the beach for all residents and visitors, not just landowners on the beach. The Broadwalk may also be significant under Criterion B for its association with Joseph W. Young. The Broadwalk does not appear eligible under Criterion C for its architectural design or engineering or Criterion D for its information potential. When evaluating the seven aspects of historic integrity, the Broadwalk retains its historic location, setting, feeling, and association. Even though the Broadwalk maintains its historic alignment as platted, the original concrete, later wood, and subsequent historic asphalt surfaces were covered by pavers, concrete and compressed shells in 2005. A new wall with architectural elements was introduced at the same time and new light fixtures were installed. Although historically significant, extensive changes to the materials, design, and workmanship of the Broadwalk in 2005 diminished the integrity of this resource to the point that it does not appear NRHP eligible. This resource, however, may be locally significant to the City of Hollywood based on its history.

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1924 Aerial of Broadwalk Ends at Taft Street. October. Photograph by Clyde Elliott. Provided courtesy of the Hollywood Historical Society.

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