Exhibit 2

HISTORIC PROPERTIES SURVEY

OF

HALLANDALE, FLORIDA

A STUDY OF THE HISTORIC ARCHITECTURAL RESOURCES OF HALLANDALE AND RECOMMENDATIONS FOR THEIR PRESERVATION

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ACKNOWLEDGMENTS

A survey of historic properties requires community assistance and cooperation. Among other responsibilities, help is needed to assemble maps, locate sources for local history, and identify old buildings. The historian who embarks on collecting information about a community with which he or she has no previous familiarity must particularly depend upon the generosity of local residents. Writing the history of vernacular buildings, that is the residences and other buildings associated with the people of a community, depends more on oral testimony than most facets of history. That was especially true in Hallandale, where few documentary sources about the town's past were ever produced and fewer still preserved. We would like to acknowledge those persons who helped us.

The support of the City of Hallandale was critical to the study. The City Commission approved the request for grant assistance from the Florida Department of State to pursue the survey and it appropriated the matching funds which the grant required. City officials also made available the records and maps at their disposal as well as provided space for meetings with interviewees. We are particularly grateful to Dent McGough, Grants and Special Projects Manager, for the close interest he took in the project and his able administration of the grant and community assistance.

We performed research at the Broward County Historical Commission, where coordinator Rodney Dillon, Jr., gave us the benefit of his unrivaled knowledge of local history sources. We thank the administrators and staff assistants at the Fort Lauderdale Historical Society, the Library of Florida History, University of Florida, and the St. Augustine Historical Society for their generous help. Dr. Paul George, a distinguished historian of south Florida history, gave us research direction and provided a copy of manuscript material he has recently produced.

We thank the staff of the Bureau of Historic Preservation, especially Fred Gaske and Vicki Cole, who provided technical assistance and administrative support throughout the project. Florida's historic preservation community is indebted to George Percy, director of the Division of Historic Resources, and Secretary of State Jim Smith for their leadership in moving Florida to the forefront of historic preservation in the United States.

The Historic Preservation Advisory Council, an eleven-member panel, provides assistance to the department by reviewing grant applications and making award recommendations. The citizen volunteers who serve on the Council collectively devote thousands of hours annually to their tasks. The community owes the council a vote of thanks for its support.

In gathering the history of Hallandale, we relied more than usual on oral testimony. Many contributed. They are listed in the bibliography. Some, however, must be singled out. Carol Tollefsen participated in the entire field survey, conducted research in municipal archives, and performed additional research. Mrs. Jane Scott assisted Ms. Tollefsen in the municipal archival research. Ms. Angie Glass and Ms. Reeta Mills, descendants of pioneer Hallandale families of the 1920s, helped to identify buildings for field survey and to locate residents whose memory of buildings proved invaluable. J.W. Moffitt, Jr., descendant of a pioneer resident, accompanied us during part of the field survey.

Finally, we must thank the many residents and property owners of Hallandale, who patiently answered our questions and permitted the site inspections that we made and the photographs which we took. We hope the survey will serve its intended role in the preservation of the cultural legacy of Hallandale.

SURVEY CRITERIA

The criteria employed in the architectural survey of Hallandale relied essentially on age as the criterion for selection of buildings to be documented. The evaluation criteria applied to the buildings in developing the recommendations for National Register nomination, as provided for in that section of this report, were taken from criteria published by the United States Department of the Interior to evaluate properties for possible inclusion in the National Register. These are described as follows:

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. Using the definition of the National Park Service, historic properties are buildings, structures, objects, sites, or districts significant in national, state, or local history or pre-history that:

A) are associated with events that have made a significant contribution to broad patterns of our history; or

B) are associated with the lives of persons significant in the past; or

C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) have yielded, or may be likely to yield, information important in pre-history or history.

Certain properties are not ordinarily considered for inclusion in the National Register. They include cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A) a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

C) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or

D) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G) a property achieving significance within the past fifty years if it is of exceptional importance.

The Division of Historic Resources utilizes the same criteria in a less restrictive manner in selecting properties to be placed in the Florida Site File. Buildings or structures recorded in the Florida Site File should be at least fifty years of age. Integrity is not a major consideration for recording, however. The intent of the site file is to gather information upon which to make judgments or evaluations of significance. Recording, or survey, should not be construed as the evaluative phase of the preservation process. Recording properties under that rule allows the office to document more properties of purely state and local significance than normally would be included in the National Register.

It should be pointed out that the Florida Site File is not a state historic register, but an inventory which is intended for use as a planning tool and as a central repository of archival data on the physical remains of Florida's history. Each individual file in the Florida Site File could become a permanent record upon the loss of, or irreversible damage to, that particular property.

During the course of this study the survey team examined all extant buildings within the city limits of Hallandale. The survey team recorded every building within that area that it found to be or, on the basis of design and appearance, assumed to have ben constructed before 1946. One building known to have been constructed after that date was included because of its significance to the African American community and that fact that its construction was initiated in the historic period.

SURVEY GOALS AND METHODOLOGY

The goals of this project were to perform a comprehensive survey of historic properties within the city limits of Hallandale. Funding for the project was provided by the City of Hallandale through a matching grant from the Bureau of Historic Resources. Historic Property Associates, Inc., a preservation consulting firm, was hired to perform the work. The survey area consisted of the city limits of Hallandale (See Map 2).

Survey is the first and most important step in the preservation process. Its goals are to locate, identify, record, and evaluate properties that are historically and architecturally important within either thematic or geographic limits. The survey process is complicated, consisting of a series of activities that must be carried out in succession to insure comprehensiveness and accuracy of the findings.

In the City of Hallandale survey the first step consisted of research in existing historical literature to determine the periods, activities, and personalities significant to the development of the area and to identify previously recorded historic buildings and other standing structures. During this initial phase it was found that two buildings were surveyed and recorded on the Florida Site File. Because the Florida Site File Forms were not comprehensive and the level of documentation did not meet the present standards of the Florida Site File, it was determined that those buildings would be reevaluated during the course of the present project.

The second phase of the survey process consisted of field work. With the aid of Property Appraiser's maps, the field team inspected all buildings within the survey boundaries. Those that met the criteria for inclusion were photographed and located on the maps. In addition, the field team recorded addresses, assigned temporary record numbers, and made note of important architectural characteristics for each of the buildings. During the course of the field work, a total of 138 contributing buildings, one cemetery, and one object were recorded in the survey area.

The next phase of the project consisted of entering data gathered during the field survey into the consultant's designed dBase III program. The format for program follows that of the Florida Site File form for standing structures. Concurrently, the consultant's team of historians compiled historical information on the buildings included in the survey. Research was performed at the Broward County Courthouse, the Fort Lauderdale Historical Society, the Broward County Historical Museum, the St. Augustine Historical Society Library, the Library of the Bureau of Historic Preservation, and, for cartographic purposes, the National Archives in Washington D.C.

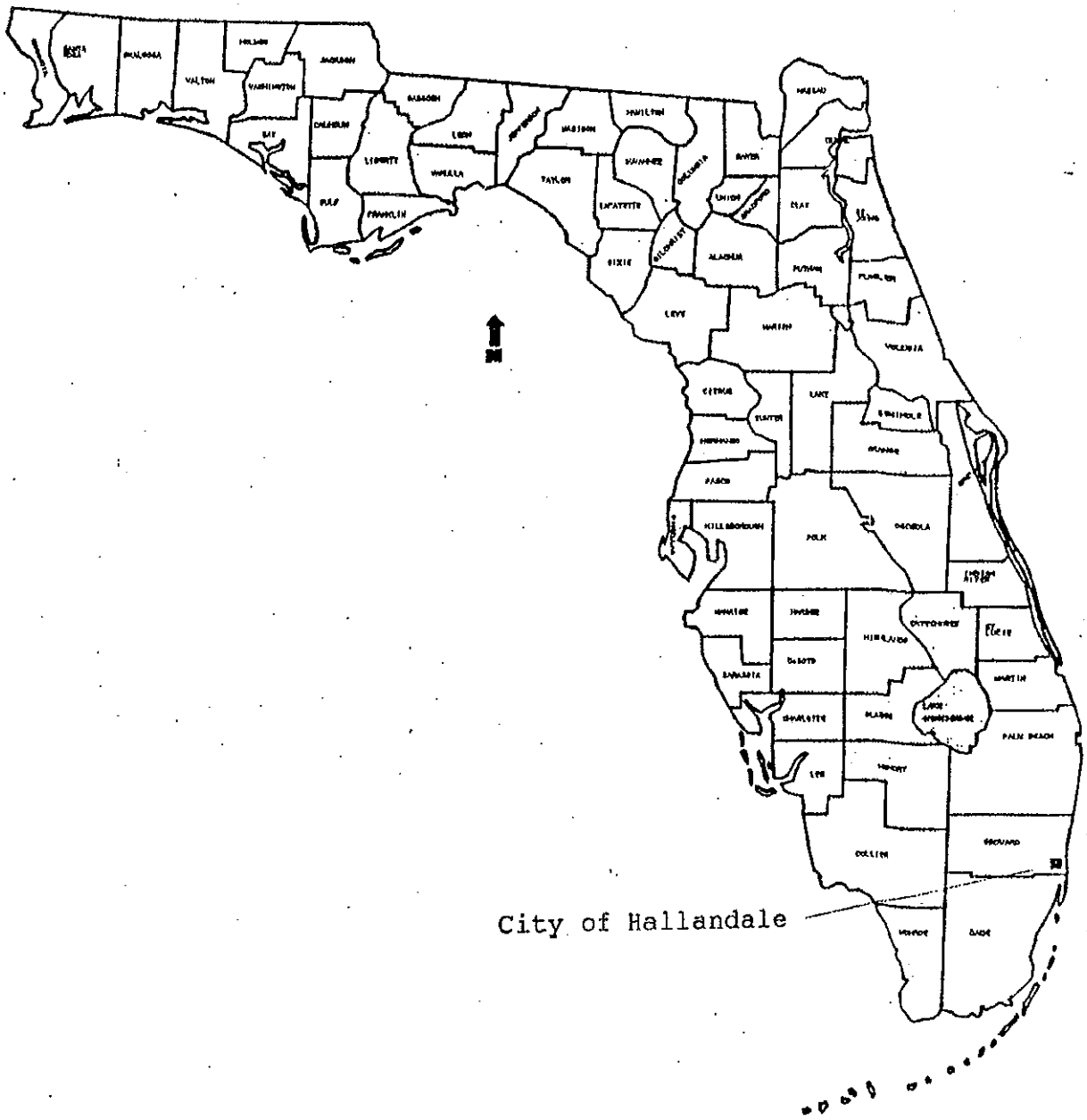
Volunteers from the City of Hallandale assisted the surveyor in conducting oral interviews with knowledgeable residents of the city regarding specific buildings. Based on the visual reconnaissance, information gleaned from cartographic sources, and discussions with informants, the survey team established a range date of construction for all standing structures, and determined an exact year for some. They included the date of construction on the Florida Site File form in the appropriate place, entering either a circa date, indicated by a c., or the exact date. A continuation sheet containing an architectural description, architectural context, historical narrative, and historical context was also prepared for each property. After all pertinent information was entered in the data base the forms were printed and filed in individual folders.

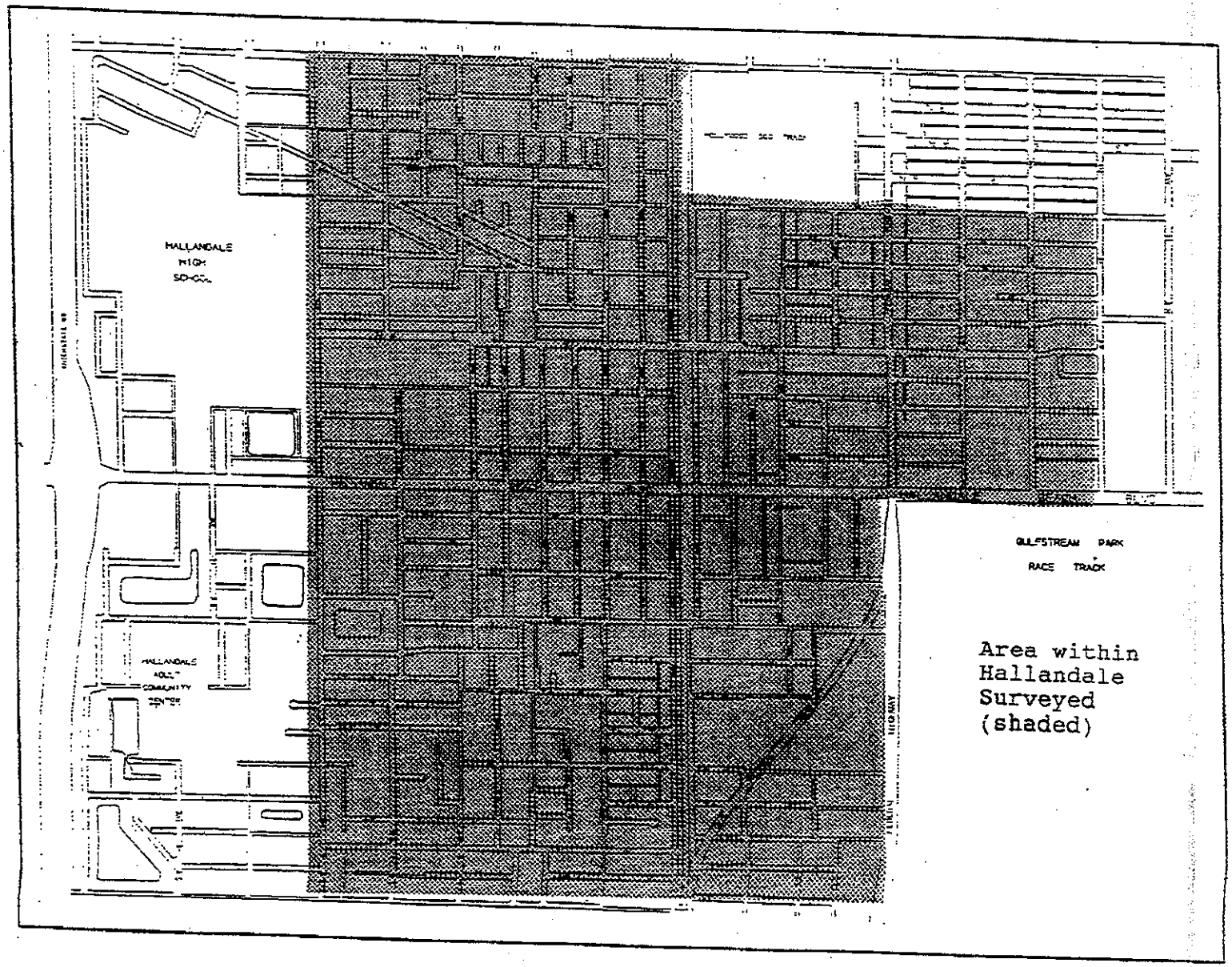
The final phase of the survey process consisted of the compilation of this report. A preliminary historical report outlining the important events and themes in the development

of the City of Hallandale was submitted to City officials for approval. The final historical report incorporates significant findings that came to light during research into the history of the individual buildings. The analysis of architecture of the survey area was facilitated by the database program. An inventory of sites recorded during the survey is provided in Appendix 1 of this report.

Figure 1

Location Map




HALLANDALE
HIGH
SCHOOL
GULFSTREAM PARK
RACE TRACK
Area within
Hallandale
Surveyed
(shaded)

HISTORICAL DEVELOPMENT OF HALLANDALE

Introduction

The City of Hallandale is located in Broward County, on the southeastern coast of the Florida peninsula. Dade County bounds Hallandale on the city's south, the City of Hollywood on its north, and the Atlantic Ocean on its east. The Intracoastal Waterway divides the city's mainland section from the peninsular barrier island upon which a part of the city lies. Incorporated in 1927, Hallandale did not truly become an urban entity until the late twentieth century, remaining essentially a rural community from the time of its founding in the early 1900s until the decade of the sixties, when the population more than doubled to nearly 24,000 residents. The city contained over 40,000 residents in 1992.

Before southeastern Florida became a retirement haven in the post-World War Two era and urban growth exploded, much of the land within Hallandale's corporate limits had been reserved for agriculture. Eastern parts of Hallandale now offer a vista common to the southeastern Florida coast, high rise condominiums lining the waterfront and commercial establishments defining its major thoroughfares. The section of the city which lies west of the railroad tracks, once given to farms, is now occupied mainly by single family residential lots, intersected by commercial streets such as Hallandale Boulevard and interspersed with schools, apartments, pockets of commercial or industrial buildings, and several government complexes.

Unlike most communities in south Florida, Hallandale did not experience an era of exuberant growth in the 1920s, but retained its agricultural character for at least another decade or more. Farms once occupied most of the present corporate limits and the growing, packing, and shipping of tomatoes provided the community's economic base. Relatively large agricultural tracts restricted the possibilities for urban development. The buildings found in Hallandale during the historic period, which begins with the community's founding and ends in 1945, consisted mostly of residences, a few small-scale commercial structures, and a number of packing houses where tomatoes were prepared for shipment to northern markets.

The following narrative is designed to provide a context for the periods during which construction of the historic buildings in Hallandale occurred. Emphasis is given to the important themes and events that fostered development of the city during the historic period. This report may serve as a basis for determining the significance of historic buildings and in preparing nominations to the National Register of Historic Places.

Physical Setting

Before its modern development began, at the turn of the century, southeastern Florida consisted of a wilderness dominated by pine trees and palmetto scrub. The vegetation that once covered what is now the mainland part of the city was, in the early years of the twentieth century, removed when the land was prepared for modern agricultural use. A ridge of oolite limestone runs along the coastline, forming the only high ground found in the area that reaches from the Atlantic Ocean to the Everglades in the central part of the peninsula. Solid rock two feet below the land's surface undergirds the soil of the eastern coast. Only a few miles inland the coastal ridge gives way to the Everglades, a slow moving, freshwater swamp thirty miles wide and one hundred miles long that stretches

across the lower part of the peninsula. Reclamation, or drainage, of the swamp in the early part of the twentieth century extended habitable land along the coast at an environmental cost that only in recent years has begun to reveal itself. Climatically the area is subtropical.

Prehistory

The abundance of fish in offshore waters and the game found in the region's woodlands attracted the area's earliest residents, native Americans. Prehistoric Indians began entering the Florida peninsula about 15,000 B.C., but north-south settlement patterns delayed their arrival in the southeastern part of the present state to a somewhat later time. During the Paleo-Indian Era (15,000-6,500 B.C.), the aboriginals practiced a nomadic lifestyle as hunters and gatherers. By 500 B.C. the fundamental elements of prehistoric cultural traits had fully developed. Subsistence was based on exploitation of the tropical coastal waters and, secondarily, game and wild plants. The Tequesta, as the transient prehistoric Indians in present-day Broward County were called, did not practice agriculture. Settlements occurred at the mouths of rivers or on coastal lagoons, with seasonal occupation of smaller sites inland. Such subsistence and settlement patterns remained unchanged until the eighteenth century.[1]

The Tequestas represented one of six major Indian groups, numbering perhaps several hundred thousand, who occupied Florida when the Europeans arrived in the sixteenth century. Archaeological investigations on the Bartlett property in Fort Lauderdale suggest that contact between the Indians and the Europeans occurred there between 1490 and 1540, at least a generation before Spanish explorer Pedro Menendez de Aviles landed on the northeast coast and established a colony at St. Augustine.[2]

Colonial Period (1513-1821)

European contact led to the decimation of the Tequesta Indians. By 1710, the result of disease and slave raids, the aboriginal peoples in south Florida had disappeared. The last reference to the Tequestas is by a missionary priest, Father Monaco, who wrote in 1743 of their suffering from continued attacks by raiding bands of Creek Indians from the north. At the end of their first period of rule in Florida (1763), the Spanish removed the few remaining Florida Indians, virtually all of whom were in north Florida, to Cuba.[3]

During the first Spanish period, defined as 1565 to 1763, Spain failed to settle permanently any part of Florida, save the immediate environs of St. Augustine and a small enclave at Pensacola. South Florida was too far removed from St. Augustine to permit the Spanish to exercise effective political control. Settlement in South Florida was limited to

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[1] Jerald Milanich and Charles Fairbanks, *Florida Archaeology* (New York, 1980), 4, 13, 21-30, 181, 211-12, 232, 238-41.

[2] Michael Scardaville, "Architectural and Historical Survey of Fort Lauderdale" (1985), Copy in the Archives of the Fort Lauderdale Historical Society.

[3] John Goggin, "The Tekesta Indians of Southern Florida," *Florida Historical Quarterly* (April 1940), 278-279.

the establishment of temporary missions, one south of Vero Beach in 1567 and another along the Miami River in 1743. Isolated from contact with other Spaniards, both missions failed in less than two years.[4]

As a penalty for supporting the defeated French in the Seven Year's War (1756-1763), the Spanish Crown was required in 1763 to surrender Florida to Great Britain. More than 3,000 people abandoned Florida when Spain relinquished the colony. The sparse number of remaining inhabitants troubled the British Crown, which thereupon attempted to encourage immigration. The Proclamation of 1763 offered easy terms by which prospective settlers could obtain land grants. The *London Gazette* and other journals told of extensive and rich agricultural lands and proclaimed the ease with which they could be obtained. The colonial governor, James Grant, promoted Florida's allegedly healthy climate and economic potential.[5]

The American Revolution altered development of the Florida peninsula. Large numbers of loyalists, mainly from Georgia and South Carolina, fled to Florida in pursuit of economic stability and political asylum. The population of the region consequently swelled from 3,000 in 1776 to 17,000 by 1784. A large community of immigrants from Europe was planted in the New Smyrna area. Settlement during that tumultuous era was an uneven process. New homesteads and plantations were established and others abandoned, depending on the political inclinations of landowners, Indian attacks, and raids by privateers.[6]

The return of Florida to Spain in 1784 retarded further development of East Florida. With the departure of the British, the population of East Florida fell to under 2,000. Numerous plantations were abandoned. Like the British, the Spanish attempted to promote immigration. Contrary to official policy elsewhere in the Spanish empire, the Crown permitted non-Catholics to settle in Florida, requiring only an oath of allegiance to the Spanish Crown and sufficient financial resources to establish a farm or a plantation.

Some settlement occurred in the Broward County area during the Second Spanish Period (1785-1821), centered upon the New River, which flows through the heart of present-day Fort Lauderdale, north of Hallandale. Upon investigation in 1793, Spanish authorities discovered the existence of a small settlement, by then several years old, along the waterway. Charles (or Surlie) Lewis, his wife Frankee, and their children, had migrated there from the Bahamas and established a "plantation," more likely a farmstead. The Spaniards recommended their removal, but the order was never carried out. In 1810, nobleman Juan Arrambide received a large land grant extending from the New River south

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[4]Milanich, et al., *Florida Archaeology*, 232; Kyle Van Landingham, *Pictorial History of St. Lucie County, 1565-1910* (Ft. Pierce, 1976), 4; Rouse, *Indian River Archaeology*, 50-59; Robert S. Carr, "An Archaeological Survey of the South Fork of the New River, Broward County, Florida" (1981), III-4, Copy in the Archives of the Fort Lauderdale Historical Society.

[5]E.P. Panagopoulos, *New Smyrna: An Eighteenth Century Greek Odyssey* (Brookline, 1966), 10-11.

[6]Michael Schene, *Hopes, Dreams, and Promises: A History of Volusia County Florida* (Daytona Beach, 1976), 9; Siebert, *Loyalists*, I:325ff.

to Biscayne Bay, which Arranbide used to develop as a source of timber. He introduced Black slaves to the area as timber cutters.[7]

The Nineteenth Century, before the Railroad (1822-1890)

The United States was anxious to acquire both East and West Florida. The vast, largely undeveloped area tempted the expansionist government, and private land speculators lobbied in Washington for its acquisition. Over the years, the Floridas had presented the United States with several problems. First, the area provided a haven for runaway slaves and Seminole Indians, who were involved in the conflict with settlers along the southern borders of Georgia and Alabama. Second, East Florida provided opportunity for contraband trade and slave smuggling, which contravened the policies and laws of the United States. Finally, due to its strategic geographic location, Florida in Spanish hands threatened national security. The area offered foreign powers a base for attack against the United States. The British were particularly feared. When Andrew Jackson invaded Florida in 1818 in pursuit of Indians during the First Seminole Indian War, it became clear that Spain could no longer hold or control Florida. Mounting pressure from the United States forced the signing of the Adams-Onis Treaty in 1819, which gave the United States control of the peninsula.[8]

After some diplomatic delays in the transfer of authority, the United States Territory of Florida was established in 1821 and Andrew Jackson named provisional governor. In July, Jackson created St. Johns and Escambia counties, the first two political subdivisions in the territory. St. Johns County initially encompassed all territory east of the Suwannee River, including present-day Hallandale. New settlers began to pour into Florida. A change of attitude towards settlement of the peninsular interior, especially in northeast Florida, accompanied the change of flags. Land speculators and settlers envisioned potential fortunes in the sparsely settled territory. Real estate speculation intensified during the 1820s, though poor transportation and an outbreak of yellow fever limited activity. In 1824, Mosquito County, which extended south of Lake Okeechobee, was carved out of St. Johns County. Further subdivision of the east coast region occurred in 1836, when Dade County was created, a vast unsettled area that stretched 170 miles in a north-south direction, but contained merely eighty-five inhabitants. The first territorial census of 1825 counted 5,077 people in East Florida. Between sixty and seventy on that number, including Black slaves, inhabited the territory surrounding the New River settlement.[9]

Agriculture, wrecking, and coontie starch making comprised the economic activities of those south Florida inhabitants. Wrecking, or salvaging, involved the retrieval of cargo from ships that foundered upon the Great Florida Reef, a hazardous rock and coral barrier

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[7]Scardaville, 28-29.

[8]Junius Dovell, *Florida: Historic, Dramatic, Contemporary* 4 vols. (New York, 1952), 1: 169-70.

[9]Works Progress Administration, "Creation of Florida Counties, 1820 to 1936," (Tallahassee, 1940); Charlton Tebeau, *A History of Florida* (Coral Gables, 1980), 346; William Thorndale and William Dollarhide, *Map Guide to the U.S. Federal Census, 1790-1920* (Baltimore, 1987), 69; Scardaville, 30.

that runs parallel to the Broward County shoreline and for centuries claimed wayward or careless ships. Controversy surrounded the work of wreckers, who charged exorbitant fees for their services. Establishment in 1827 of a United State District Court in Key West led to regulation of the practice. Creation of lighthouses during the rest of the century eventually dispelled the need for it.[10]

Production of coontie starch proved a more viable and durable economic activity. Indians originally developed the technique of converting the tuberous root of the short coontie plant, *Zamia Floridana,* into starch. Manufacturers crushed the root with mortar and pestle before washing and straining the pulp through a cloth to obtain the edible starch, which, marketed under the name Arrowroot, was used in making bread products.[11]

The Second Seminole War brought an abrupt end to the flourishing New River settlement. Seminole Indians, a loose designation given to various groups of primarily Creek origin, had begun moving into northern Florida by the middle of the eighteenth century. Scattered bands trickled into south Florida during the next half century, fueling resentment there as elsewhere throughout the territory that eventually resulted in hostilities. The war, which lasted from 1835 to 1842, covered a broad area of Florida and began with the massacre in late December 1835 at a site near Tampa of a column of U.S. Army troops led by Major Francis Dade. The fighting quickly spread. On January 6, 1836, while William Cooley, acknowledged leader of the New River colony, and most of the other men from that settlement were salvaging a wrecked Spanish brigantine, Indians struck. Descending on Cooley's home, they killed his wife, three children, and the children's tutor. The survivors in the New River colony fled to Cape Florida.[12]

Indian occupation of the Broward County area remained unchallenged for two years following the Cooley massacre. In March 1838 Major William Lauderdale of the Tennessee Volunteers led a column of federal troops and Tennessee militiamen to the forks of the New River, where they constructed a short-lived outpost. United States troops returned again in February 1839. By late summer of that year, a third fort on the New River had been established. It remained garrisoned until 1842 and served as a base for expeditions into the Everglades.[13]

In 1842, the Second Seminole Indian War ended, but settlers did not return soon to south Florida, remaining wary of continuing Indian violence. In 1845, the year Florida gained admission to the Union, a state surveying party produced the first survey of the region. The survey noted to the three fort sites and the land grant (or "Donation") given to Frankee Lewis, by then in the possession of Richard Fitzpatrick and his nephew, William

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[10]Paul S. George, "Twentieth Century Journey: A History of the City of Oakland Park," (1991), n.p., copy in the Broward County Historical Museum.

[11]George, "History of Oakland Park," n.p.

[12]Scardaville, 32.

[13]Ibid., 34.

English. When that pair joined the California gold rush in 1851, the property fell by mortgage foreclosure to Harriet English, William's sister.[14]

Florida was admitted to the Union in 1845 as a slave state. Tallahassee became the state capital, and sent to Congress its first senators, David Levy Yulee and James Westcott. The slave issue dominated national politics during the 1850s. In Florida, slaves comprised nearly 70 percent of the population in the Mosquito County coastal region during the 1830s, a figure that dropped sharply after the Second Seminole Indian War destroyed the slave economy. Many slaves escaped to live and fight with the Seminoles. While settlement of the northwest and north central parts of the state proceeded rapidly up to 1845, when twenty-six counties existed, southeast Florida remained sparsely occupied. An 1856 Corps of Engineers report indicated that only eight families lived in the region of the east coast extending nearly 200 miles north of the Miami River.[15]

Continuing fears among prospective settlers concerning the possibility of renewed Indian warfare were realized in 1855 when the Third Seminole War broke out. While hostilities were generally confined to the central and southwestern parts of the state, some troops did occupy the Broward County area. In 1857 artillerymen under the command of Captain Abner Doubleday constructed the first road between the New River and Fort Dallas, present site of the City of Miami.[16]

After seceding from the Union in January 1861, Florida was asked to supply the Confederacy with 5,000 troops. Many male residents abandoned their farms to join the Confederate Army, leaving the economy almost immediately bankrupt. Union steamships patrolled the coastline to prevent export of goods to the Confederacy or abroad. Confederate suppliers of goods such as timber and salt constantly attempted to smuggle materials through the blockade. The lack of people in the area and absence of economic activity, however, resulted in little activity in what is now Broward county during the war. Nor did an end to the fighting in the north create any interest in revived settlement of south Florida. The New River area remained completely deserted except for an occasional Seminole Indian or white hunter or explorer. Construction of a series of houses of refuge along the Atlantic coast to provide shelter and provisions for stranded shipwreck victims constituted the only noteworthy activity in the post-war years.[17]

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[14] Ibid., 34.

[15] Sam Hilliard, *Atlas of Antebellum Southern Agriculture* (Baton Rouge, 1984), 31-77; Works Progress Administration, "Creation of Counties in Florida"; Tebeau, *Florida*, 171-74; Emeline Paige and Janet Hutchinson, eds. and comps., *History of Martin County* (Hutchinson Island, 1975), 40.

[16] Scardaville, 34-35.

[17] Ibid., 36-37.

Arrival of the Florida East Coast Railway (1894-1919)

Arrival in the area of Henry Flagler's Florida East Coast Railway (FEC) irrevocably altered the course of development and history in east and south Florida. A former partner of John D. Rockefeller in the Standard Oil Company, Flagler retired to St. Augustine in the 1880s, where he plunged into the railroad and hotel business. Originally he intended to make the Ancient City the point of destination for his railroad and convert that small city into the "Newport of the South." Soon, however, Flagler began extending his railway southward along the coast, creating as it proceeded towns and settlements that eventually became the cities that now line Florida's eastern seaboard. Extending southward from Daytona Beach in 1892, the FEC reached what is presently Fort Lauderdale in early 1896. Two months later, the line reached across the New River on its way to Miami, where a pioneer landholder, Julia Tuttle, and others had offered Flagler vast tracts of land if he would bring his railroad into the settlement. Completion of the railroad, linking the populous cities of the central and northeastern coast of the United States to south Florida, opened the most significant chapter in the region's history, a period which a century later continues to unfold.[18]

Henry Flagler did not consider the area presently occupied by Broward County a particularly significant location when he extended his line into south Florida. He was much more interested in Palm Beach and Miami, where he constructed large hotels for winter visitors. Nevertheless, his railroad also brought in farmers and settlers, some of them lured southward by the glowing descriptions of inexpensive homesteads and building lots which Flagler's land companies published, and by the promise of cheap and fertile agricultural acreage. The initial wave of settlers in the mid-1890s came from northern and central Florida and southern Georgia, many of them victims of the "Big Freeze" of 1894-1895, which had destroyed the north Florida citrus industry and ravaged vegetable farms throughout the southeast. In south Florida they indeed found available land for clearing farms upon which they could raise winter vegetables, such as tomatoes, beans, and peppers, as well as citrus fruits, to satisfy the hungry demand of northern urban markets. Flagler's railroad for the first time brought those markets within reach of south Florida's agricultural fields. The cities which today line the FEC tracks in Palm Beach, Broward, and Dade counties almost universally began as agricultural communities at the turn of the century.[19]

Land Reclamation

Land reclamation, the name given a state-sponsored program to drain the wetlands, played a critical part in the development of south Florida. The idea had floated about since

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[18]Dudley Johnson, "The Railroads of Florida, 1865-1900," Ph.D. diss., Florida State University, 1965, 197-200; Edward Akin, *Flagler: Rockefeller Partner & Florida Baron* (Kent, 1988), 145; George Pettengill, "The Story of the Florida Railroads, 1834-1903," *Railway and Locomotive Historical Society* 86 (July 1952), 105-06; Paige, 198, 342; George, "Oakland Park."

[19]Philip Weidling and August Burghard, *Checkered Sunshine* (Gainesville, 1966), 19; Merlin G. Cox and J. E. Dovell, *Florida from Secession to Space Age* (St. Petersburg, 1974), 96-97.

the mid-nineteenth century, after the Congress in 1850 enacted a law awarding the states wetland areas. Florida received ten million acres under the act and shortly thereafter created administrative machinery to implement sale of the land. In 1882, Hamilton Disston, a wealthy Philadelphia sawmaker who spent his vacations in Florida, purchased four million acres at twenty-five cents an acre and began draining swampland. Farming communities sprouted on the "reclaimed" land, which supported growth of a variety of fruits and vegetables. Disston ran into financial difficulty, but proved the technical feasibility of the idea. A decade later, in 1904, Governor William S. Jennings announced that "his first and chief duty in handling (these lands) was to have them drained and reclaimed."[20]

Jennings's successor, Napoleon Bonaparte Broward, sponsored land reclamation as a progressive reform measure during his term as governor (1905-1909). He believed that the Everglades contained the richest soil in the world and that by converting the swamp into farmland, Florida might become the world's breadbasket. The state legislature gave his program strong support and under state auspices in 1906 work began. Although technological and financial problems bedeviled the state's reclamation program, the work continued until the mid-1920s. In the meantime, Everglades reclamation dramatically changed the face of southeast Florida, producing west of the Intracoastal waterway cultivatable land from muck or swampland. The usefulness of the program remains questionable, however; the soil in the eastern portions of the county became drier and less productive, while the reclaimed land to the west remained subject to the vagaries of rainfall and water supply. Flooding became a recurrent problem.[21]

Initial Settlement

Hallandale began as an agricultural settlement. In return for constructing a rail line through the previously unsettled region, the state awarded Flagler's company large tracts of public lands beside the railroad (and in some cases distant from it), which Flagler thereupon sold in order to finance his project. Flagler promoted and executed sale of the lands through his own land companies and through local agents. His principal land agent was James E. Ingraham, who maintained his residence in St. Augustine while directing land sales throughout east Florida.[22]

According to oral testimony from Hallandale pioneer Carl Ericsson, Ingraham himself was responsible for the initial sale of land and settlement in the Hallandale region. By Ericsson's version, Ingraham encouraged a Swedish minister's son, Luther Halland, to promote a Swedish settlement in south Florida, one that would be comparable to a Danish settlement in the Fort Lauderdale neighborhood. Ethnic settlements were not unusual at the time. The east coast of Florida is sprinkled with towns and cities originally populated

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[20]Tebeau, *Florida*, 346; Samuel Proctor, *Napoleon Bonaparte Broward, Florida's Fighting Progressive* (Gainesville, 1950), 216-17.

[21]Myrtle English, "Hallandale - Premier Vegetable Section," *Broward Legacy* 8 (Winter-Spring 1985), 8.

[22]Tebeau, *Florida*, 284; Akin, *Rockefeller*, 164-65.

by settlers of a particular nationality. Halland accepted the suggestion and undertook to promote a settlement in the area that is now Hallandale.[23]

It was not a minister's son, but the minister himself, the Rev. Bengt Magnus Halland of Burlington, Iowa, who promoted the community. Halland had successfully organized "colonies" for Swedish immigrants along rail lines in the midwest. The original contact with Halland was undoubtedly made not by Ingraham, but by Olof Zetterlund. Born Olof Johnson, on December 17, 1858, in Sweden, Zetterlund, who took the name of a stepfather, arrived in the United States about 1880, settling in New York. By the mid-1890s he had become involved in real estate promotion, apparently successfully, since he subsequently was able to purchase sizable tracts of land in south Florida. If Ingraham invited either of those two to encourage settlement in south Florida, logic suggests Zetterlund, who as a New York land agent would have been an obvious contact for real estate promotion. Zetterlund often traveled to the midwest, where Halland lived, probably met him there and stimulated Halland's interest in south Florida. At all events, by 1897 the pair had embarked upon efforts to persuade Swedish immigrants to move to south Florida. A surviving handbill from the time (1897), printed in Swedish and distributed aboard a Clyde Line steamer out of New York, advertised the sale of large tracts of land for growing fruits at inexpensive cost. The flyer also traded upon the fears aroused by the recent great freeze, proclaiming the Hallandale area safe from the frosts that had ruined the fruit crops in northern Florida.[24]

The origin of the name given the community appears self-evident, though some sources have misattributed it to the country of Holland. On June 2, 1897 the United State Post Office authorized establishment of a branch at the fledgling settlement, then officially unnamed, although, as we shall note, it was already called "Halland." The Post Office gave it the name of its principle promoter, the Rev. Halland, but may have added the suffix "dale" to Halland's name to prevent confusion with a town by the name of Holland on the west coast of Florida. Halland was named postmaster, but in fact Charles Ericsson first actively served in that position, which he held until 1907.[25]

Correspondence between Ingraham, George F. Miles, president of the Florida Coast Line Canal and Transportation Company, and A.P. Sawyer, president of the Boston and Florida Company, land developers, reveals that as early as September 1896 the name Halland had been attached to the community. Miles, whose St. Augustine-based company had been engaged to construct roads and canals in the proposed Broward County settlements, also apparently participated in real estate sales and promotion. By September 1896 two "reservations" of lands for "Scandinavian colonies" had been created south of the

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[23]William McGoun, *Hallandale*, (Hallandale, 1976), 6; information about Halland may be found in a 1970 Stanton, Iowa Centennial history. According to oral sources, Ingraham was married to Halland's sister, which supposedly led to his making contact with Halland to develop a settlement scheme. Ingraham was not married to Halland's sister; his wife's maiden name was Maria Elizabeth Baker (Interview with Isabella Heard, the granddaughter of James Ingraham, May 23, 1992).

[24]McGoun, 6; *Hollywood Sun Tatler*, May 10, 1977.

[25]Alford G. Bradbury and E. Story Hallock, "A Chronology of Florida Post Offices," Unpublished mss., 1962; English, 26.

New River in Fort Lauderdale. Ingraham visited the "colonies" at Linton, Boynton, Modelo, and Halland in October 1896 and reported them well established, with people "coming in daily."[26]

As of November 24, 1896, no land sales had occurred at the Halland colony, because the FEC was awaiting completion of the land survey and construction of a drainage system. A town site in Section 27 had been selected, however, centered at the present intersection of Hallandale Beach Boulevard and the Dixie Highway. In January 1897, Ingraham was still awaiting applications for land purchases from the "Halland people," a reference either to prospects for that colony or to buyers actually associated with Halland, although no reference to Halland himself appears in the correspondence found in the A.P. Sawyer papers.[27]

In February 1897, Zetterlund was attempting to promote land sales. An excursion by rail from Brooklyn, New York had been arranged. The first purchasers of lots and acreage in Halland included Nellie Gieges, of whom more shall be told, F. Jacobson, a minister from Brooklyn, and the Swedish Evangelist Lutheran Bethlehem Church in Brooklyn. In August 1897 Ingraham sent Miles contracts for sales to seven individuals. Two months later Ingraham reported that 600 acres had been sold at Halland in ten-acre lots. One hundred tickets had been issued for an excursion from Jameston, Ohio to Halland.[28]

In the summer of 1897, J.A. Bostrom of Ormond Beach traveled to Sweden at the employment of the FEC to encourage immigration to Modelo, Halland, and White City, another proposed "Scandinavian colony," located in what is now St. Lucie County at a site south of Fort Pierce. Bostrom's efforts succeeded "beyond expectation," wrote Ingraham, despite the strenuous opposition of Swedish authorities, who apparently objected to the attempts of Americans to promote emigration of Swedish citizens.[29]

Halland, of whom we find scant contemporary documentation, reportedly did not remain long in the community named for him and which he helped to found. He established a trading store, which may have remained in business for more than a decade, but Halland himself left the community sometime in 1898. By that time a number of settlers had arrived and begun to farm. The first of them probably included Alvern Andrean, Charles Ericsson, and the Gieges family. Andrean, born in Sweden, emigrated to the United States in 1893 at the age of 26. An 1898 newspaper account of agriculture in Hallandale reported that Andrean, a truck farmer, had five acres planted in tomatoes, already the crop of choice for

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[26]George F. Miles to A.P. Sawyer, September 9, 1896, A.P. Sawyer Papers, Florida State Archives (hereafter referred to as Sawyer Papers); Miles to Wallace Moses, September 24, 1896, Sawyer Papers; Ingraham to Miles, October 27, 1896, Sawyer Papers. This author is particularly grateful to Rodney Dillon at the Broward Historical Commission and Dr. Joe Knetsch, historian with the Florida Department of Natural Resources, for providing copies of the correspondence from the Sawyer papers.

[27]Ingraham to Miles, November 24, 1896 and Miles to Sawyer, January 28, 1897, Sawyer Papers.

[28]F. Jacobson to Ingraham, February 2, 1897 and Ingraham to Miles, August 2, 1897, Sawyer Papers.

[29]Ingraham to Miles, December 14, 1897, Sawyer Papers.

commercial farm production in the Hallandale vicinity. Andrean's death in 1912 was recorded in the *Miami Metropolis*.[30]

Carl "Charles" Ericsson, born in Sweden in 1864, emigrated to the United States in 1885 and settled in the Sanford, Florida vicinity, where he cultivated citrus. The Great Freeze of 1895-96 destroyed his grove and drove him from the state. He returned in 1898 to settle in Hallandale, establishing a homestead at a site near the present-day Hallandale Post Office. Ericsson farmed ten acres on the Hallandale Beach Road and an additional twenty acres on Pembroke Road. He also served as postmaster from 1898 to 1907. One of Ericsson's sons, E. Victor, occupied a familiar place in local government and business affairs for many decades.[31]

A widow of Swedish birth, Nellie Gieges, according to J.E. Ingraham the first person to actually purchase land in the Halland settlement, moved to Hallandale from New York with two sons and a daughter in 1897. She initially managed a frame rooming house which the land company had constructed as temporary quarters for settlers. The Gieges Building, constructed in 1925 on the site, the northwest corner of Hallandale Beach Boulevard and Dixie Highway, is now a community landmark. Although the Gieges children were less than twenty years of age at the time, the family also began farming and eventually became one of the largest growers in the area, establishing its own packing house.[32]

F. E. Rogero, a native of St. Augustine, Florida and descendant of the settlers who accompanied the ill-fated 1767 expedition that colonized New Smyrna, moved to Hallandale before the turn of the century, at age 46 much older than most new settlers. Owner of a family name familiar in St. Augustine, Rogero, like other farmers in the area, began producing tomatoes. He eventually set up a local saw mill. The Rogero family house, a two-story frame vernacular building, remained standing along the Dixie Highway until the 1970s, when it fell into disrepair and was demolished.[33]

J. W. Moffitt migrated to Hallandale from Philadelphia in 1900 at the age of 27. A native of Ireland, educated in Scotland, Moffitt had previously worked for the American Stores Company before the lure of profits in the truck farm industry drew him to south Florida. He continued to maintain a residence in Philadelphia while engaged in his Hallandale business. A son of Moffitt's, J.W. Moffitt, Jr., was born there in 1910 and brought to Florida at the age of one month. Moffitt, Sr. became a prominent figure in town politics and business. He operated a packing house and managed production of tomatoes from different fields throughout the area. In May 1927 Moffitt carried to Tallahassee the local appeal for state legislative approval of the town's incorporation, and he subsequently

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[30]"Hallandale, Florida," Unpublished Mss., Broward County Historical Museum; United States Census Office, Thirteenth Census, 1910, *Population Schedules,* Dade County, Florida; "First Families of Broward," Broward County Historical Museum. Andrean's name also appears as Andren in documents.

[31]"First Families of Broward"; 1910 Census; McGoun, 8, 17, 70.

[32]1910 Census; "Hallandale, Florida"; McGoun, 7-8, 18, 109.

[33]1910 Census; *Miami Herald,* January 27, 1974.

served on the first Town Council. He established during that same decade a real estate firm which continues in business in the last years of the century, and, among other business interests, acquired a steam laundry, which operated under the Moffitt name. The residence which Moffitt constructed in 1906 along what is now the Dixie Highway, one block north of City Hall, remains extant in the 1990s, one of the city's landmark buildings.[34]

Hallandale at the Turn of the Century

The difficulty in establishing at this date the tract boundaries for the 1900 Census prohibits a determination of the precise number of people residing in Hallandale at the turn of the century. One census analysis suggests that about twelve families had set up homesteads in the vicinity. Seven of the families were Swedish, two English, and three Black. The small number of residents in the area, dispersed throughout some six to eight square miles of territory west of the Intracoastal Waterway, hardly qualifies as a community. The post office and Halland's trading post undoubtedly constituted the only identifiable non-residential or farm institutions in Hallandale, and the post office was located in Charles Ericsson's home.[35]

Many residents in a broad area surrounding the post office in Hallandale probably listed it as an address, further confounding efforts to identify early residents within what are now the recognized city limits. In the 1898-1902 period, numerous people declaring a Hallandale address filed claims for land in Township 51 South, Range 41 East, immediately west of the township within which Hallandale is situated. Their names, contained in a state land agent's report, included N.C. Pike, J.E. Mosley, C.W. Brown, N.A. Carlson, A. Andrain (sic), A.L. Bryan, Oscar Anderson, N.C. Bryan, W.Q. Bryan, J.R. Charlton, C.M. Howell, J.H. Johnson, John T. Wofford, J.W. Wofford, Edwin Anderson, John Anderson, Charles Errickson (sic), and George E. Galloway. To gain possession of the land under state law, the claimant had to establish residence on the parcel, limited to 160 acres or less, or improve it. Residents of Hallandale listed in the 1910 census whose claims to western lands were eventually validated included H.F. Ingalls, the wife of C.E. Ingalls, N.C. Bryan, J.H. Johnson, and J.T. and J.W. Wofford.[36]

A reporter for the *Miami Metropolis* made a visit throughout the agricultural region north of Miami in late 1898 to inspect the farms. In a resulting article, he described twenty-one farms on "Halland Prairie," listing the owner, the number of acres under cultivation, and the crops produced on the farm. The largest farms were ascribed to Charles Anderson,

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[34]1910 Census; Joshua W. Moffitt, Jr. and Joslyn Perkins, interviewed by William R. Adams, January 28, 1992; *Greater Hollywood City Directory*, 1926, copy at the Fort Lauderdale Historical Society; communication from Betty Jo Moffitt Patterson, May 1992.

[35]"Hallandale, Florida." The people residing in the Hallandale area are found in the Lemon City Precinct 3 of Dade County in the 1900 census. That precinct evidently included a sprawling area, judged by the names that appear in it. United States Census Office, Twelfth Census, 1900, *Population Schedules*, Dade County, Florida.

[36]Paul S. George and Joe Knetsch, "To Settle the Land," *Broward Legacy* (Summer/Fall 1990), 27-30; 1910 Census.

forty-four acres, and William Norton, twenty acres, all in tomatoes. The farm of Mosely and Hillyard had in production ten acres in peppers, one in eggplant, one in beans, four in potatoes, and four in cucumbers and squash. Recognizable names in the report included S. Sjostrom and J. T. Wofford, who eventually became packing house operators, and the Gieges brothers. Charles Anderson, from Alabama, twenty-seven years old in 1898 and married to a woman born in Sweden, was listed in the 1910 census as renting the land he farmed.[37]

The identity of the Black families who inhabited the area is unclear. Equally uncertain is whether any of them farmed as a freeholder of land or as a sharecropper or whether all worked as field hands for white farmers in the area. The three were soon joined by many others, and by 1902 a sizeable enough community of Blacks lived in the area to warrant an observation in the *Miami Metropolis* that as a group they held church services and prayer meetings on a weekly schedule. Some early Black settlers were Bahamians, who made their way to Hallandale through Miami. One early identifiable Black settler in Hallandale who became a familiar figure in the community was Peter Timmons, a native of Live Oak, Florida, who migrated southward in 1905. Timmons initially gained employment as a sharecropper, renting acreage from landowners whom he paid with a portion of the harvest. He acquired a team of plow mules and contracted for field work with farmers. By the 1920s, Timmons had branched out in the contract business, purchasing a truck and arranging work forces for construction projects throughout the area, even as far south as Miami Beach.[38]

By 1910, more than a third of Hallandale's residents were Black, 90 of the 240 people counted in the precinct identified as the community in the census of that year. About one-fifth of their number had immigrated from the West Indies, probably the Bahamas, the remainder from north Florida, Georgia, and the Carolinas. Blacks migrated to Hallandale for the same reason as whites, seeking improved economic opportunity in the truck farming industry, with which they had great familiarity. Blacks had also another reason at the time to leave their communities in the north part of Florida and other southern states. The failure of Reconstruction had degenerated by the 1890s to a time of active and often violent attempts to disenfranchise the Black voter and to strip from Blacks the rights of citizenship they had assumed to have won in the post-Civil War period. Hallandale, like the rest of south Florida, may have appealed to them as an unpopulated region without the harsh traditions of discrimination found in long established communities.[39]

In the very early years of the century, barely half a decade from the time the first settlers had arrived in the area, Hallandale had become a recognized center for the production of truck farm produce, particularly tomatoes. Agricultural tracts ranged in size from five to twenty acres. The two largest planters in 1902, Tatem Wofford and McLean & Ransom, shipped on average 350 crates daily and three carload lots on a weekly basis.

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[37] "Among the Farmers," *Broward Legacy* (Summer/Fall 1986), 34.

[38] *Miami Metropolis*, April 18, 1902; McGoun, 126-127; Virdretha Timmons Eaton, interview by William R. Adams, January 29, 1992; communication from Angie Glass, May 1992.

[39] 1910 Census.

Produce was shipped to markets throughout the eastern seaboard. Rail communications permitted export even to midwestern cities, such as Chicago. The largest contractor for hauling and shipping, T. H. Barlow of Orlando, employed twenty men at the task in Hallandale. A grower himself, Barlow also operated a packing house. Having tested the business waters, many farmers planned to settle permanently in Hallandale. Residential and commercial construction was sufficiently extensive by 1902 to warrant establishment of a local saw mill.[40]

Emergence of the Community, 1900-1920

In March 1898, the Boston and Florida Atlantic Land Company and the Flagler interests filed with Dade County the first plat creating a subdivision within the present limits of Hallandale. The survey platted small lots in an area that reached from Northwest Third Street to Southwest Third Street and from the railroad westward to Sixth Avenue. Approximately three square miles of additional land, east and south of the small lots, was blocked off in ten-acre tracts. Purchase of a ten-acre tract included a free lot within the "town," a feature which Nellie Gieges took advantage of. The community at the century's beginning consisted of the rooming house, a trading store, several packing houses, located on the west side of the railroad tracks, and scattered farm houses. The original railroad depot, probably constructed in 1896, remains standing, though it was cut into two sections, moved one block from its original location, and converted to residential use, sometime before 1942. The two residential apartment units that once formed the FEC's Hallandale depot are located at 102-108 Southwest First Street.[41]

The railroad had introduced reliable communication and brought with it the telegraph. In 1902 the first telephone was installed in Hallandale, at a store operated by J. B. Wofford. Plans for construction of a road linking the community with localities to the south were discussed, as automotive transportation began to assume realistic proportions. In 1902 Dade County undertook construction of a twelve-foot wide rock-surfaced road that ran from Miami to West Palm Beach, completing the work in 1906. A similar road to Dania was completed in 1910. In 1915 the Dixie Highway reached Hallandale. Such developments ended the area's isolation, encouraging immigration of residents to the area and creating a need for community institutions and a commercial infrastructure to serve the growing population.[42]

The first schoolhouse, completed in 1904 and located at the northwest corner of Hallandale Beach Boulevard and Second Avenue, accommodated ten elementary students in its initial year of classes. A hurricane in 1910 destroyed that building. Residents petitioned the Dade County School Board for a new building. When the board pleaded lack of funds to construct one, the residents assumed both the responsibility and the cost of

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[40] *Miami Metropolis,* April 18, November 7, 14, 1902.

[41] Broward County, Office of the Clerk of Court, Filed Plats, Plat B/13; McGoun 7.

[42] *Miami Metropolis,* November 7, 1902.

building a school. The building they constructed remained in use for six years before the Board of Education constructed a two-story schoolhouse on the site of the present City Hall. The 1910 building served as a parish house for the Bethlehem Lutheran Church until 1966 when the church donated it to the residents of Hallandale. It is presently located within the city's engineering compound at 650 Northwest Second Street.[43]

Secondary school students had to travel to either Dania or Fort Lauderdale for high school classes. Initially they traveled by train, before bus service was introduced in the 1920s. Black children, forced to attend segregated schools, fared worse. The Methodist Church provided space and instruction for Black children until 1916, when the Dade County Board of Education constructed the first elementary school for Blacks in Hallandale. The building, named the B.F. James Elementary School, was located at Northwest Second Avenue and Ninth Street. Distance prohibited Black children seeking a high school education from commuting to the nearest available schools in Melbourne and Miami. Until the 1930s, when busing for secondary students to a Black high school in Fort Lauderdale was initially offered, they were forced to transfer to another community on a permanent or semi-permanent basis.[44]

The 1910 census counted 240 people in the Hallandale precinct, residing in seventy-one households. Only ten members of the community listed Sweden as their place of birth, suggesting that the Scandinavian origins of the community had become subsumed by settlers from various parts of the United States. Florida and Georgia contributed the greatest number of residents to the community. Others came from a scattering of states throughout principally the southeastern part of the country. The census reveals an almost exclusive economic dependence upon the truck farm industry. Few occupations other than truck farming or employment in a packing house appear. Four storekeepers, four carpenters, a railroad agent, a mechanic, and two laundry workers were recorded, but none associated with another business or industry.[45]

The community contained some seventy-five buildings in 1914. Nearly all of them consisted of residences or buildings associated with the truck farm industry. Non-residential or farming buildings included three churches, a school, one general store, and two grocery stores. The buildings and the population were located on 2,500 acres of marl land, which residents at the time divided into two sections: the "Front" or "East Prairie," consisting of the land between the rail line and the Intracoastal Waterway, and the "West Prairie," the remaining part west of the railroad. About 1,400 acres of land was under cultivation in the two sections.[46]

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[43]Florida Department of State, Master Site File, File 8Bd192; Although altered and no longer used as a schoolhouse, the building is probably the oldest surviving structure in Broward County originally associated with an educational use. Communication with Betty Jo Moffitt Patterson, May 1992.

[44]Eaton.

[45]1910 Census.

[46]English, 26.

The packing houses extended along the rail line. As many as fourteen such buildings lined the west side of the tracks. The North American Fruit Company owned three of the houses; other packing house operators, as listed in the *Miami Metropolis*, included J.B. Wofert (Wofford?) & Company, H.A. Barnett, Wigby, Geiges Bros., W.H. Strickland, C. Curci, Ed Johnson, Wilkins & Yeagle, Tatem Wofford, E. Somers, E. Engers, and L. Schomburger & Burks. On the East Prairie, the North American Fruit Company. probably the largest grower in the community, had 300 acres in tomatoes. L.H.O. Sjostrom, an early settler, managed the company's activities in Hallandale. The major growers on the East Prairie included J.B. Moffitt, who had 100 acres in tomatoes; Howard Wilkins, ten acres; and E.V. Palmquist, twenty-one acres. The farms on the west prairie were evidently smaller in scale, consisting of plots no greater than twenty acres in size, though Anderson planted fifty acres in tomatoes in 1914. Two of the packing houses remain standing, though both have been highly altered and one of them moved. The Schoenberger Packing House, constructed in 1912, stands at 112 Southeast Third Street, although that address may not have been its original location. The building has been intensively renovated in conversion to residential use, but probably retains its original configuration. A second extant packing house, found in the 100 block of Northeast First Avenue, lost virtually all of its original appearance amid the alterations it has experienced.[47]

Growing, packing, and shipping tomatoes was a large industry in Hallandale by World War One. By 1914, over 400,000 crates were annually shipped from the area. During World War One, agricultural prices, in relation to other goods, escalated to the highest levels in the nation's history. In the first year of the European war, Hallandale farmers received $2.25 per crate for tomatoes, perhaps as much as a dollar per crate more than they had received in 1908. Around that time they also increased their production and shipping of other crops, including cucumbers, beans, and grapefruit. The Geiges brothers were considered the largest growers of grapefruit in the area. Their groves were located in the far western part of the area, reaching to what is now Pembroke Park, about two and one-half miles west of the rail line. Like most farmers, they probably enjoyed a healthy economic return during the war years on their economic investment in the land and crops. The experienced undoubtedly colored their outlook on the value of the land as the war ended and a new era began.[48]

Hallandale had grown in population during the first two decades of the century, but it remained an agricultural community in 1918, devoted almost exclusively to the growing and shipping of farm produce, chiefly tomatoes. The town's largest building, the high school, constructed in 1916 on the site of the present-day City Hall, was an imposing two-story structure, cast in an Italian Renaissance design. The residences, for the most part, were occupied by people who owned or managed the vegetable plots or who tilled the fields and picked the crops. The principal concentration of commercial buildings was found along the rail line, consisting of the packing and shipping houses and a depot. John Hart's general store faced the depot from the east side of the tracks. Other commercial buildings were few

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[47] Ibid., 26-27.

[48] Ibid., 26-27; *Hallandale Herald*, April 12, 1921. Prices in 1908 ranged from 90 cents to $1.65 a crate for tomatoes, depending on their grade.

in number, only the small grocery and meat shops and dry goods stores necessary to provide the essential goods for everyday living in the community. Much of that was to change dramatically in the next decade.[49]

The Great Florida Land Boom (1918-1926)

The first half of the 1920s decade witnessed an era of unprecedented development and economic expansion in Florida. It is difficult to exaggerate the proportions of the real estate frenzy that gripped the state or of the physical growth that resulted. Between 1920 and 1930, the state's population rose from 968,470 to 1,468,211. To accommodate the speculative demand for a piece of Florida real estate, developers hastily acquired hitherto unplatted tracts of land, subdivided them, and began offering the lots for sale in markets throughout the United States. Although the land boom had its genesis in south Florida, particularly Miami, no part of the state escaped its effects. In virtually every city and town, new subdivisions were platted and lots sold and resold in short order, the price escalating with each sale. Buyers descended on south Florida in droves. Twenty thousand people were estimated to be arriving in Florida daily in December, 1924, as the boom reached its height. That fall, the State Legislature issued an open invitation to wealthy investors with approval of a constitutional amendment prohibiting either an income tax or an inheritance tax. The resulting capital influx further inflated an already overblown real estate bubble.[50]

Transportation networks were expanded, making travel easier both to and within the state. By 1927, approximately 6,000 miles of railroad track had been constructed. The State Road Department had paved 1,600 miles of roadway by 1928. Many communities sponsored road construction programs in conjunction with the state government. The automobile, introduced early in the century, became an instrument of common use after World War One and began to exert fundamental changes in the social and physical fabric of the country. It soon supplanted the railroad as the vehicle of choice for traveling to south Florida. Typically, only relatively affluent travelers had used the railroad as a common means of traveling to and from the state. Automobile access to Florida became possible in the 1920s with construction of highways linking the states, and middle-class tourists began to treat Florida as a summertime destination. Construction of U.S. Highway 1 in Florida began in 1920. Largely completed by 1927, U.S. 1 incorporated much of the earlier Dixie Highway into its design.[51]

Change came to Hallandale after the war, although not precisely in the ways experienced in other south Florida communities. Seven plats filed before 1918 within the

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[49] *Hallandale Herald*, April 12, 1921.

[50] Tebeau, 378-92; Sebring *Highlands American*, March 3, 1925. Florida Department of State, *Florida, An Advancing State, 1907-1927* (Tallahassee, 1928), 104, 266, 317.

[51] Gary Mormino, "Roadsides and Broadsides: A History of Florida Tourism," Unpub. mss., University of South Florida, 1987, 7-12; Florida Department of State, "Sectional Map of Florida," (Tallahassee, 1925); Baynard Kendrick, *Florida Trails to Turnpikes, 1914-1964* (Gainesville, 1964), end pages, 42, 66; "The Dixie Highway," *Broward Legacy*, (Winter/Spring 1990), 36.

boundaries of the present-day community are recorded in the Broward County records. In the subsequent eight years, at least thirty-three plats were filed. Despite the apparently ambitious designs to populate Hallandale with residential houses, comparatively little actual development occurred. Vegetable growers may have hesitated to break up the relatively large agricultural tracts they had successfully cultivated in the preceding two decades. Moreover, the success of many farms probably priced the land comprising them out of the residential development market. Vacant, unused, and cheaper land was available elsewhere, and at the start of the Boom, Hallandale's agricultural landowners were not aware of the problems their industry was to experience in the coming decade.[52]

Land for the taking was available immediately north of Hallandale. In 1920, a real estate promoter from Indianapolis, Joseph Young, selected a one-square mile tract of land just above the recognized limits of Hallandale to create a new city. Like many other promoters at the time, Young seized upon America's newly aroused fascination with Florida as a land of beaches, perpetual sunshine, and opportunity. He called his projected development Hollywood By-the-Sea, after the California city he had once inhabited. Operations began in early 1921 with a survey and layout of the proposed city. Young set up a real estate headquarters in Miami. He pioneered in the techniques of land sales promotion used throughout the Great Boom: free transportation and meals offered to prospective buyers, accompanied by bands, orchestras, and Chautauqua speakers. The selling of Florida real estate became an entertainment event.[53]

Young's business organization, the Hollywood Land and Water Company, purchased 4,723 acres on the mainland for development and acquired an additional 563 acres of beachfront property soon after. Work started with clearing of the land, and in late 1922, construction of the first three buildings, a garage, administration building, and hotel began, all of them company properties. Private individuals soon began to purchase property near the company complex as a location for commercial buildings. By September 1923, some 2,500 acres were under development, most of it in residential property. Young's ambitious plans included development of a world seaport at Lake Mabel. Tour buses brought in visitors from as far away as Atlanta. An estimated 100,000 people visited the prospective city in 1922. Many bought land and by 1925, the population of Hollywood had, by one count, escalated to some 30,000 inhabitants. If accurate, that number made it the largest city in Broward County.[54]

Hallandale was neither unheedful or unaffected by the mushrooming development north of it. Attempts were made to import the Boom southward. Young himself purchased

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[52]Broward County, Clerk of Court Records, Plats on File.

[53]The definitive history of the Great Florida Boom remains to be written. See David Nolan, *Fifty Feet in Paradise* (New York, 1984), passim; and Virginia Elliott TenEick, *History of Hollywood* (Port Salerno, Florida, 1966), xi-xxiii. The Chautauqua movement, begun in 1874, became in the next fifty years an effective program of public education, featuring prominent lecturers who traveled from place to place.

[54]TenEick, 119; Stuart McIver, Fort Lauderdale and Broward County (Woodland Hills, California), 77; The itinerant character of resident populations in south Florida during the Boom years render any such figures suspect. Young was not above making inflated claims to boast the success of his development.

forty-five acres of land from Charles Ericsson. J.W. Moffitt established a real estate brokerage firm. Other landowners subdivided tracts they owned and encouraged small-scale residential development. Some development in the tradition of the Boom did occur in Hallandale, but it remained relatively small in measure. The Atlantic Shores company, in concert with the Moffitt real estate interests, planned a development immediately east of the Federal Highway, several blocks north of Hallandale Beach Boulevard. A handful of Mediterranean Revival style houses that were consequently built and sold at the time remain standing in that area, Hallandale's most concentrated architectural legacy of the Great Boom.[55]

Building styles reflecting a Spanish or Mediterranean architectural flavor became widely popular in Florida during the Great Boom. The reasons vary. Developers consciously sought to capitalize on the state's Spanish heritage. The physical features common to architecture from the Mediterranean Basin proved adaptable to Florida's climate and environment. Finally, several recent national architectural expositions had aroused interest in the traditions of Spain and early Spanish Colonial America. Throughout Hallandale are a number of buildings, principally residences, that reveal use of a Mediterranean theme in their construction. Two commercial examples of the style include the Gieges Building (now considerably altered), located at the northwest corner of Dixie Highway and Hallandale Beach Boulevard; and the Schwartz Building, 420 South Dixie Highway, also constructed in 1925.

In addition to the small residences in the Atlantic Shores Subdivision, other Mediterranean Revival houses may be found scattered throughout the city. An elegant two-story residential example is located at 34 Southwest Eighth Street, constructed in 1926 by John Thompson, a winter resident from Chicago, who then chose at once to sell the property. The most significant residence from the period may be the Curci House, at 324 Southwest Second Avenue. The building was designed in the style of an Italian Renaissance Villa, revealed by the Romanesque arches along the front facade that suggest an Italian loggia and the balustrade atop a full story balcony. Frank A. Curci, an important figure in Hallandale, arrived in 1905 with his wife and three children. Seven more children were eventually born to the union of Frank and Rosa Curci. A native of France, the son of a prosperous merchant, Curci moved to Hallandale from Key West, where he had operated a grocery store. He purchased ten acres of land, began growing tomatoes, and soon constructed a packing house. Curci prospered and took an active part in community affairs. The Curci residence, immediately west of City Hall, one of the city's important legacies of the 1920s, is a local landmark.[56]

Hallandale's commercial sector expanded considerably during the 1920s, as service businesses developed to accommodate the town's growing population as well as the burgeoning community of Hollywood north of it. Real estate firms dominated the list of commercial establishments. As many as four of them were situated in Hallandale. Several combined dry goods and grocery stores with Hallandale addresses placed advertisements in the Greater Hollywood City Directory, along with two drug stores, which also offered a

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[55]McGoun, 17; Broward County Plats, 10/40; Moffitt.

[56]1910 Census; *Hallandale Digest*, December 9, 1982; Moffitt.

variety of other goods. The town contained a builder's supply, a meat and grocery store, an automotive garage, a steam laundry, and three churches. There were surely other commercial establishments that did not advertise in the directory and churches which the directory did not list, specifically those in what had evolved as the Black community.[57]

The decade of the 1920s witnessed a change in the economic composition of the Black community of Hallandale. Before 1920, Blacks had migrated to the area to establish farms of their own, to rent fields for tillage as sharecroppers, or to hire their services as farmworkers. They were consequently dispersed geographically throughout the community, since their farm work did not permit concentration of activity or of households. Jim Johnson tilled fields in the remote southwestern part Hallandale, one of the few farmers in that area in the early part of the century.[58]

In the 1920s Blacks began to enter the community in search of non-agricultural work. The growing prosperity of the community enabled some white residents to employ domestic help. Construction activity in surrounding communities and in Hallandale itself opened opportunity for employment of Blacks as laborers or trades workers. The lumber industry offered jobs for Blacks. Peter Timmons, as we noted, assembled crews to work in clearing land for roads and development from Hollywood to Miami Beach. Such circumstance meant that Blacks had to occupy households which were not associated with farmsteads they tilled or were employed at. Hallandale, despite its ethnic origins, was a southern town and accordingly segregated. Blacks were therefore increasingly forced to establish residences and living quarters in a concentrated part of the town and to develop a commercial infrastructure of their own. Within the northwest quadrant of the town, the blocks reaching west from the Dixie Highway to Northwest Seventh Street consequently became the Black section. The City Cemetery was considered the outskirts of what was called "Colored Town" from the 1920s into modern times.[59]

One small area in the Northwest Quadrant became referred to as "Peppertown." A Miami minister, the Rev. Maddox, attempted in 1926 to create a development in the neighborhood between Third Avenue and Fourth Avenue near Foster Road, which he called "Maddox Quarters." No filed plat of the area appears in the Broward County records, although residents continued to refer to that area as Peppertown until the 1940s. The Town Minutes for 1928 contain mention of the area by that name. Many Blacks constructed residences in the Northwest Quadrant in the 1920s and 1930s. A common means of financing construction of their homes was to obtain a mortgage from the lumber company that supplied the building materials. One resident recalls her parents paying a lumber company a monthly mortgage fee of $9.00[60]

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[57] *Greater Hollywood City Directory,* 1926-27, copy in the Fort Lauderdale Historical Society.

[58] Eaton; Iva Wallace, interview by William R. Adams, January 28, 1992.

[59] Ibid; The Minutes of the Town of Hallandale reveal the attempts of the Town Council to grapple with the issue. See the minutes for April 3, 1928.

[60] Eaton; Town Minutes.

Life within Colored Town often reflected the subsistence economic levels of many of its inhabitants, but it also exhibited a vibrant side. Residential housing was invariably vernacular, the houses built of pine wood, with a living room, bedrooms, and a kitchen contained within either a square or rectangular floor plan. Few boasted indoor plumbing in the 1920s, like the dwellings of poor to moderate income families elsewhere at the time. Many residents employed a barter economy for goods and services. Farmers traded fresh vegetables for seafood or dry goods. Black-owned businesses that developed in Colored Town and persisted into the 1940s included John Cooper's Market, Marlene Gates's Sundry and Drugs, Peter Timmons's Grocery, Olga Cooper's Beauty Salon, the Blue Moon Restaurant, a barber shop, gas station, and a rooming house. A movie theater provided entertainment. In the 1950s the Palms Night Club and Bar became linked to the "Chittlin Circuit," which brought to the city some of the nation's finest Black entertainers, including Jackie Wilson, James Brown, the Drifters, and Sam Cooke, among others.[61]

The agricultural component of the local economy declined throughout the 1920s, in relative and absolute terms, inducing physical change throughout the community. The rewarding prices which farmers had received for their vegetables during the World War One era fell dramatically after the conflict, as agriculture entered a lengthy period of depressed prices. The production and shipment of tomatoes dropped precipitously. Experimentation with the marketing of other vegetable crops also declined. Low prices undoubtedly provided the principal reason for that event, but other factors were also at work. The soil may have begun to exhaust itself, a victim of the concentration upon one crop for over two decades. Reclamation of swampland had begun to work its toll, manifesting itself in reduced natural moisture capabilities of the soil. Other parts of southeastern Florida, less intensively cultivated, probably offered more productive land. By the end of the decade, agricultural production in the Hallandale area hardly sustained more than a few packing houses.[62]

Experiencing decline in their traditional means of livelihood and witnessing an explosion of activity in real estate development around them, some landowners and residents began looking toward other avenues of activity. Fascinated by the growth in Hollywood, adjoining the borders of Hallandale, they asked on January 15, 1926 to be annexed into the northern city. The petition for annexation, signed by a majority of property owners in Hallandale, was presented to the Hollywood City Commission less than two months after the latter was chartered. Hollywood approved the petition and absorbed its southern neighbor. The merger of the two communities proved ill-fated. The Great Florida Boom and Hollywood's good fortune had about run their course.[63]

The air began to seep out of the speculative real estate bubble in 1925. Bank deposits fell sharply in that year as national attention was increasingly focused upon the speculative excesses occurring in Florida. Bankers and businessmen throughout the country

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[61] Angie Glass, interview by William Adams, January 28, 1992.

[62] Moffitt.

[63] TenEick, 251.

run that night. A large horse race track, Gulfstream, was constructed in the late 1930s and briefly opened in 1939. Unsuccessful at first, it closed for five years until new management provided an infusion of cash which the track required to sustain operations. The principal effect of these events upon the people of Hallandale lie in limited economic opportunity and occasional crowds of visitors.[65]

That was particularly true of the casino gambling era, a strange interlude in the history of Hallandale and Broward County. Like many other social phenomena of the post-World War One period, open gambling apparently resulted from prohibition. The illegal sale of liquor, or "bootlegging," generated huge profits for a growing underworld class. In company with other Americans at the time, the noveaux riche "gangsters" adopted south Florida as a second or vacation home. Their number included the notorious Al Capone, who at one time ran the Hollywood Country Club, and Meyer Lansky, a resident of Hallandale, who with his brother Jake operated the Colonial Inn, built by the Frank Costello syndicate, next to the Gulfstream Park on Federal Highway. Local lawmen, politicians, and residents tolerated the casinos as a source of jobs and money during difficult economic times. Moreover, gambling, whether in casinos or at the track, was expected to contribute to the development of south Florida's tourist and entertainment industry. Casino gambling endured, sometimes fitfully, until the 1950s, when Senator Estes Kefauver of Tennessee, a presidential candidate, brought his Senate Crime Investigating Committee to Miami. Kefauver presided over highly publicized open and televised hearings on the issue of crime in south Florida, one of the first instances in the use of television for such purposes. The ensuing public outcry inspired by the hearings forced an end to the illegal activity.[66]

Building did occur during the Depression Era, particularly as the New Deal programs began to take effect. Federal mortgage loan assistance programs enabled some residential housing to occur after 1934. A Federal Savings and Loan Bank was set up in Hollywood that year, encouraging local construction. In the public sector, federal relief programs designed to stimulate employment, particularly the Works Progress Administration (WPA), resulted in construction of governmental related buildings. Municipal government, conducted from the time of incorporation in a white frame building at 124 Northwest Ninth Street, moved in 1941 to new quarters at its present site, 308 South Dixie Highway, replacing a two-story school building that once stood there. A jail was constructed at the same time.[67]

The historic period, considered to end at the close of World War Two, does not encompass the truly great transformations which the City of Hallandale has experienced. In a physical sense, the city grew relatively little in the century's first four decades. An aerial photograph of Hallandale made in 1942 reveals a still largely rural community, containing a few pockets of buildings surrounded by vacant fields, presumably devoted to

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[65] McGoun, 25-26; TenEick, 251-252.

[66] McIver, 106-112 and 137; *Hollywood Sun-Tattler*, November 8, 1975.

[67] Unpublished mass., Broward County Historical Museum; Wilma Williams, "Hollywood During the Depression," *Broward Legacy* (Summer/Fall 1981), 28.

farming or simply consisting of cleared but undeveloped lands. The two race tracks provide, obviously, the most conspicuous landmarks, both of them set in the midst of agricultural lands. The most concentrated housing appears in the northwest section of the city, confined to the blocks situated west of Sixth Avenue and north of Foster Road. The expanse of land west and southwest of that part of the northwest quadrant remained entirely vacant.

The southwest quadrant, south of Hallandale Beach Boulevard and west of Dixie Highway, which in 1992 offers a spatially organized and almost fully developed pattern of residential settlement, contained only scattered housing. Buildings in that quadrant, moreover, narrowly bordered those two major city thoroughfares. The developed lots generally ran but two blocks south of Hallandale Beach Boulevard and one block west of Dixie Highway. The big expanse of territory within that quadrant that lies west of Southwest Second Avenue and south of Southwest Third Street was entirely vacant, about half of it taken up by tilled fields and half by cleared though undeveloped ground.

The "East Prairie," those lands east of Dixie Highway, presented only scattered blocks of housing, none of them offering a dense concentration of buildings. In the Northeast Quadrant, the Atlantic Shores subdivision of 1920s houses, three blocks between Northeast Sixth Street, Northeast Fourth Avenue, Northeast Fourth Street and Federal Highway, and an adjoining block on the east side of Federal Highway contained a lonely concentration of buildings in the vicinity of the race track. Scattered housing occurred in the blocks between the Dixie Highway and Federal Highway and south of Northeast Third Street. The only apparent remaining packing houses appeared in that quadrant, situated on the east side of the Dixie Highway, below Northeast Third Street. In this quadrant, as in the other three, Hallandale Beach Boulevard remained largely devoid of commercial development. The lands east of Federal Highway were neatly divided into rectangular plots as far as Northeast Fourteenth Avenue, where even farmland stopped. The Gulfstream Track complex dominates the eastern part of the southeast quadrangle. The track was surrounded on three sides by agricultural fields. West of the track and of Federal Highway, scattered houses appeared in random blocks, the densest pockets of buildings at the junctures of Hallandale Beach Boulevard with both the Dixie Highway and Federal Highway.[68]

The post-1950 experience of Hallandale is similar to that of virtually every other major Florida city: increasing numbers of automobiles and a growing expanse of asphalt, an interstate highway system that cuts through the city, residential sprawl, the gradual erosion of a central core, and strip development along major highways. Perhaps the most striking physical development resulted from construction of a concentrated row of high-rise condominiums and apartments along the waterfront, a major change in state housing patterns. The western fields also filled with buildings, mainly residences on relatively large lots, containing a population that was sparse in relation to the densely occupied eastern or beachfront territory.

A community of agricultural origins whose population grew slowly in its first five decades of existence and whose commercial sector did not develop until well after the close of the historic period in 1945, Hallandale contains relatively few potential historic buildings in relation to its 1992 population of some 40,000 inhabitants. The surviving buildings from

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[68]U.S. Department of Defense Archives, Aerial Photograph (1942).

the historic past consist overwhelmingly of residences. The few non-residential buildings from the period have been altered to one degree or another. So have many of the residences, though some retain their original appearance. They offer the city its only tangible links with its past. Although small in number and scattered in location, the historic buildings deserve attention as the city prepares for even greater changes in the twenty-first century.

ARCHITECTURAL RESOURCES OF HALLANDALE

Physical Setting

The City of Hallandale is located in Broward County, on the southeastern coast of the Florida peninsula (Map 1). Dade County bounds Hallandale on the city's south, the City of Hollywood on its north, and the Atlantic Ocean on its east. The Intracoastal Waterway divides the city's mainland section from the peninsular barrier island upon which a part of the city lies. Incorporated in 1927, Hallandale did not truly become an urban entity until the late twentieth century, remaining essentially a rural community from the time of its founding in the early 1900s until the decade of the sixties, when the population more than doubled to nearly 24,000 residents. The city contained over 40,000 residents in 1992.

The primary thoroughfares that serve the community include Coastal Highway A1A, Federal Highway, also known as U.S. Route 1, the Dixie Highway, U. S. Interstate 95, and Hallandale Beach Boulevard, which runs east and west through the heart of the city. The Florida East Coast (FEC) Railroad cuts north-south through the center of the historic settlement, a few blocks west of Federal Highway and immediately east of the Dixie Highway.

This survey, designed as a comprehensive architectural study of Hallandale, included a review of all buildings within the present city limits, an area that encompasses 4.4 square miles (Map 2). The town grew astride the historic FEC railroad and the Dixie Highway. Hallandale Beach Boulevard, which now connects U. S. Interstate 95 with the beaches, has provided the main east-west thoroughfare for most of the community's history. The community is only a few feet above sea level. The landscape is predominantly flat. Vegetation in the form of pine, oak, and several varieties of palm trees offers shade and adds to the natural attractiveness of the streetscape and residential neighborhoods.

Within the survey area, the primary concentration of historic buildings is located in an area west of Federal Highway. The historic commercial centers were located on Hallandale Beach Boulevard; one at the intersection with Dixie Highway, the other at the intersection with Federal Highway. Other than its buildings, the most significant man-made feature of Hallandale are the inland waterways. The De Soto Waterway and Venetian Waterway join with the Intracoastal Waterway and form highrise residential enclaves. A smaller canal, used primarily for drainage, is located just east of the Gulfstream Park race track. Other canals and lakes within the city limits are remnants of a natural creek which meandered through the historic landscape.

In 1898, the Boston & Florida Atlantic Coast Land Company and the Florida East Coast Railway Company surveyed and recorded a plat of the Town of Hallandale in the Dade County Courthouse. Near the center of the plat, mostly depicted as undeveloped quarter sections, is the original Hallandale Subdivision. Bound by present-day Northwest Third Street, Northeast Second Avenue, Southwest Ninth Street and Northwest Sixth Street, the Hallandale Subdivision featured thirty-seven subdivided blocks. The blocks were divided by fifteen streets laid out on an orthogonal grid. Reflecting the community's Swedish heritage, streets were named for Scandinavian persons and places. Among those names were Bluser, Svan, Halland, and Stockholm. Early development occurred along blocks close to the FEC tracks, Dixie Highway, and Hallandale Beach Boulevard, then known as Halland Avenue. Later development adjacent to the historic core is reflected by subtle differences in block orientation.

Relatively few buildings from the historic period, established as ending in 1945, remain, and most of those have undergone significant physical change. The City of Hallandale is experiencing steady growth, which forces zoning and planning decisions that have affected the city's historic character. In the decades following World War II, south Florida was subjected to an explosive growth that resulted in the indiscriminate destruction of old buildings. Historic buildings are often demolished because of obsolescence and "progress," translated as replacing something old with something new. City planners, developers, and residents should be urged to protect the remaining historic buildings that have value to the community and reflect its heritage.

Architectural Description

The historic architectural resources of Hallandale comprise a small percentage of the total building stock within the city limits. Based on survey criteria, a total of 139 buildings, one object, and a cemetery were identified as contributing to the historic fabric of the community. An additional eleven buildings, recorded during the initial phase of the survey, were later determined non-contributing because they post-dated the year 1945. The information gathered during the survey and research process for those eleven buildings has been retained for future use on the Florida Site File and will be submitted with this report. All buildings included in the statistical discussion contained within this report are the product of the early twentieth century. Few of those pre-date the destructive hurricane of 1926 and 1928. The design of buildings and the materials used in their construction are consistent with contemporary national and statewide architectural trends during the period in which they were constructed. The majority of buildings exhibit vernacular designs, and only a small percentage was classified as representing various identifiable architectural styles. Most were built as single family residences; other historic functions include commercial, educational, railroad depot, and religious.

Analysis of Survey Findings

The extant historic properties included in this survey contribute to the sense of time, place, and historical development of the city through their location, design, setting, materials, workmanship, feeling, and association. Buildings not included in the survey fall into two categories: those constructed within the period of historic significance that have lost the integrity of their original design or architectural detailing; and those that post-date the period of historic significance and have no exceptional significance as defined by state and federal preservation guidelines.

The period of historic significance for the Hallandale survey has been established to encompass all historic properties constructed between the years 1898, when the Town of Hallandale plat was recorded in the Dade County Courthouse, and 1945. The latter year was chosen as a cut-off date for two reasons: first, it satisfies the fifty year criterion established by the National Park Service as a basis for listing in the National Register of Historic Places; second, the end of World War II marks a significant break in terms of architectural styles, building materials, and construction techniques. The use of concrete block, metal windows, aluminum and vinyl sidings, and other building materials not generally associated with historic architecture became pervasive during the post-war period in residential and commercial construction. Due in large part to the increasing expense of

building materials in general, post-war buildings were constructed in simpler forms and lacked the elaborate architectural detailing that was often applied to historic structures.

Subdivision Development

From 1898 to 1946, nearly fifty subdivisions were platted in the City of Hallandale (Table 1). In the first era, 1898 to 1919, six subdivisions were platted. Most notable among them was the Town of Hallandale, platted by the Boston & Florida Atlantic Coast Land Company, a subsidiary of the FEC Railway Company. Other than the FEC, George Phippen was the most important developer during that period. As an early land speculator, he re-subdivided blocks and lots within the original Town of Hallandale plat. The Florida Land Boom era was by far the most profound period of real estate speculation in Hallandale. Twenty-nine subdivisions were platted from 1920 to 1926. The majority of them, twenty-five in number, were recorded after 1924. Few of the plats recorded after 1924 actually materialized, for the economy collapsed soon thereafter. The most prominent developers during the later period included the Atlantic Shores Corporation, H.M.N. Muhle, and J.A. Linstead. The Land Boom reached its hiatus during the fall of 1926, when the speculative real estate bubble burst and Florida entered the Depression era, three years before the rest of the country. Subdivision development came to a complete halt in 1927. In the next twenty years, only thirteen subdivisions were recorded. Despite the adverse economic situation, three subdivisions were platted between 1928 and 1929. Only two tracts were platted in the early 1930s. The rest were laid out from 1939 to 1946. See Appendix II for the complete list of Hallandale's historic subdivisions.

Table 1

Historic Subdivision Development By Period*

Period	Number	Percentage
Founding and Early Development 1898-1919	6	13.0
Florida Land Boom 1920-1926	29	60.4
Depression-World War II 1930-1946	13	26.6
Total	48	100.0

*Table does not include two subdivisions for which developer and recording date were not available.

Periods of Construction

The development of historic buildings in Hallandale, as depicted in Table 2, is grouped into three periods that mirror the physical development of the town. Divided into three eras, the period of historical significance in Hallandale 1898-1945, provides a context for assessing the city's historic architectural resources. The first era, defined by the years 1898 to 1919, was initiated by the founding of the community and the platting of the original town by the FEC Railway Company, and ended with World War I.

During the first twenty-one years, an important cluster of buildings was constructed. As revealed in Table 2, thirteen buildings, or 10 percent of the total, were recorded as dating from that initial period. The establishment of the railroad made possible the delivery of building materials. The railroad also provided transportation of citrus and truck farming produce, an important industry during this early period. Many of Hallandale's resources date from that era of economic prosperity. Notable among those buildings is the Old

Hallandale School House, the FEC Railway depot, and the George W. Hendrick General Store.

The second era of historic development extends from 1920 to 1926, coinciding with the Florida Land Boom. Hallandale during the 1920s, experienced explosive growth. A total of forty-five buildings were constructed, representing 35 percent of the total number of buildings recorded. Some buildings constructed in this period reflect a high degree of craftsmanship. This is evident in the Mediterranean Revival residences located at 130 S.W. First Avenue, and 34 S.W. Eighth Street. The Italian Renaissance residence located at 324 S.W. Second Avenue, known as the Curcie House, is perhaps the best example of "high style" residential architecture constructed during this period. Although a new commercial center emerged at the intersection of Federal Highway and Hallandale Beach Boulevard, most buildings constructed during the 1920s were residences.

Table 2

DATE OF CONSTRUCTION BY HISTORIC PERIOD

Period	Number	Percentage
Founding and Early Development 1889-1919	15	10.0
Florida Land Boom 1920-1926	51	37.0
Depression World War II 1930-1945	73	53.0
Total	139	100.0

During the Great Depression, which began in Florida after the Land Boom collapsed in 1926, building construction in Hallandale fell off drastically until the mid 1930s. Beginning about 1935, Hallandale's economy had fully recovered from the Great Depression. The war-time economy spurred by World War II stimulated further growth during the 1940s. A total of seventy-one buildings were constructed between 1927 and 1945. Most of those were built after 1935.

Functions and Uses of Buildings Surveyed

As depicted in Table 3, 118 or nearly 92 percent of the buildings included in the survey were originally constructed for residential purposes. Buildings that initially served a commercial function totaled six, or nearly 5 percent of the total. Religious, education, depot, theater, and social buildings account for approximately 3 percent of the total.

Integrity of function is an important consideration for determining the significance of a historic property. A building that retains its original function is more likely to meet the requirements for listing in the National Register of Historic Places than one that has been altered for a use that differs from its original function. A comparison of original and present uses as depicted in Table 3 indicates that little change has occurred to the original historic functions of the buildings surveyed. Notable among the converted buildings is the Old Hallandale School, which now serves as a meeting hall for city-sponsored advisory groups. Another adaptive use conversion is the Old Hallandale Railroad Depot, which presently serves as residential housing.

Table 3

FUNCTIONS OF BUILDINGS

Functions	Original Use Number	Original Use Percentage	Present Use Number	Present Use Percentage
Private Residence	124	91.0	124	91.0
Commercial	7	4.0	9	6.0
Religious	2	1.5	2	1.0
Depot	2	1.5	0	---
Apartment	1	0.5	1	0.5
Clubhouse	1	0.5	0	---
Theater	1	0.5	0	---
Meeting Hall	0	---	1	0.5
Education	1	0.5	0	---
Vacant	0	---	2	1.0
Totals	139	100.0	139	100.0

Condition of Buildings Surveyed

Table 4

CONDITION OF BUILDINGS

Condition	Number	Percentage
Excellent	0	0.0
Good	24	18.0
Fair	112	80.0
Deteriorated	3	2.0
Total	139	100.0

A building that is in either good or excellent condition is more apt to be given consideration for listing in the National Register of Historic Places than a building in fair or deteriorated condition. Hallandale's historic building stock was found to possess a low degree of integrity. Of the sites surveyed, only twenty-four buildings, or 18 percent of the total, were recorded as being in good condition (Table 4). An additional 112 were listed as fair, most of which were residential buildings. Three buildings were in deteriorated condition.

Historic Architecture in Hallandale

The historic buildings of Hallandale represent an important cluster of cultural resources. Exhibiting a wide range of forms and architectural styles, those buildings, with few exceptions, were designed and constructed by lay builders who drew upon traditional building techniques and contemporary stylistic preferences for their inspiration. Primary consideration was given to providing functional spaces for the owners. Decorative features, although of secondary importance, were often applied liberally. Some buildings, especially those constructed during the Land Boom era during the 1920s century exhibit elaborate architectural detailing.

The styles on which the builders of the city based their designs were popular throughout the United States. After the Civil War, architectural pattern books promoting various residential designs were made available to a wide audience. That trend, combined with the mass production of architectural building components and improved means for their transportation, made it possible for a builder in Maine to construct nearly the same

Table 5

HISTORIC ARCHITECTURAL STYLES OF BUILDINGS

Style	Number	Percentage
Frame Vernacular	97	71.0
Mediterranean Revival	25	18.0
Masonry Vernacular	8	6.0
Bungalow	5	3.0
Shotgun	2	1.0
Italian Renaissance	1	0.5
Late Gothic Revival	1	0.5
Total	139	100.0

house as a builder in California.

Stylistically, a majority of the historic buildings in the community have vernacular designs; that is, a building which does not exhibit a definitive "high-style." As illustrated in Table 5, 105 buildings fall into that stylistic category. Of those buildings, ninety-seven were categorized as Frame Vernacular and eight as Masonry Vernacular. The Mediterranean Revival style, a popular style in south Florida during the 1920s land boom, was the most common high style employed on residential buildings in Hallandale. Other architectural styles in evidence include Bungalow, Italian Renaissance, Late Gothic Revival, and Shotgun. Hallandale's heritage, as depicted through its architecture, offers an important physical record of its historic and economic development.

Frame Vernacular

Frame Vernacular, the prevalent style of residential architecture in Florida, refers to the common wood frame construction technique employed by lay or self-taught builders. The Industrial Revolution permitted standardization of building materials and parts, which exerted a pervasive influence over vernacular house design. Popular magazines helped to disseminate information about architectural trends throughout the country. The railroad provided affordable and efficient transportation for manufactured building materials. Ultimately, individual builders had access to a myriad of finished architectural products from which to create their own designs.

In Hallandale like elsewhere in Florida, Frame Vernacular buildings are typically one or two stories in height, with a balloon frame structural system constructed of pine. They have a regular plan, usually rectangular, and are mounted on masonry piers, most often made of bricks. Plans are usually rectangular, though L-shaped plans were often used to maximize cross-ventilation. Early versions of the style have gable or hip roofs steeply-pitched to accommodate an attic. Horizontal wood weatherboard, drop siding, and shingles are common exterior wall fabrics. Often employed as original roof surfacing materials, wood shingles or pressed metal have nearly always been replaced by composition shingles in a variety of shapes and colors. The facade is often placed on the gable end, making the height of the facade greater than its width. Porches are also a common feature and include one- and two-story end porches or verandas. Fenestration is regular, but not always symmetrical. Windows are generally double-hung sash with multi-pane glazing. Decoration, generally limited to ornamental woodwork, includes a variety of patterned shingles, turned porch columns and balustrades, and knee braces and exposed rafter ends under the eaves.

During the 1920s and 1930s Frame Vernacular remained an important influence on the architecture of the city. Its design reflected a trend toward simplicity. Residences are smaller with more shallow-pitched rooflines than those of the previous decades, and usually rise only one story in height. The decrease in size of the private residence is largely a reflection of the diminishing size of the American family. Another influence on residential design was the proliferation of the automobile, which resulted in the addition of garages

carports, and even porte cocheres.

One example of Frame Vernacular architecture is the Old Hallandale Florida East Coast Railway Depot, located at 106-108 S.W. First Street. This building contains a gable roof, wide eaves supported by arched knee braces, symmetrical facade, and offset entrances. Wood drop siding serves as the exterior wall fabric. Large double hung sash windows with 1/1 lights[1] provide light and ventilation to the building. Alterations consist of its conversion from use as a depot to residential use and the removal of its original loading docks.

Mediterranean Revival Style

Of the 139 buildings surveyed, twenty-five exhibit Mediterranean Revival styling. Mediterranean Revival was very popular during the first three decades of the twentieth century. Mediterranean Revival is an eclectic style containing architectural elements with Spanish or Mid-eastern precedents. Found in those states that have a Spanish colonial heritage, Mediterranean Revival broadly defines the Mission, Moorish, Turkish, Byzantine, and Spanish Eclectic revival styles which became popular in the Southwest and Florida during the twentieth century. The influence of those Mediterranean styles found expression through a detailed study in 1915 of Latin American architecture made by Bertram Grovesnor Goodhue at the Panama-California Exposition in San Diego. The Goodhue exhibit prominently featured the rich Spanish architectural variety of South America. Encouraged by the publicity afforded the exposition, other architects began to look directly to Spain and elsewhere in the Mediterranean where they found still more interesting building traditions.

Mediterranean Revival buildings in Florida display considerable Spanish influence. A popular building style in Florida during the 1920s, construction continued following the collapse of the land boom and even into the 1930s. It was adapted for a variety of building types ranging from grandiose tourist hotels to two-room residences. The popularity of the style became widespread, and many commercial and residential buildings underwent renovation in the 1920s to reflect the Mediterranean influence. Identifying features of the style include flat (sometimes hip) roofs, usually with some form of parapet; ceramic tile roof surfacing; stuccoed facades; flat roof entrance porches, commonly with arched openings supported by square columns; casement and double-hung sash windows; and ceramic tile decorations.

The one-story, masonry residential building located at 130 S.W. First Avenue is an excellent example of the Mediterranean Revival style. Built of hollow clay tile its outstanding features include a flat roof, curved parapet with coping and applied ornamentation, an offset entrance, and an end porch with a porte cochere extension. The porch has a flat roof, curved parapet, and is supported by truncated Doric columns on a kneewall with natural coral veneer. The exterior wall fabric is stucco. Fenestration consists of double-hung sash windows with 4/4 lights. With few alterations this building has maintained most of its architectural integrity. Another example of the style is located at 34 S.W. Eighth Street. Rising two stories to a flat roof this masonry building features a curved parapet with applied ornamentation and tile cresting. Other features include an enclosed

[1]The word "light" refers to the individual pane or opening between the mullions of a window. The term "1/1 lights" means that there is one pane or opening in the upper sash and one in the lower; the term "4/4 lights", which appears below, means that there are four panes or openings in the upper sash and four in the lower.

end porch with arched openings and a porte cochere extension. Stucco serves as the exterior wall fabric. Fenestration consists of pivot windows with four lights. With few alterations this building has maintained most of its architectural integrity.

Masonry Vernacular

Buildings of Masonry Vernacular construction represent 6 percent of Hallandale's historic building stock. Masonry Vernacular is defined as the common masonry construction technique of lay or self taught builders. Prior to the Civil War vernacular designs were local in nature, transmitted by word of mouth or by demonstration and relying heavily upon native building materials. With the coming of the American Industrial Revolution mass production of building components exerted a profound influence on the appearance completed buildings assumed. Popular magazines featuring standardized manufactured building components, plans, and decorating tips flooded consumer markets and helped to make building trends universal throughout the country. The railroad also aided the process by providing cheap and efficient transportation for manufactured building materials. Ultimately, the individual builder had access to a myriad of finished architectural products from which he could pick and choose to create a design of his own.

Masonry Vernacular is more commonly associated with commercial building types than with residential architecture where wood frame houses dominate. In Florida, most examples predating 1920 were brick, but a number of older examples feature the rough-faced cast concrete block popularized by Henry Hobson Richardson in his Romanesque buildings of the late 19th century. The Masonry Vernacular designs of the 1920s and 1930s were often influenced by popular Spanish designs of the period. The main masonry building materials during the period were hollow tile and concrete block. Since World War II concrete block construction has been widely used in Florida's residential suburbs.

The one-story Friendship Baptist Church, located at 620 N.W. Second Avenue, exhibits Masonry Vernacular characteristics. Major features include a front-facing gable roof, a square offset belltower, and recessed center entrance. The concrete block structural system is finished with stucco exterior wall fabric. Double-hung sash windows with 1/1 lights serve as fenestration. Alterations consist of a one-story gable addition, and a one-story shed extension to the east elevation.

Bungalow Style

The Bungalow style accounts for five buildings, or 3 percent of the buildings surveyed, an unusually low percentage for a style that was very popular in most south Florida communities. The term "Bungalow" is derived from the Bengali Bangla, a low house with porches, used as a wayside shelter by British travelers in India during the nineteenth century. One such traveler remarked that the building was, "a purely utilitarian contrivance developed under hard and limited conditions." The identifying architectural features of the style were developed for primarily utilitarian purposes. Low-pitched roof lines with wide overhanging eaves, encircling porches, bands of windows, and axially placed doorways were items upon which considerable attention was spent because of the need for good air circulation in the hot Indian climate. When similar locales were chosen as building sites in the United States, notably California and Florida, these features became important characteristics of the style.

While the origin of the word "Bungalow" and some of its design features were Bengalese, many of its details were of Oriental inspiration. Japanese construction techniques were exhibited at the California Mid-Winter Exposition of 1894. Several of those techniques, particularly the extensive display of structural members and the interplay of angles and planes, became integral parts of Bungalow design. The earliest American residences that were consciously designed as Bungalows appeared in the 1890s. Usually large residences designed by trained architects, early American designs were either seasonal homes on the New England coast or year-round homes in California. By the turn of the century, however, the building market was flooded by catalogs of plans for inexpensive Bungalows. At about the same time the *Bungalow Magazine* and *The Craftsman* appeared. Both featured a series of house plans available for purchase and articles about economical use of space, modern kitchens, interior decoration and landscaping. Houses in those magazines were duplicated throughout the United States and reinforced the humbler aspects of the Bungalow, which eclipsed the earlier grand versions. Between 1910 and 1930, the Bungalow was one of the most popular residential designs in Florida.

The most prominent characteristic of the Bungalow is its lack of height. With rare exceptions the Bungalow is a one or one-and-one-half-story building with a shallow-pitch roof. On larger examples, dormers were employed to create more space and provide additional interior lighting. The typical Bungalow has at least two rooms across the main facade, again emphasizing horizontality at the expense of height. The porch, an integral part of a Bungalow, generally complements the main block. Often the massive masonry piers on which the porch rested were continued above the sill line and served as part of the porch balustrade. The piers were surmounted by short wood columns upon which the porch roofing members rested.

The vast majority of Bungalows were of wood frame construction. This was due to the availability of wood and the desire for cheap housing. The choice of exterior sheathing materials varied. In New England and the mid-Atlantic areas, log and wood shingles were used frequently, while in the South wood shingle, weatherboard, drop siding, and stucco were popular. Fenestration was consciously asymmetrical, with the exception of two small windows flanking the exterior chimney. Double-hung sash windows were frequently hung in groups of two or three, with the upper sash commonly divided into several vertical panes. Reflecting fenestration in Queen Anne houses, Bungalows often featured other glass materials. The main entrance, invariably off-center in the facade, opened directly into the living room, which itself was a new feature. The formal parlor of the nineteenth century largely disappeared with the twentieth century introduction of a less formal lifestyle. A consistent feature of the living room was the fireplace, usually of brick or cobble with a rustic mantel shelf and flanking bookcases. Associated with the fireplace was the inglenook, with beamed ceilings, built-in furnishings, and wainscoting decorating the interiors.

Few good examples of Bungalow architecture remain in Hallandale. Among the best preserved examples is the historic Schoenburger Packing House, located at 112 S.E. Third Street. The building displays a front-facing gable roof, knee braces, brick chimney, and an

entrance porch with a gable roof. Aluminum siding covers the original wood exterior wall fabric and fenestration consists of metal sash windows.

Shotgun Style

The Shotgun house is a narrow balloon frame dwelling with a steeply-pitched front-facing gable roof. From 1880 to 1930, this one-room architectural form dominated many low-income Florida neighborhoods because it accommodated narrow urban lots. The shotgun design has been traced by historians to Haiti, the West Indies, and finally to Africa. The shotgun was introduced in America in New Orleans by black freedmen prior to the Civil War and ultimately became a popular building style in throughout the South.
Most shotgun residences are simple folk houses, but some have elaborate detailing. Predominantly clad in weatherboard, the facade typically consists of an end porch with either a shed roof or a gable overhang protecting a simple entrance and a single window. Embellishments often include a classical portico entrance decorative wood shingles in the gable end, and decorative scroll brackets attached to the porch columns.

The frame residence located at 519 N.W. Third Avenue is a good example of the style. It has a front-facing gable roof, offset entrance and entrance porch. The porch has a gable roof supported by ornamental iron posts. The exterior wall fabric is drop siding. Fenestration consists of metal awning windows. Alterations consist of the metal awning windows that have replaced the original wood sashes, and ornamental iron posts that have taken the place of the original wooden supports.

Commercial Style (Masonry Vernacular)

The term "Commercial Style" is used to define a building's specialized use for business or industry. Usually constructed in a contiguous manner, the design of Commercial Style buildings is confined to the street facing facade and acts as an advertisement for the business. In the United States, the first Commercial Style buildings were constructed during the 1790s in prominent urban business districts. Initially an adaptation of the row house design, these prototypes consisted of retail space on the first story and upper level residential space. The row house design, featuring storefronts adjoining one another, catered to rising land values in urban business districts. This format became universal, spreading to cities and small towns throughout the country. In general, the level of facade ornamentation in a business district reflected the socioeconomic status of the adjacent neighborhood. Eventually, overall ornamentation, and treatment of show windows and entrances became associated with specific uses, such as theaters, hotels, restaurants, grocery stores, meat markets, and dry goods stores.

In business districts, Commercial Style buildings were generally constructed either as one- or two-part blocks, depending on the space of the building lots, the design employed by the builder, and the function or use of the building. The one-part block is a one-story, free-standing building that was a popular commercial design in small cities and towns during the late nineteenth and early twentieth centuries. It was adapted from the lower part of the more numerous two-part commercial block during the Victorian period. The one-part block is a simple rectangular building, often exhibiting an ornate facade. It is most often utilized for retail or office space. Hank's Store, located at 120 N.W. Ninth Street, is a good example of this form in Hallandale. The two-part block was the most common commercial design

used in small cities and towns in the United States between 1850 and 1950. Generally limited to between two and four story buildings, the two-part block is characterized by a horizontal division into two distinct zones, separated by the use of the interior space of the building. The lower zone is usually reserved for retail space and often contains large plate glass display windows, while the upper part contains space for offices or apartments. The exterior design of the building is usually homogeneous, but in some cases different building materials and exterior fabrics are employed to divide visually the two zones.

Hallendale's best example of the two-part block variation is the Schwartz Building, located at 420 South Dixie Highway. The facade is topped by an overhanging ledge which sweeps upward to a multi-level, rectilinear parapet which features an applied cross centerpiece. Upper level fenestration consists of a series of jalousie windows. A belt course divides the two stories. The lower level has glass block windows and a cutaway corner entrance. Alterations began with the removal of a full-length balcony and columns when the Dixie Highway was widened. Jalousie windows replace the original sash and glass block windows take the place of the original fixed plate glass.

Late Gothic Revival Style

Only one building was classified as Late Gothic Revival. Typically, buildings that embody Late Gothic Revival styling are uncommon in most Florida communities. The Gothic Revival style, popular in the United States between 1840 and 1880, had its roots in England from the mid-eighteenth century. In the United States, Richard Upjohn and Alexander Jackson Davis developed the style in the 1830s and 1840s for ecclesiastical and residential buildings, respectively. Later, Andrew Jackson Downing popularized the style with several pattern books, which showed the suitability of the style even to modest domestic designs. Downing stressed the style's application in rural settings, where it would be compatible with the natural landscape. His efforts helped to make Gothic Revival one of the dominant building styles of the 1840s. Ecclesiastical examples of the style range from Richard Upjohn's masterwork, the Trinity Church in New York City (1839-1846), to his smaller Carpenter Gothic version of the style, St. Luke's in Clermont, New York (1857). Domestic versions include Alexander Jackson Davis' Glen Ellen in Baltimore, Maryland (1832), and the Nicholls House, another design by Davis in Llewellyn Park, Orange, New Jersey (1858). The Gothic Revival style went into decline following the Civil War, and relatively few examples exist in Florida from the 1870s.

The term Late Gothic Revival is generally applied to buildings erected after 1880 that still reflect elements of the Gothic Revival style. As with the Gothic Revival style, relatively few examples of Late Gothic Revival buildings were erected in the state. Late Gothic Revival residences are typically located in older communities, such as Bartow, Jacksonville, Orlando, St. Augustine, and Tallahassee. Small churches erected by the Episcopal Dioceses during the 1870s and 1880s are scattered throughout the peninsula. Identifying features of this style include a steeply-pitched gable roof, often with one or more intersecting cross-gables, decorative vergeboard in the gables, wood siding, often board-and-batten; one-story entrance or end porch; and varied window treatments, including lancet, cantilevered oriels, and double-hung sash windows, often with diamond pane glazing.

The Episcopal church located at 705 N.W. First Avenue is the only example of the Late Gothic Revival style in Hallandale. The building has a front-facing gable roof, gable parapet topped by a cast stone cross, symmetrical facade, center entrance, and lancet

openings. Rough-faced concrete block serves as the structural system and exterior wall fabric. Metal awning windows which provide light and ventilation serve as fenestration. Alterations consist of the metal awning windows, and the steel frame main entrance door.

Italian Renaissance Style

One of the finest residential buildings in Hallandale, the Curci House, is also the only example of the Italian Renaissance style in the survey area. Italian Renaissance buildings are based on earlier Italian architectural revivals, most recently the Italianate, which was popular in the U.S. before the Civil War. The Italian Renaissance style got its start in the Villard Houses designed by McKim, Mead, and White in New York in 1883. With the improvement of simulated masonry exterior fabrics after the turn of the century Italian Renaissance motifs were adapted to simpler domestic designs.

Although Florida has a number of fine examples of the style, it was not as popular as the contemporary eclectic Spanish styles. Most of the state's Italian Renaissance style buildings were built in the decade preceding the collapse of the Florida land boom. Identifying features of the style include low-pitched hip roofs, usually covered with ceramic tiles; wide overhanging, boxed eaves commonly containing decorative brackets underneath; symmetrical facade; second story windows that are generally smaller and less elaborate than the ones in the first story; and a recessed central entrance, usually with an arched opening sometimes accentuated by small classical columns or pilasters.

The Curci House, 324 S.W. Second Avenue, was constructed in 1924. Its Italian Renaissance features include a flat roof, iron grille vents, quoins,[2] a symmetrical facade, a center entrance, and an end porch. The porch has a deck roof with a cast balustrade. The lower portion of the porch has arched openings built of natural stone and is enclosed with jalousie windows. Other features include a garage extension with a deck roof and cast balustrade. The exterior wall fabric is stucco. Jalousie windows serve as fenestration. Alterations consist of the jalousie windows which have replaced the original wooden sash and brick facing placed over the original stucco exterior.

Summary

Although the majority of buildings reflect vernacular construction, the presence of buildings constructed in the various architectural traditions, especially the Mediterranean Revival style, indicates an awareness of national trends in design by residents of Hallandale. The city's historic buildings provide an important architectural, cultural, and educational link to the city's past. Hallandale's effort to document the extant historic buildings is an important step toward their protection, and indicates an awareness and appreciation of the community's irreplaceable historic buildings. The historic buildings recorded in the survey represent an architectural and cultural legacy well worth preserving. The historic landscape design and buildings of Hallandale combine to provide a link between the old and new as the city enters the twenty-first century.

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[2]Quoins are the dressed stones or bricks at the corners of buildings, usually laid so that their faces are alternately large and small, offering a staggered vertical decorative appearance on a facade corner.

RECOMMENDATIONS

Historic preservation, the process of protecting and maintaining buildings, objects, and archaeological materials of significance within a community, can be divided into three phases: (1) identification; (2) evaluation; and (3) protection. This survey constitutes the first phase in a preservation program for the City of Hallandale. The documents produced by the survey, including the Florida Site File forms and this report, are designed to provide the information that property owners, residents and municipal officials need to make judgments about resources in the community that have value and about means to protect them.

This section contains a summary of measures that the City can employ in a preservation program. It includes our opinion regarding the significance of particular resources and the usefulness of measures that may be taken to protect or to preserve them, and our suggestions for a municipal program that will call attention to the city's heritage.

Summary of Recommendations

1. Copies of this report and the Florida Site File forms generated by the survey should be carefully maintained at a designated Hallandale City office. The forms may be needed in the future to comply with requirements for survey of historic resources in advance of projects that employ federal or state funds. Copies of the site files should be made available to property owners who request them and to the Hallandale Historical Society, which has expressed interest in continuing research on buildings for which no substantial documentation was available.

2. In the opinion of the survey consultant, three buildings in Hallandale have potential for listing in the National Register of Historic Places. They are identified and described further in this part of the report. Responsibility for undertaking the nomination process can be assumed by the City, by the property owners, or by a local organization. Property owners should be advised of the significance of the property they own and the advantages of National Register listing, as such apply in the individual cases.

3. The City of Hallandale should consider a marker program, in association with the Hallandale Historical Society or other interested organizations, that identifies significant historical buildings and describes events at specific historic sites.

4. Brochures and pamphlets issued by the City should call attention to Hallandale's history. The City may wish to sponsor publication of an illustrated history of the community that contains a description of its historic buildings and other sites of cultural and historic interest.

The Importance of Historic Preservation to Hallandale

A historic properties survey constitutes the indispensable preliminary step in a community preservation program. The survey provides the historical and architectural data base upon which rational decisions about preservation can be made. Further progress in preserving culturally significant resources in Hallandale will depend on the decisions of city officials and residents. To assist them in deciding what steps they can take, the consultant

offers the following measures and recommendations, which constitute a menu for municipal and private efforts to preserve the historic resources which the community judges to have value.

Before listing the measures, it would be useful to define for those who may have responsibility for their implementation precisely what the term "historic preservation" implies. It would be equally useful to set forth a persuasive case for preservation, for if a program is undertaken in Hallandale it will succeed only if residents are persuaded of its wisdom and benefit.

Since its earliest manifestations in the mid-nineteenth century, historic preservation has experienced an evolutionary change in definition. In its narrow and traditional sense, the term was applied to the process of saving buildings and sites where great events occurred or buildings whose architectural characteristics were obviously significant. In recent decades historic preservation has become integrated into community redevelopment programs.

Arguments on behalf of a community program of historic preservation can be placed in two broad categories: (1) aesthetic or social; and (2) economic. The aesthetic argument has generally been associated with the traditional purpose of historic preservation, that is, preserving sites of exceptional merit. The National Historic Preservation Act of 1966 extended that definition to include sites or districts of local as well as national distinction for the purpose of National Register listing. There has been, concomitantly, a growing appreciation of the importance of districts that express architectural or historic value. Although no single building in a district may be significant, together those buildings create a harmonious scene. It is often necessary to preserve the individual elements to maintain the harmony of all.

Any preservation effort, however large or small, will fail if city officials and property owners do not join in taking active measures to prevent the destruction of historic buildings. Federal and state officials have no authority to undertake a local historic preservation program. Federal authority is strictly limited to federal properties or to projects requiring federal licenses or using federal funding. Under no circumstances can federal or state governments forbid or restrict a private owner from destroying or altering a historic property when federal or state funds are not involved. Since in Florida most zoning and code regulations of private property are vested in county or municipal government, specific restrictions or controls designed to preserve significant resources are their responsibility.

It also must be noted that historic preservation does not seek to block or discourage change. Preservation does seek to reduce the impact of change on existing cultural resources and to direct that change in a way that will enhance the traditional and historic character of an area. The recommendations presented below should neither be construed as definitive or as a substitute for a rational plan of community development that is sympathetic to Hallandale's past. They constitute a basic menu of measures available to property owners, residents, and municipal officials, together with the consultant's specific recommendations for preservation action and public policy development.

Definition of "Historic Resource":

"Historic property" or "historic resource" means any pre-historic or historic district, site, building, structure, object or other real or personal property of historical, achitectural,

or archaeological value. Such properties, defined in F.S. 267.021, are related to the history, government, and culture of the state.

Identifying and Documenting Historic Resources:

The identification of historic resources begins with their documentation through a professional survey conducted under uniform criteria established by federal and state historic preservation offices. Survey is a gathering of detailed information on the structures, objects, and artifacts within a community that have potential historical significance. That information should provide the basis for making judgments about the relative value of the resources. Not all resources identified or documented in the survey process may ultimately be judged "historic." All such resources should be subjected to a process of evaluation that results in a determination of those which should be characterized as historic under either federal or local criteria.

Florida Site File: The Florida Site File is the state's clearinghouse for information on archaeological sites, historical structures, and field surveys for such sites. Actually a system of paper and computer files, it is administered by the Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State. The form on which a site or building is recorded is the Florida Site File form. Recording a site or building on that form does not mean that either is historically significant, but simply that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the Florida Site File. Relatively few buildings or sites included in the Florida Site File are listed in the National Register of Historic Places, the accepted criterion for a "historic resource."

Recommendation: The Florida Site File forms produced by this survey should be carefully maintained by the City. The forms will prove valuable in the future if the City employs federal or state funds in a project that requires analysis of the impact of the project on historic resources.

Evaluating Historic Resources:

Evaluation of historic resources, the second part of a comprehensive program of historic preservation, is the process of establishing the relative historical or cultural value of the buildings, monuments or objects, and archaeological sites or materials that constitute a community's historic resources. Until recent decades, judgments about what was "historic" was left largely to conventional wisdom or informal opinion within the community.

The growing body of federal, state, and local law and regulation that has developed in recent decades, especially in the wake of the 1966 National Historic Preservation Act, has made it necessary to develop formal criteria for such designations and to establish legal mechanisms under which the designations could be made.

The most widely used criterion within the United States for establishing the cultural value of a historic resource is listing in the National Register of Historic Places, which is explained below. The National Register is a federal program. Its criteria are widely employed by state and local units of government for evaluation, and listing in the National Register is generally tantamount to local or state designation.

Some states have set up their own historic registers under state statute. Florida is not one of them. The Florida Site File is not a register of established historic sites, but an inventory of sites that offers a base of information upon which judgments might be made.

Local units of government, at the county or municipal level, may also establish their own registers. The usual form of local designation is through an ordinance establishing a review commission or board to make designations under criteria spelled out in the ordinance itself. This is further explained below in the section titled "Historic Preservation Ordinance." The City of Hallandale does not have such an ordinance.

Consonant with its development of a Comprehensive Plan, Broward County has established criteria for designating significant historic sites within the county. Policy 09.08.01 of the Broward County Land Use Plan states that the plan "and local land use plans shall map and maintain a current list of historically, architecturally, and archaeologically significant properties and address the protection of these resources." All sites listed on the National Register are automatically recommended for county recognition. Those are deemed properties of national significance.

The plan also establishes a second category that includes properties of county-wide significance. Development of the plan was still in process at the time of this writing. The procedure for applying the criteria and designating the properties of county-wide significance will have to be established. The Broward County Historical Commission may play a role in that process.

National Register of Historic Places: The National Register of Historic Places is the official federal list of culturally significant properties in the United States. The Register is maintained by the U.S. Department of the Interior. The buildings, sites, structures, objects, and districts listed in it are selected under criteria established by the department. Listing is essentially honorary, and does not imply federal protection or control over private properties listed unless federal funds or activities are directed toward them. Under current law, commercial and other income-producing properties within a National Register historic district are eligible for federal tax credits and other benefits if they are first certified as contributing to the characteristics of the district. Buildings individually listed in the National Register are automatically considered certified historic structures, and if income-producing also qualify for federal tax credits and other benefits.

There are various formats for nominating properties to the National Register. One is the individual nomination. Another is the historic district, which designates a historic area within defined and contiguous boundaries. A third, the multiple property group, combines scattered resources that have common links to history, pre-history, or architecture.

National Register Potential in Hallandale: The historic resources of Hallandale offer a limited number of possibilities for National Register activity. Hallandale did not historically have much of a downtown; the city consisted largely of scattered farms and households in the historic period. The commercial area buildings that did survive the historic period have in almost all cases been altered. Most disappeared as a result of demolition or fire. The remaining historic period buildings are relatively few in number and generally surrounded by new buildings, which eliminates the potential for creating a National Register district. The same is true of the community's residential neighborhoods.

Consequently, Hallandale's National Register activity should focus on listing individual buildings that possess special historical and architectural merit and integrity.

Technical factors that must be considered in listing individual buildings include: owner consent; site plans; interior floor plans and photographs; and exterior photographs. Because of the personal nature involved in inspecting the interior of buildings, it is important that the City make property owners aware of this process before it proceeds with any National Register activity. The following buildings, in the opinion of the consultant conducting this survey, have potential for listing in the National Register:

(1) 134 South Dixie Highway (J.W. Moffitt House: record number 30): One of the city's oldest surviving buildings, the J.W. Moffitt House was associated with a city pioneer who played an instrumental role in politically organizing the Town of Hallandale. Moffitt and his descendants, who continue to inhabit the residence, have been familiar figures in Hallandale virtually since its beginnings. The building has been altered, but the changes occurred during the historic period. It retains its essential configuration and character.

(2) 34 Southwest Eighth Street (Trembicki House: record number 38): This house offers the best example of Mediterranean style design in the City of Hallandale. The so-called Mediterranean Revival style of construction became the architectural hallmark of the 1920s Boom Period in Florida's history.

(3) 324 Southwest Second Avenue (Curci House: record number 23): Constructed in 1924, the Curci House is associated with a pioneer resident who, like J.W. Moffitt, played a key part in the economic development of Hallandale during the early years of the twentieth century. In addition to that historical association, the building, designed to resemble an Italian Villa, is one of the few in the city that exhibits a defined classical style.

Recommendation: We recommend that the City advise owners of properties that are potentially eligible for National Register listing of that fact, and that it consider sponsoring a nomination. Grant funds are available for that activity, but the funds are limited to non-profit organizations and governmental agencies. The source for those grant funds is explained further in this section. State and federal grant programs offering funds for National Register nominations require a match on the part of the recipient.

Local district and landmarks: A local historic district or designation of local historic landmarks may be provided for under local ordinance. A local historic district may be synonymous with National Register properties and districts, or geographically distinct from them.

Cities create historic districts for various purposes. Economic considerations are important in communities that rely upon tourism or that anticipate employing the tax credits associated with rehabilitation of historic buildings to encourage renovation efforts. Economic motives associated with tourism do not appear to be at play in Hallandale, however.

What is significant about the historic buildings in Hallandale is the link to the past which they provide. This can be important in developing community pride and a sense of place. Buildings generally offer the only tangible memory of a community's history that residents and visitors can physically observe. Although the historic buildings in Hallandale

may be few in number, they symbolize stability in the community and serve as comfortable milestones for the people who grow up in their company.

The criteria which this consultant employed in making a determination of local significance and compiling the list provided below are those promulgated by the Broward County Planning Council, to wit:

1. Age: The age criterion emphasizes the older buildings in the community, particularly those from the early years of the century. Relatively few remain in Broward County, from the nineteenth century or the first decade of the twentieth century. Buildings less than fifty years old are generally not considered. "Pioneer" buildings, that is, the first of its kind constructed in the city, are particularly noteworthy.

2. Architecture: This criterion includes buildings identified as the work of a master builder or architect; a building recognized for the quality of its design; or a building exhibiting distinguishing characteristics of an architectural style valuable for a study of a period, method of construction, or use of indigenous materials.

3. Historical Importance: The site of a significant community function, such as a government, business, religious, or educational building that provides a notable reminder of the community's heritage; or, the site of an important event relating to the history of the state or region; or, a site identified with a person or persons prominent in local, state, or national history.

The list of locally significant properties in Hallandale begins with the three buildings described above as eligible for listing. Additional buildings in Hallandale which, in the opinion of the consultant, meet the criteria listed above and possess "local significance," include the buildings listed below. They are listed in random order, and the position of any one on the list does not imply any degree of significance.

* 102 and 106-108 Southwest First Street (record numbers 11 and 12): These two residential rental units were actually one building before it was cut in two and the two sections moved to their present site. Originally these two buildings, in one piece, comprised the FEC Railroad Depot. If they were indeed the original depot (the first depot may have been destroyed and replaced by this building), it was constructed about 1898. These would in that case probably constitute the oldest building in Broward County. The fact that the original building was cut in half, moved from its original site, and converted from its original use renders it ineligible for National Register listing. But the building(s) would appear to meet the criteria for local significance.

* 920 Northwest Ninth Street (record number 130): This building, called the Nielly Estate, offers an example of frame vernacular construction commonly employed in Hallandale's African-American section. The building was designed and built by a local carpenter and contractor about 1930. Contributing to its significance is the integrity of the building; that is, the building has not experienced much, if any, alteration from its original design.

* 312 Northwest Second Avenue (record number 114): Any significance attributed to this building, the so-called "Pallbearer's Hall," would depend upon evidence that would emphasize its connection with the development of social or economic life in the African-American community. It is architecturally commonplace and appears to have been constructed about 1935. Residents of the Northwest Quadrant suggest that the buildings has occupied an important role in the community, but evidence of that fact shall have to be provided to make the case for the building's local significance.

* 650 Northwest Second Street (record number 138): Constructed in 1910, the Old Hallandale Schoolhouse served an educational function until 1916, when it was replaced by a larger and far more substantial building. It is probably the oldest building in Broward County known to have been originally constructed as a schoolhouse. The fact that the building has been moved from its original location, highly altered, and no longer serves its original function, destroys its National register eligibility. The building is now listed by Broward County as locally significant.

* 2-22 West Hallandale Boulevard (record number 133): The Gieges Building took its name from the family that built it in the 1920s. Nellie Gieges was the first purchaser of a lot in the city after Flagler's land company began sales in 1897. The lot occupied by the Gieges Building is the one she purchased. Her sons, successful tomato growers, constructed the building for the family enterprises in 1925. The Mediterranean Revival design building has been significantly altered, preventing its listing in the National Register of Historic Places..

* 420 South Dixie Highway (record number 43): The Schwartz Building, like the Gieges Building, is a commercial product of the Great Florida Boom, constructed in 1925. It exhibits a hint of Mediterranean Revival styling, which has probably been disguised by the changes made subsequently to the building.

* 519 and 521 Northwest Third Avenue (record numbers 120 and 121): The significance of the Shotgun house owes more to its social history than to its architectural design. The name derives from its elongated rectangular shape; supposedly a shotgun blast fired through the front door would emerge from the rear without hitting the walls. The style originated in Africa, traveled to the West Indies, then migrated to the United States via New Orleans. Shotguns were constructed in number throughout the South, usually as worker housing. The Shotgun is a storied part of southern architecture and America's Black heritage.

* 130 Southwest First Avenue (record number 28): Classified as a Mediterranean Revival style residence, this building displays some elements of the Mission Style, also prevalently used in the Boom Period of the 1920s. The exterior appearance of the house is probably little changed from its original design. There are a number of other buildings of the period and style in the city, but, except for the Trembicki House, no other is as architecturally intact as this one.

* 112 Southeast Third Street (record number 61): Constructed in 1912, the Schoenberger Tomato Packing House embodies many of the architectural characteristics of the buildings associated with that industry in the early years of the twentieth century. The buildings probably retains its original proportions, though most elements of it have been severely altered. It now serves a residential function. The building is one of two surviving remnants of the tomato packing industry, which once dominated the city's economy. The other example no longer displays any of its original characteristics.

* 216 Southwest First Street (record number 10): the two story facade, hip roof, and veranda roof give this building a Colonial Revival Style appearance. Its construction date, about 1930, is late for the style, however, and the building lacks the critical design elements to classify it as such. However, it does offer a rare local example of the kind of large "four-square" type of residential architecture that characterized much of residential building at the turn of the century.

* City Cemetery: The Hallandale City Cemetery may have been placed in use as early as 1904. It was formally platted in 1914 and subsequently turned over to the city by the development corporation. The cemetery contains the graves of many of the city's early residents. A following section in this report discusses the cemetery at greater length.

Recommendation: The listing of the buildings or sites above does not qualify them as "historic" or locally significant. The list only offers the consultant's suggestion of what is locally significant, based on the survey findings. A determination of the importance of the buildings to the community must be made by the community itself, through an established legal mechanism, such as a historic preservation ordinance. The sites listed above are offered as potentially meeting the criteria set by Broward County.

Protecting Historic Resources:

There is a variety of legal, financial, and education measures and incentives that residents and community officials may employ to preserve historic resources. This section describes the methods used to inventory and evaluate historic resources; the federal and state regulations and programs that apply to historic resources; measures that local government and residents can adopt, including a historic preservation ordinance, to protect or preserve historic resources; and the financial incentives and tools that are available to owners of such resources or buildings.

Actions the City Can Undertake:

Historic Preservation Ordinance: The most effective legal tool available for the protection of historic resources is the local historic preservation ordinance. The exercise of governmental controls over land use is essentially the prerogative of local government and, accordingly, the protection of historic resources must rely on the devices of local government. Through the review and permitting processes, city officials and staff can exercise some degree of authority in the protection of historic resources. Ultimately, an ordinance providing for approval of projects affecting such resources shall be required. Amendments enacted in 1980 to the National Historic Preservation Act encouraged local

governments to strengthen their legislation for the designation and protection of historic properties. In Florida, the home-rule law permits local government to exercise such authority.

Hundreds of communities throughout the nation have in recent years adopted historic preservation ordinances, contributing to the development of a sizeable body of legal precedent for such instruments. Ordinances of this kind should include standard features that have through experience proved useful in the preservation process and legally acceptable. These most notably include:

1. A statement of purpose establishing a social, economic, and aesthetic rationale for protecting historic resources.

2. A provision enabling a municipality to designate historic resources for protection under criteria set forth in the ordinance.

3. The creation of an architectural review body whose responsibilities include recommendations to the City Commission for the designation of historic resources, authority to issue certificates of approval for requests to make alterations to the properties designated by the Commission, and responsibility to advise the Commission on measures for the preservation of historic resources.

4. Provisions for establishing guidelines, qualifications of review authority members, rules of procedure, penalties, appeals, and ancillary measures.

In an urban context such as Hallandale's, where the historic infrastructure is predominantly residential and privately owned, historic resources are best protected through either a municipal ordinance, intelligent zoning, or a combination of both. Economic incentives for preservation do not usually apply to residential buildings.

Recommendation: Hallandale lacks a concentration of buildings that would comprise a historic district and it contains relatively few which are of National Register potential. However, the city may consider establishing by ordinance a mechanism that would permit it to select buildings of "local significance" and thus be in a position to comply with the Broward County Comprehensive Plan. Historic preservation ordinances vary widely in the measures they provide for the protection of buildings. Some cities emphasize economic incentives instead of regulatory measures in their ordinances. A program of community education and private and public action employing one or more of the preservation measures outlined below, combined with a method for designating buildings upon which the activity should be concentrated may be considered the best approach to preservation in Hallandale.

City infrastructural Improvements: Physical changes made under the auspices of public agencies and departments should not compromise the historical integrity of historic districts or buildings. A review of physical features, including street lights, utility poles, and street signs, should be conducted to insure their compatibility with Hallandale's historic

resources. The general rule for evaluating these types of features is that they should be as unobtrusive as possible.

Signs: Signs, commercial and public, constitute the most disruptive visual element in the modern urban landscape. A commercial necessity and an aid to shoppers and visitors, signs should not be permitted to disrupt the landscape or diminish the integrity of surrounding architectural elements. Signs can be visually pleasing and architecturally harmonious with surrounding elements.

Historic markers, signage, advertising, and other promotional devices can draw attention to historic buildings. The City should consider placing signs at important access points which direct visitors to Hallandale's historic areas. This action may require the approval of the State Department of Transportation. Moreover, Hallandale can then issue literature promoting the community's heritage.

Historic Preservation Element: Current state law requires all units of local government to adopt a comprehensive plan that provides guidelines for land use decisions. Under the present law, a historic preservation and scenic element is permitted as an optional element in the comprehensive plan. The element should identify historic and cultural resources and prescribe policies for managing them. As a part of a comprehensive plan, an effective preservation element integrates plans to preserve and enhance historic resources with plans designed to improve and manage other community elements, such as housing, transportation, and utilities.

Few community decisions or actions that affect a city's physical character fail to have an effect upon historic resources. If the historic fabric of a community is to be guarded, those resources must be taken into consideration in the community planning process. That plan should encourage public agencies that make decisions or take actions affecting buildings, streets, and physical appurtenances such as lighting and signs to consider preservation goals and policies. A city that uses its comprehensive plan wisely can make optimal use of its land use regulation authority to protect and enhance its historic and cultural resources.

The completion of this survey facilitates the preparation of a historic preservation element and significantly reduces its cost to the City of Hallandale. Furthermore, grants are available for this purpose from both state and federal sources through the Historic Preservation Advisory Council. These are explained in detail further in this section. The Florida Department of Community Affairs is the principal source of grant funds for planning purposes.

Zoning Code: The introduction of unharmonious elements within a historic setting may destroy the integrity of a historic resource. Historic architectural controls are merely a special kind of zoning and should be considered a reasonable regulation of property applied in the interest of the community. Zoning is the most common historic preservation tool and one that at the same time presents significant dangers to historic resources if it is wrongfully applied. The introduction of commercial buildings into a residential neighborhood, for example, often leads to the neighborhood's eventual demise, and typically compromises the historic character of that neighborhood. The term zoning applies to a number of land use controls. The historic preservation ordinance, for example, usually falls under the rubric of a "zoning overlay."

Land Development Regulations: Land development Regulations are intended to insure the safe, orderly, efficient, and environmentally sound development of new subdivisions upon city lands. Such regulations prohibit the uncorrected development of land where such would contribute to injure the general welfare of the city's residents. The destruction of historic resources through development should be considered in that category and appropriate amendments to the regulations instituted to protect those resources.

Permitting Process: Land development projects are subjected to varying levels of review and permitting, depending upon the proposed development's size and type and the nature of its impact on the land. Generally, the complexity of the review and permitting process is related to the geographic scope of the proposed development. A project classified as a Development of Regional Impact (DRI), for example, is subject to review as state, regional, and local government levels. The DRI application requires a description of historical and archaeological sites within the proposed development and suggested mitigation measures for resources that might be present.

Land altering activity that occurs on state or federal land or that requires a state or federal permit requires review by the State Historic Preservation Office. Most projects within a corporate municipality, however, do not trigger any review mechanism. Among the kinds of projects are approvals for parking lots, grading, earth moving of a relatively small scale, excavation and fill, drainage, and utilities placement; and permits for coastal zone dredge and fill activity and dock construction.

Recommendation: In the legal processes which the City of Hallandale has established for extending permits to undertake physical development within the corporate limits, it has surely provided for, among other factors, review of the environmental impact of the work. Similar review of the potential impact of a proposed project on historic resources should be included. This will, in few cases, probably have application in Hallandale, but such a provision will insure the city's compliance with county, regional, and state planning requirements.

Certified Local Government (CLG) Program: Since its establishment by Congress in 1966, the National Historic Preservation Program has operated as a decentralized partnership, which includes the federal government and the states. The program was charged with the identification, evaluation, and protection of historic properties based on criteria used by the National Register of Historic Places. Carried out by the states under the direction of the National Park Service, the program has been carried to most states, including Florida. Participating states receive funding assistance in the form of annual grants from the Federal Historic Preservation Trust Fund to support their efforts. Those funds are normally used to support the staff of the State Historic Preservation Office. A portion of the funds are often regranted for survey and planning activities.

The success of that working relationship prompted Congress to extend the partnership to provide for direct participation by qualified local governments. The National Historic Preservation Act Amendments of 1980 (P.L. 96.515) provide the legal basis for the new federal-state-local preservation partnership, commonly referred to as the Certified Local Government Program (CLG). The amendments direct the State Historic Preservation Officer and the Secretary of the Interior to establish procedures for the certification of local

governments to participate in this partnership. The CLG Program permits the states to delegate limited responsibilities to local governments, which meet specific qualifications for certification and provide limited grant-in-aid funding to assist them in that process.

To become a CLG participant, the City of Hallandale must adopt a historic preservation ordinance that includes establishing a qualified review authority, maintaining a system of survey and inventory of historic resources and encouraging public participation in the historic preservation program. The present direction of federal funding for historic preservation suggests the wisdom of enlisting in the CLG program.

Recommendation: The City must adopt an approved historic preservation ordinance to qualify for the CLG program. If the City approves such a measure, it should also them petition for acceptance in the CLG program.

Local Tax Incentives: The Florida Legislature in 1992 approved a constitutional amendment that will be submitted to voters in November 1992 which will permit local governments to extend ad valorem tax exemptions for the improvements made to a qualified historic structure, that is, a structure listed on the National register or designated under a state-approved historic preservation ordinance. This measure shall have to be approved first by the voters of the state and then approved at a local level.

Private and Voluntary Financial and Legal Techniques:

A variety of legal and financial incentives and instruments are available for use by government and its citizens to assist in the preservation effort. Some are already provided through federal or state law or regulations; others must be adopted by the local government. In most cases, the instruments that local government and residents can employ in the preservation process are familiar devices in real estate and tax law.

Voluntary preservation and conservation agreements represent the middle ground between the maximal protection afforded by outright public ownership of environmentally significant lands and the sometimes minimal protection gained by government land use regulation. For properties that are unprotected by government land use regulation, a voluntary preservation agreement may be the only preservation technique available. For other properties, government regulation provides a foundation of protection. The private preservation agreement reinforces the protection provided under a local ordinance or other land use regulation.

Voluntary preservation agreements have been used for years to protect property for private, public, and quasi-public purposes. Before the advent of zoning, many of the covenants and development restrictions used in modern condominium or subdivision declarations were used to address such fundamental zoning concerns as commercial and industrial uses of property, the sale of alcoholic beverages and other illicit purposes. With the advent of the "Scenic Highway" in the 1930s, scenic easements were used to protect the views from such highways as the Blue Ridge Parkway, the George Washington Memorial Parkway; and the Great River Road along the Mississippi River.

Easements: Because of federal tax considerations, the charitable gift of a preservation easement is by far the most commonly used voluntary preservation technique. A preservation easement is a voluntary legal agreement between a property owner

("grantor") and a preservation organization or unit of government ("holding organization" or "grantee"). The easement results in a restriction placed against the future development of a property. In use as a historic preservation instrument, the easement is usually placed with a non-profit organization that is qualified to maintain it over a period of time. Tax advantages are available for some easements. Federal law permits, for example, the donation of a facade easement for the purpose of preserving the exterior integrity of a qualified historic building. Scenic or open space easements are used to preserve archaeological sites.

Mutual covenants: Mutual covenants are agreements among adjacent property owners to subject each participating property owner's land to a common system of property maintenance and regulation. Typically such covenants regulate broad categories of activity, such as new construction with viewsheds, clear cutting of trees or other major topographical changes, subdivision of open spaces, and major land use changes. Such control is critical in historic areas that involve substantial amounts of open space, where development of the land would irreversibly damage the historic character of an area.

Purchase of development rights: This device, equivalent to an easement, involves the acquisition of certain rights to a property. The value of the development right is defined as the difference between the property's market value and its useful value.

Transfer of development rights: This legal instrument is employed to protect historic resources, such as archaeological sites, by permitting the right to develop a property to be transferred to another location, sparing the original property from destruction or alteration.

Charitable gifts: Charitable gifts have traditionally played an important role in preserving historic properties. Broadly stated, a taxpayer is entitled to a charitable contribution deduction for income, estate and gift tax purposes for the amount of cash or the fair market value of property donated to charity during the taxable year. Familiarity with the income, estate and gift tax treatment of charitable gifts is essential to understanding the opportunities that are available through use of this device for historic preservation purposes.

Revolving fund: A revolving fund, normally administered by a non-profit or governmental unit, establishes a monetary basis on which property can be bought, improved, maintained, and sold. The revolving fund is a pool of capital created and reserved for a specific activity with the condition that the money will be returned for additional activities. Monies are subsequently returned and reused. The funds act to create a new economic and social force in the community.

Revolving funds have proven to be an effective tool to stimulate preservation of historic properties, both through acquisition and resale of properties and through loans to individuals for restoration or rehabilitation. Funds are replenished through proceeds from sales, rentals, loan repayments and interest, and revolved to new projects.

Recommendation: There is no historic preservation organization or historic group in Hallandale that is structured to handle a revolving fund. This device would appear useful. An organization to handle the fund would have to be established and, if no private seed

money were found, the city would have to provide start-up funds. Private loans for such purposes can be arranged, but the organization receiving them must offer stability and fiscal management ability. Administrative support from the city might be critical.

Federal Financial Incentives and Programs:

Rehabilitation tax credits: Federal tax credits upon the expenses incurred in the rehabilitation of an income-producing qualified historic structure have been available for a decade. A qualified historic building is one that is listed in the National register of Historic Places. The 1986 Tax Reform Act provides for a 20 percent credit for certified historic structures and a 10 percent credit for structures more than fifty years old.

Despite the severe restrictions placed upon the use of real estate and other forms of tax shelter in the 1986 law, the tax credit increases the attractiveness of old and historic building rehabilitation by virtually eliminating all forms of competing real estate investment, with the exception of the low-income housing tax credit.

The 1986 Act opens new opportunities for the nonprofit organization to become involved in real estate. The Act's extension of the depreciation period for real estate considerably reduces the penalties enacted in the Tax Reform Act of 1984 to discourage taxpayers from entering into long-term leases or partnerships with tax-exempt entities. Those penalties had the effect of hampering partnerships between nonprofit and government agencies and private developers.

In addition, an increasing emphasis on "economic" incentives, rather than tax-driven benefits, that is a result of the 1986 Act's limitations on the use of tax shelter and the 10 percent set-aside for nonprofit sponsors under the new low-income housing tax credit, ensure that tax-exempt organizations will participate increasingly in rehabilitation projects. That legal change has begun to open new and innovative ownership and tax structuring and financing opportunities for both the development community and nonprofit preservation organizations.

Low-income housing credits: The 1986 Act provides for special relief for investors in certain low-income housing projects of historic buildings.

Community Development Block Grant funds: The federal Community Development Block Grant program permits the use of funds distributed as community block grants for historic preservation purposes, such as rehabilitation of qualifying historic buildings.

Other federally-assisted measures: In addition to tax credits, the federal codes are replete with incentives to assist historic preservation activity. Such assistance often comes in the form of relief from rules and requirements that normally apply to non-historic buildings or property. In coastal zone areas where specific building elevations are required for federal insurance purposes, for example, exemptions are provided to qualified historic structures.

State Incentives and Programs:

The State of Florida became increasingly active in historic preservation during the past decade. It currently spends more dollars on historic preservation than any other state

in the nation. The Florida Department of State is responsible for dispersing state preservation dollars. It provides funding in the areas of acquisition and development, survey and registration, and preservation education.

The City of Hallandale should make certain that it is on the current mailing list of the Bureau of Historic Preservation and should consider applying for grants for appropriate projects in the future. Any public or private agency or group within the community that requires current information on available loans, grants, and funding sources or programs for historic preservation is advised to inquire with:

George Percy
State Historic Preservation Officer
Department of State
Division of Historic Resources
R.A. Gray Building
Tallahassee, Florida 32399-0250

Florida Trust for Historic Preservation
P.O. Box 11206
Tallahassee, Florida 32302

Among the projects for which funding may be sought are survey, National Register nominations, historic preservation planning, community education, acquisition of culturally significant properties, and rehabilitation of historic structures. Eligible recipients of grants include local government and nonprofit organizations. There are two major types of grants distributed through the auspices of the state grant program.

Historic Preservation Grants: Federal grant monies distributed through the state program and funds provided by a dedicated source of state revenue are available to support acquisition and development and Survey and Planning activities. The level of funding assistance awarded an individual project under this category is approximately $20,000. Community education projects, which include publication of guidebooks or brochures promoting heritage tourism constitute eligible grant activity. Funds distributed through this program must be matched by the recipient.

Special Category Grants: Until the budget crisis of 1991-92 the State Legislature for a period of some five years awarded direct legislative support to historic preservation projects that exceeded $50,000 in cost. Such projects may have included major restoration or rehabilitation work on structures or archaeological excavation. Acquisition projects were generally discouraged under this program. Acquisition is generally considered to constitute the initial demonstration of local support for a project. A recommendation for a state grant to assist in acquisition projects was made only in rare circumstances to protect very valuable historic resources.

Eligible recipients include local governmental units, not-for-profit corporations, institutions, organizations, and other non-profit entities. Like the historic preservation grants, Special category grants are administered by the Florida Department of State. Recommendations for awards are made by a Historic Preservation Advisory Council appointed by the Secretary of State.

State Community Development Programs: The Florida Legislature has enacted a number of statutes to stimulate redevelopment of areas defined variously as blighted, slums, or enterprise zones. Since such areas are often rich in older or historic building stock, the statutes provide a major tool for preservation and rehabilitation. State incentives and programs encouraging revitalization of areas defined as enterprise zones are:

* The Community Contribution Tax Credit, which is intended to encourage private corporations and insurance companies to participate in revitalization projects undertaken by public redevelopment organizations in enterprise zones. This credit explicitly includes historic preservation districts as both eligible sponsors and eligible locations for such projects. The credit allows a corporation or insurance company a 55 cents refund on Florida Taxes for each dollar contributed up to a total contribution of $400,000, assuming the credit does not exceed the state tax liability.

* Tax increment financing provides for use of the tax upon an increased valuation of an improved property to amortize the cost of the bond issue floated to finance the improvement. Tax increment financing can effectively pay for redevelopment by requiring that the additional ad valorem taxes generated by the redeveloped area be placed in a special redevelopment trust fund and used to repay bondholders who provided funding at the beginning of the project. This device is often used in commercial or income-producing neighborhoods.

* The State of Florida permits counties to offer property tax abatement to property owners in historic districts. The program has not been administratively implemented, however.

* Job creation incentive credits.

* Economic revitalization tax credits.

* Community development corporation support programs.

* Sales tax exemption for building materials used in rehabilitation of real property in enterprise zones.

* Sales tax exemption for electrical energy used in enterprise zones.

* Credit against sales tax for job creation in enterprise zones.

* State and local incentives and programs encouraging revitalization not only of enterprise zones, slums, or blighted areas, but of historic properties in general include the reduced assessment and transfer of development rights provisions listed above and, most notably, Industrial Revenue Bonds.

While many of the incentives and programs listed above appear directed toward areas defined as slums or blighted, preservationists cannot overlook the economic encouragement they offer for the rehabilitation of historic structures and districts falling

within these definitions. Moreover, there are significant incentives among them which are available to historic properties and districts without regard to blight or urban decay. These prominently include the Community Contribution Tax Credit and Tax Increment Financing.

Miscellaneous Programs

Marker program: Markers usually appear in the form of bronze or wood signs that describe a historical event that occurred in the vicinity or that call attention to a building or other object of historical or architectural interest. The State of Florida has a marker program, as do several counties and cities throughout the state. A marker program must be carefully implemented and administered and the sites for placement of markers chosen with caution. Such a program should be implemented in cooperation with the Hallandale Historical Society.

Plaque program: Related programs include the award of plaques or certificates of historical significance to the owners of buildings that meet specific criteria established for the program. Awards of this kind are often employed to encourage preservation by recognizing outstanding efforts by property owners as well as to identify important sites and buildings. The best preservation device is a determination on the part of a property owner to maintain the historic character of a building. This can be promoted by educating property owners about the significance and historic value of the buildings they own. Plaque programs offer a good device for accomplishing a program of education.

The City can sponsor a plaque program. In undertaking such a program, however, its directors must understand the absolute necessity for establishing written and well defined criteria to govern the awards. The awards should, moreover, be made by a qualified jury or awards committee acting upon the established criteria. In the absence of such steps, the awards will become meaningless or, worse, controversial and possibly injure the preservation effort in the community.

Recommendation: The City should consider, in association with a local organization such as the Hallandale Historical Society, the adoption of a plaque and marker program.

Information materials: Through its various offices and departments, the City should promote historic resources. The production of maps, brochures, and other informational material designed to acquaint visitors and residents with the City and its resources should include material on historic resources.

Case Study; the Curci House:

The Curci House, described above, is a residential structure located adjacent to the municipal administrative complex housing City Hall. The Curci property, which we judge to be National register eligible, is at the time of this writing (June 1992) for sale. Should the city intend to purchase the property and include in its plans a use of the building for public purposes, there are various incentives that it might employ.

The City must first determine if it is to purchase the building directly or to assist the purchase by a public non-profit organization. There are greater tax advantages associated

with purchase and development by a non-profit organization than might be associated with government purchase and ownership.

The following list of potential programs that might be applied in this purchase is predicated on private purchase, assisted and sanctioned by the City.

Purchase incentives: Purchase of the property from the owner might involve a bargain sale transaction. Through this device, the property owner can take a charitable deduction that is computed as the difference between the property's market value and the bargain sale price. This permits the owner to enjoy certain tax advantages.

Contributions made to a federally qualified tax-exempt charitable organization by private individuals are tax deductible. An attractive public purpose for the building might serve as an incentive for specific contributions.

Under the Community Contributions Tax Incentive Program, corporations paying a Florida corporate income tax or insurance premium tax may receive a tax credit of up to 50 percent of the donation to an approved historic preservation project. Additionally, the contributions can usually be deducted from federal taxable income.

Rehabilitation incentives: We are discussing the public acquisition and improvement of the property. Accordingly, the federal tax credits associated with the rehabilitation of a qualified historic structure will not apply. The public purpose of the structure would dictate whether there are federal grants incentives available for its acquisition or redevelopment.

The two state grant programs listed above are potential sources of funding. While the department of State, which administers the state historic preservation grants fund programs, discourages use of the monies for acquisition, the federally assigned funds under the program can be assigned to that purpose. Generally, however, the Department encourages local acquisition, followed by a state-local partnership in rehabilitation.

The historic preservation trust fund grants are generally limited to $20,000. Those funds are best used for planning purposes, for example the development of a program for the use of the building; or the preliminary plans for its rehabilitation that are necessary to develop schedules for renovation and itemized cost figures.

The Special Category grants, which were not approved by the legislature in 1992 because of the state fiscal crisis, provide funds for projects in amounts over $50,000.

Consideration should also be given to seeking Broward County assistance in a project of the kind. The county is committed in its plan to assist historic preservation activities. A project of this kind would offer it opportunity to become engaged in preserving one of Hallandale's landmark sites.

Adaptive reuse: Old buildings can be put to new uses. The concept of "adaptive reuse" has become an ingrained part of the historic preservation ethic in the past thirty years. Federal and state preservation authorities, who distribute grant funds, are concerned about saving historic buildings, not maintaining their specific uses. In many cities, large historic buildings that once served a residential use have been converted to new purposes, such as cultural centers, libraries, and offices.

CEMETERY SURVEY

Introduction

In October 1914, the Boston and Florida Atlantic Coast Land Company, which filed for the original plat of Hallandale in 1898, provided to the Hallandale Cemetery Association a deed described as Lot 4 of Block 10 in Section 21, located in what is now the northwest quadrant of the city. Interments had been made in that area since at least 1904 and apparently the grounds had been previously platted as a cemetery. The entire plot of ground occupies approximately eight acres.

In 1928 the Hallandale Cemetery Association deeded the grounds to the recently incorporated Town of Hallandale. The Warranty Deed specified that the grounds were to be employed solely for burial purposes. In 1930, having discovered that no plat of the cemetery had been filed in Dade or Broward county offices, the Hallandale Town Council ordered a survey of the cemetery and filed the plat. In 1941 the Clerk requested permission of the Town Council to print Burial Permit forms and Cemetery Lot Deeds.

Block 4 of the four-block cemetery contains the earliest burials, including many of Hallandale's earliest settlers. The Broward County Genealogical Society, Inc. has copies of the gravestone inscriptions found in blocks 2, 3, and 4.

In the course of the present survey, a Florida Master Site File form for the cemetery was prepared and a physical assessment of the area made. In addition, a ground radar (GPR) study of the southwest section of the cemetery, bordering Northwest Seventh Avenue in Block 3 of the four block plat, was made on May 28, 1992. The purpose of the GPR study, conducted under the auspices of the U.S. Soil Conservation Service, was to evaluate the subsurface for disturbed areas that may indicate the presence of burials. There exists a belief that following the 1926 hurricane, a mass burial took place at the cemetery in that location.

Thirteen transects, approximately thirty inches apart, were run along the fence line, extending approximately fifteen feet east of it. The probing depth of the GPR equipment was rated at approximately fourteen feet. The survey failed to reveal any subsurface disturbance in that area, including old graves. The limestone strata in the area appeared to be intact, indicating that the ground had not been broken.

Current City Improvement Efforts

The City of Hallandale is continuing an ongoing beautification project at the cemetery. Improvements included planting of hedges and shade trees, installation of irrigation pipes, benches, and new signs, and planting of new sod. Future plans include expansion of parking and addition of trees, benches, and landscaping at the entrance and exit areas.

City crews removed from the cemetery all items other than markers (upright stones and flat markers), including shrubs, fences, and walls around graves.

Purpose of This Report

This report offers the findings of the survey team which recorded the cemetery. It contains our assessment of what constitutes appropriate maintenance of a historic cemetery.

Our suggestions are designed to complement the efforts of the city in pursuing its preservation management plan for the cemetery, and to provide recommendations for care of the grounds that are at once consistent with state requirements and faithful to a reasonable obligation to owners of burial lots and descendants of people interred in the cemetery. The direct responsibility for such obligation may not rest entirely with the City of Hallandale. There are a number of issues to consider in management and preservation of this or any cemetery. The remainder of this discussion is intended to provide some guidance to municipal officials, residents, property owners, and living descendants of people buried within the cemetery who have concern about the maintenance of grave sites and areas.

Definitions

In the process of implementing a plan of cemetery preservation, there are a number of terms that are commonly used. The following definitions may be assigned to the process of cemetery preservation:

Preservation: The act of protecting and maintaining a cemetery and grave site. As commonly used, this means both conservation and restoration, and embraces grave sites, grave stones, and the cemetery grounds themselves.

Conservation: Conservation refers to the process of stabilizing , protecting from deterioration, and preserving the monuments, grave stones, and other objects found within the cemetery area.

Restoration: The act of actually restoring or reconstructing the objects described above.

Cemetery: A place set apart for burying the dead.

Graveyard: Graveyard is often used to refer to older burial grounds, generally pre-twentieth century, while cemetery refers to modern grounds. In this discussion, the two are used interchangeably.

Gravestone: A stone or marker generally containing an inscription that marks a single grave or specific group of graves. Used interchangeably with marker.

Grave site: An individual or specific grave.

Developing a Plan

In undertaking a municipal plan of cemetery preservation, there are a number of questions that may be addressed. Priorities have to be established. Some things can be relegated to a less urgent status, others addressed early. Such planning does not have to be done by professionals, but can be developed by those who are most concerned with the cemetery. The following points are offered as the first approach to undertaking the plan. These are issues that should be addressed in any cemetery plan, and they are made in the

knowledge that many of these issues have been addressed by the city and that the city has embarked on an extensive project to improve the cemetery grounds.

1. Who owns the cemetery? Is the City of Hallandale directly responsible or does the burden of caring for the grounds involve plot owners or descendants of owners, a church, or corporation? If the city itself wishes to undertake action with regard to a specific site, must it secure permission from the owner? All who are involved should acquaint themselves with relevant local and state cemetery regulations.

2. What is the present level of security in the cemetery? Is additional security needed and is security indeed a problem? Should consideration be given to providing a better enclosure? What are the options and what would be most effective? In this regard, it is well to note that a cemetery that is so well enclosed that it cannot be observed from the exterior may be far more vulnerable to vandalism than one which is entirely visible. In many cases, lighting sufficient to reveal the presence of nighttime intruders is the best form of protection.

3. Is there at present documentation of markers or stones? Is the documentation available? Who can best accomplish the task and what should a good inventory include?

4. What kind of restoration or conservation work, if any, is required at the cemeteries? Who can best perform that and, more critically, who can pay for it? What will the approximate cost of the work be? What is the minimal amount that should be done? What are the sources for such funds, if any? Is there at present any kind of assigned financial responsibility for maintenance? For example, was a cemetery fund initially established that is supposed to hold funds in escrow?

5. What is required in the way of landscaping? Who will do the work and what will it cost?

6. What kind of local measures can be undertaken to develop interest in cemetery preservation? Should the City or some other body produce a brochure or visitor's guide? Perhaps local organizations can be enlisted for support. Generally, local historical societies, especially those which have a strong interest in genealogy, have an interest in this kind of project.

Documentation

Documentation is the process of developing a record of the grave sites within a cemetery.

A thorough record would consist of producing a separate form for each grave site that would contain the names, dates, and other inscriptions found on grave markers, and record the condition of the stone and other characterizing information.

Good black and white photographs are another part of this kind of study, for they will provide a permanent visual record of the grave site, which will be useful both as documentation and as an aid to restoring a grave stone in the event of damage in the future.

Documentation is one part of the cemetery preservation process that can be easily performed by volunteers. There are numerous examples of forms that can be adapted for local use.

The Genealogical Society of Broward County in 1990-91 did undertake a project to record the inscriptions on the gravestones as well as the card records held by the city.

Site Maintenance

The process of maintaining a cemetery should not be confused with the process of restoring it, that is, repairing damaged stones, replacing dislodged markers, and so forth.

Maintenance includes proper grass mowing, tree trimming, and fence mending, but it also embraces cleaning dirty stones, removing overgrown brush, and removing trees or other vegetation whose growth physically disturbs or dislodges grave stones and markers. In the process of mowing, care should betaken to insure that grave stones are not chipped by the mowers. The use of chemical fertilizers and acidic cleansing agents may threaten grave stones. Proper cleaning agents and methods are described in the two volumes listed at the end of this discussion.

Restoration

The first step in the process of restoring a cemetery consists of the clean-up: removing fallen limbs, overgrown brush, and threatening vegetation, and generally cleaning the grounds. The Hallandale Cemetery has generally been well maintained and is currently undergoing an improvement effort on the part of the city. In this step, cleanup crews will encounter numerous fragments and dislodged stones. It is important that before these fragments are removed that they be recorded or cataloged. They may provide the only accurate record of the grave site to which they belong.

If such fragments include the names or dates inscribed on the stone, it is even more important that they be recorded and, if possible, restored. If restoration is not possible, then a replacement providing at minimum names and dates should be considered. Unmarked graves offer cemetery visitors neither satisfaction or information.

Fallen stones should not be removed from the site. Replacing them or "righting" the stones may require the assistance of a professional person, but in many cases the work can be done by volunteers. It is well to remember that the stones are heavy, inviting injury in their movement both to the person doing the moving and to the stones themselves.

Professional Assistance

Perhaps more than any other form of preservation activity, cemetery preservation is one process that can largely be performed by volunteers or laymen. Some parts of the process, particularly restoration of stones, vaults, or crypts, for example, will require professional assistance. Documentation, maintenance, and preliminary forms of restoration can easily be done by non-professionals.

Nevertheless, professional help might be sought initially to establish a plan of action. In such a case, it is well to be able to distinguish the categories of professional assistance that might be used:

Consultant: A professional who makes recommendations for work to be performed, drafts a plan of preservation, assists in developing documentation, or oversees the work of restoration.

Conservator: One who is familiar with the actual physical process of restoring damaged stones or markers, or establishing rules for maintaining them.

Contractor: A person or firm who carries out specifications for work developed by the consultant or conservator.

Recommendations

1. Recording Historic Gravesites: As noted above, the Genealogical Society of Broward County has recorded the historic grave sites in the Hallandale Cemetery. Its report can be found at the Broward County Historical Commission office and library. Only a portion of the report has been published or reproduced. The City of Hallandale can obtain a copy of the documentation and should check this against its own records to verify interment sites.

2. Publishing Gravesite Information: The city has, in effect, a map of the cemetery. The plat constitutes a sufficient plan for locating grave sites. For public information purposes, the City should consider publishing a list of deceased that are buried in the cemetery with the location of the grave sites by lot number. That information is available in its records and those of the Genealogical Society.

3. Cemetery Cleanup: The City is currently in the final phases of a program to improve the cemetery. Efforts have concentrated on lots 1 and 2, where, apparently, new burials will be scheduled. As part of the effort, items other than markers are being removed. That is commendable. Numerous graves have been surrounded with bricks, shrubs, and other items that interfere with such maintenance tasks as mowing. A marker is sufficient identification for any grave site.

In the process of cleaning the area, however, care should be taken with regard to disposal of broken markers. Many grave sites in the Hallandale Cemetery consist of a flat or slightly curved vault with the name of the interred body cemented to the face of the vault. The plates with the names and dates have in many cases been broken off from the vault and, if they have not altogether disappeared, lie in pieces to the side of it. Despite cemetery records, these may be the only means of identifying individual grave sites. Before the pieces are removed, they should be recorded to insure future verification of the site.

Consideration should be given to producing a standard form of marker to be placed on the vaults whose name plates have disappeared or threaten to break off. The solution should offer a device that is easily produced and attached to the vaults and promises to endure.

4. Public Information: The City may consider producing a booklet offering information about the cemetery and providing a list of rules for interment and for visitors. The booklet might include both municipal and state regulations, as appropriate, that govern the cemetery.

Bibliography

There are numerous sources of information about cemeteries. The two which were principally used in developing this discussion were Lynette Strangstad, *A Graveyard Preservation Primer*, American Association for State and Local History, 1988; and Sharyn Thompson, *Florida's Historic Cemeteries: A Preservation Handbook*, Historic Tallahassee Preservation Board, 1989.

Legislation:

There are two principal pieces of state legislation governing cemeteries and dead bodies. They are contained in Florida Statutes, Chapter 497 (Cemeteries) and Chapter 872 (Offenses Concerning Dead Bodies and Graves).

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Rec. No.	Address	Date	Style	Original Use	Present Use
30	134 South Dixie Highway	1906	Frame Vernacular	Private residence	Private residence
42	202 South Dixie Highway	1918	Frame Vernacular	Private residence	Private residence
139	308 South Dixie Highway	c. 1948	Masonry Vernacular	Monument	Monument
43	420 South Dixie Highway	1925	Masonry Vernacular	Commercial	Commercial
102	18 NW Eighth Street	c. 1923	Frame Vernacular	Private residence	Private residence
131	303 NW Eighth Street	c. 1925	Frame Vernacular	Private residence	Private residence
132	307 NW Eighth Street	c. 1925	Frame Vernacular	Private residence	Private residence
55	118 SE Eighth Street	c. 1925	Mediterranean Revival	Private residence	Private residence
37	19 SW Eighth Street	c. 1919	Frame Vernacular	Private residence	Private residence
38	34 SW Eighth Street	1926	Mediterranean Revival	Private residence	Private residence
24	117 SW Eighth Street	c. 1940	Frame Vernacular	Private residence	Private residence
134	121 NW Fifth Avenue	c. 1925	Frame Vernacular	Private residence	Private residence
65	25 SE Fifth Avenue	1939	Frame Vernacular	Private residence	Private residence
7	521 SW Fifth Avenue	1949	Frame Vernacular	Private residence	Private residence
115	323 NW Fifth Street	1916	Frame Vernacular	Private residence	Private residence
56	212 SE Fifth Street	c. 1925	Frame Vernacular	Private residence	Private residence
33	33 SW Fifth Street	1948	Frame Vernacular	Private residence	Private residence
34	113 SW Fifth Street	c. 1925	Frame Vernacular	Private residence	Private residence
93	400 NW First Avenue	c. 1930	Masonry Vernacular	Commercial	Commercial
94	402 NW First Avenue	c. 1940	Frame Vernacular	Private residence	Private residence
95	517 NW First Avenue	c. 1925	Frame Vernacular	Private residence	Private residence
96	608 NW First Avenue	1935	Frame Vernacular	Private residence	Private residence
97	613 NW First Avenue	c. 1915	Frame Vernacular	Private residence	Private residence
98	705 NW First Avenue	1948	Late Gothic Revival	Religious	Religious
99	713 NW First Avenue	c. 1935	Frame Vernacular	Private residence	Private residence
100	717 NW First Avenue	c. 1941	Frame Vernacular	Private residence	Private residence
101	718 NW First Avenue	1942	Frame Vernacular	Private residence	Private residence
103	913 NW First Avenue	c. 1929	Frame Vernacular	Private residence	Private residence

Rec. No.	Address	Date	Style	Original Use	Present Use
13	22 SW First Avenue	1935	Frame Vernacular	Private residence	Private residence
29	120 SW First Avenue	c. 1918	Frame Vernacular	Private residence	Private residence
28	130 SW First Avenue	1925	Mediterranean Revival	Private residence	Private residence
27	150 SW First Avenue	1940	Bungalow	Private residence	Private residence
26	200 SW First Avenue	c. 1920	Bungalow	Private residence	Private residence
25	215 SW First Avenue	1939	Frame Vernacular	Private residence	Private residence
80	330 NE First Court	c. 1913	Frame Vernacular	Private residence	Private residence
85	301 NE First Street	c. 1925	Frame Vernacular	Private residence	Private residence
82	305 NE First Street	c. 1930	Frame Vernacular	Private residence	Private residence
81	309 NE First Street	c. 1930	Frame Vernacular	Private residence	Private residence
83	317 NE First Street	c. 1925	Frame Vernacular	Private residence	Private residence
12	102 SW First Street	c. 1898	Frame Vernacular	Depot	Private residence
11	106-108 SW First Street	c. 1898	Frame Vernacular	Depot	Private residence
10	216 SW First Street	c. 1930	Frame Vernacular	Private residence	Private residence
9	302 SW First Street	1935	Frame Vernacular	Private residence	Private residence
8	303 SW First Street	1940	Frame Vernacular	Private residence	Private residence
5	601 SW First Street	1915	Frame Vernacular	Private residence	Private residence
113	421 Foster Road	c. 1930	Masonry Vernacular	Private residence	Private residence
135	23 NW Fourth Avenue	1948	Frame Vernacular	Private residence	Private residence
137	110 NW Fourth Avenue	1926	Frame Vernacular	Private residence	Private residence
136	124 NW Fourth Avenue	1925	Frame Vernacular	Private residence	Private residence
116	417 NW Fourth Avenue	c. 1925	Frame Vernacular	Private residence	Private residence
127	929 NW Fourth Avenue	1940	Frame Vernacular	Private residence	Private residence
17	105 SW Fourth Avenue	c. 1930	Frame Vernacular	Private residence	Private residence
16	204 SW Fourth Avenue	1925	Frame Vernacular	Private residence	Private residence
15	207 SW Fourth Avenue	1935	Frame Vernacular	Private residence	Private residence
14	220 SW Fourth Avenue	1923	Frame Vernacular	Private residence	Private residence
77	620 NE Fourth Court	1927	Mediterranean Revival	Private residence	Private residence
78	626 NE Fourth Court	1926	Mediterranean Revival	Private residence	Private residence
79	701 NE Fourth Court	c. 1926	Mediterranean Revival	Private residence	Private residence
72	619 NE Fourth Street	1926	Mediterranean Revival	Private residence	Private residence
73	623 NE Fourth Street	c. 1926	Mediterranean Revival	Private residence	Private residence
74	633 NE Fourth Street	1926	Mediterranean Revival	Private residence	Private residence
75	635 NE Fourth Street	1923	Mediterranean Revival	Private residence	Commercial
76	713 NE Fourth Street	1926	Mediterranean Revival	Private residence	Private residence
60	113 SE Fourth Street	c. 1928	Frame Vernacular	Private residence	Private residence

Rec. No.	Address	Date	Style	Original Use	Present Use
59	121 SE Fourth Street	1934	Frame Vernacular	Private residence	Private residence
58	125 SE Fourth Street	c. 1940	Frame Vernacular	Private residence	Private residence
57	135 SE Fourth Street	c. 1930	Frame Vernacular	Private residence	Private residence
63	227 SE Fourth Street	c. 1925	Mediterranean Revival	Private residence	Private residence
133	2-22 West Hallandale Beach Boulevard	1925	Mediterranean Revival	Commercial	Commercial
51	113 SE Ninth Court	c. 1930	Frame Vernacular	Private residence	Private residence
108	120 NW Ninth Street	c. 1935	Masonry Vernacular	Commercial	Commercial
130	920 NW Ninth Street	c. 1935	Frame Vernacular	Private residence	Private residence
44	123 SE Ninth Street	1927	Frame Vernacular	Private residence	Private residence
45	127 SE Ninth Street	c. 1930	Frame Vernacular	Private residence	Private residence
46	211 SE Ninth Street	c. 1927	Frame Vernacular	Private residence	Private residence
47	415 SE Ninth Street	1926	Frame Vernacular	Private residence	Private residence
48	417 SE Ninth Street	1926	Frame Vernacular	Private residence	Private residence
49	419 SE Ninth Street	1926	Frame Vernacular	Private residence	Private residence
40	601 SW Ninth Street	c. 1938	Mediterranean Revival	Private residence	Private residence
1	943 SW Ninth Street	c. 1920	Frame Vernacular	Private residence	Private residence
114	312 NW Second Avenue	c. 1935	Masonry Vernacular	Clubhouse	Vacant
112	505 NW Second Avenue	c. 1940	Masonry Vernacular	Theater	Commercial
39	517 NW Second Avenue	c. 1940	Frame Vernacular	Private residence	Private residence
110	600 NW Second Avenue	1925	Frame Vernacular	Private residence	Private residence
111	617 NW Second Avenue	1925	Masonry Vernacular	Commercial	Commercial
109	620 NW Second Avenue	c. 1935	Masonry Vernacular	Religious	Religious
107	910 NW Second Avenue	1937	Frame Vernacular	Private residence	Private residence
106	1000 NW Second Avenue	c. 1945	Frame Vernacular	Private residence	Vacant
69	113 SE Second Avenue	c. 1925	Frame Vernacular	Private residence	Private residence
71	212 SE Second Avenue	c. 1938	Frame Vernacular	Private residence	Private residence
70	224 SE Second Avenue	1938	Frame Vernacular	Private residence	Private residence
52	801 SE Second Avenue	1927	Mediterranean Revival	Private residence	Private residence
53	803 SE Second Avenue	c. 1925	Mediterranean Revival	Private residence	Private residence
22	221 SW Second Avenue	1945	Frame Vernacular	Private residence	Private residence
23	324 SW Second Avenue	1926	Italian Renaissance	Private residence	Private residence
86	410 NE Second Street	c. 1925	Mediterranean Revival	Private residence	Private residence
138	650 NW Second Street	1910	Frame Vernacular	Education	Meeting Hall

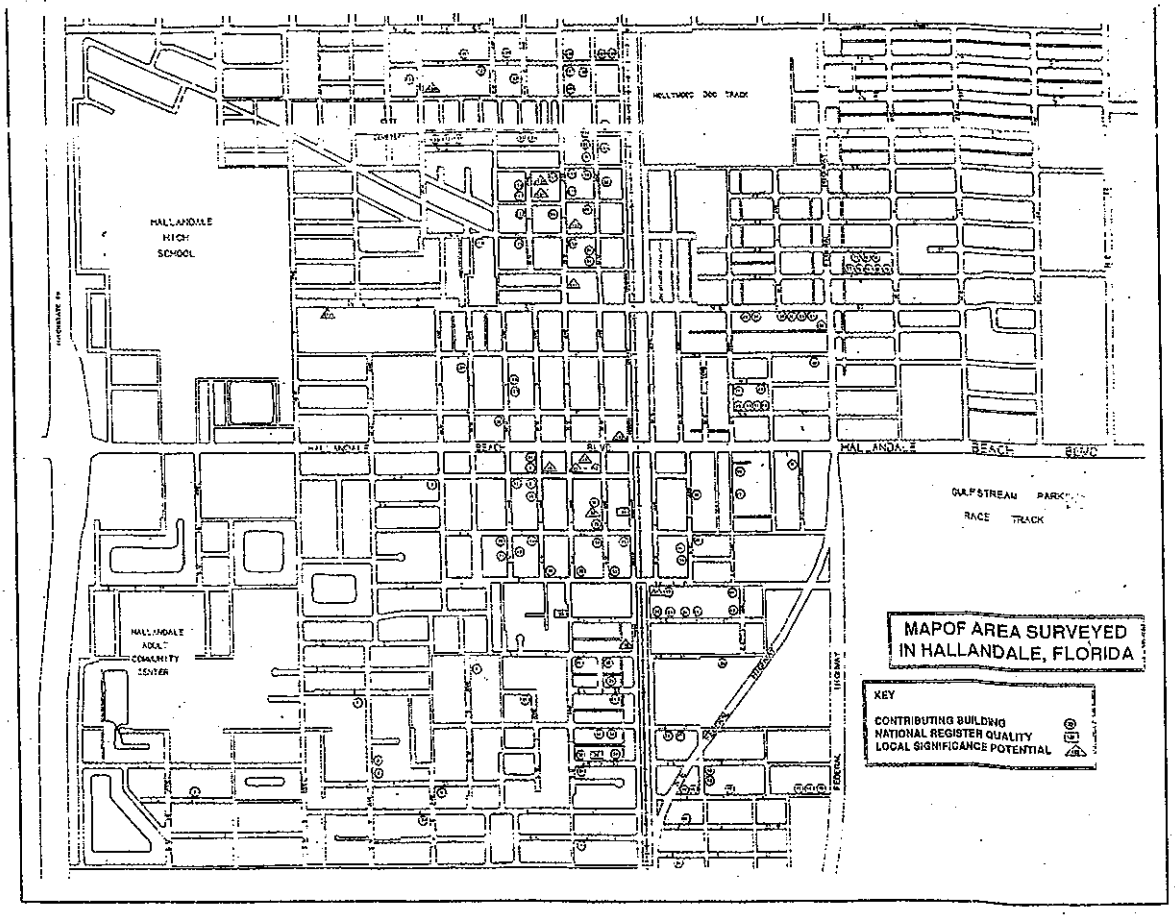
Rec. No.	Address	Date	Style	Original Use	Present Use
68	200 SE Second Street	1925	Mediterranean Revival	Private residence	Private residence
3	777 SW Seventh Avenue	1948	Frame Vernacular	Private residence	Private residence
2	785 SW Seventh Avenue	1943	Frame Vernacular	Private residence	Private residence
124	306 NW Seventh Court	1930	Frame Vernacular	Private residence	Private residence
123	308 NW Seventh Court	1930	Frame Vernacular	Private residence	Private residence
122	310 NW Seventh Court	c. 1925	Frame Vernacular	Private residence	Private residence
54	130 SE Seventh Street	c. 1925	Mediterranean Revival	Private residence	Private residence
36	27 SW Seventh Street	1945	Frame Vernacular	Private residence	Private residence
35	31 SW Seventh Street	c. 1945	Frame Vernacular	Private residence	Private residence
129	914 NW Sixth Avenue	c. 1930	Frame Vernacular	Private residence	Private residence
6	801 SW Sixth Avenue	1952	Frame Vernacular	Private residence	Private residence
32	17 SW Sixth Street	1928	Frame Vernacular	Private residence	Private residence
31	22-24 SW Sixth Street	1925	Mediterranean Revival	Apartment	Apartment
4	701 SW Sixth Street	1948	Frame Vernacular	Private residence	Private residence
105	20 NW Tenth Street	c. 1950	Frame Vernacular	Private residence	Private residence
104	22 NW Tenth Street	c. 1950	Frame Vernacular	Private residence	Private residence
126	316 NW Tenth Street	1930	Frame Vernacular	Private residence	Private residence
128	504 NW Tenth Street	c. 1925	Frame Vernacular	Private residence	Private residence
50	110 SE Tenth Street	c. 1930	Frame Vernacular	Private residence	Private residence
41	109 SW Tenth Street	c. 1935	Frame Vernacular	Private residence	Private residence
84	104 NE Third Avenue	c. 1930	Frame Vernacular	Private residence	Private residence
117	513 NW Third Avenue	1939	Frame Vernacular	Private residence	Private residence
118	516 NW Third Avenue	c. 1937	Frame Vernacular	Private residence	Private residence
120	519 NW Third Avenue	1935	Shotgun	Private residence	Private residence
119	520 NW Third Avenue	1942	Frame Vernacular	Private residence	Private residence
121	521 NW Third Avenue	c. 1940	Shotgun	Private residence	Private residence
125	911 NW Third Avenue	c. 1935	Frame Vernacular	Private residence	Private residence
66	35 SE Third Avenue	c. 1940	Frame Vernacular	Private residence	Private residence
67	109 SE Third Avenue	c. 1935	Frame Vernacular	Private residence	Private residence
64	316 SE Third Avenue	c. 1940	Mediterranean Revival	Private residence	Private residence
18	18 SW Third Avenue	1946	Frame Vernacular	Private residence	Private residence

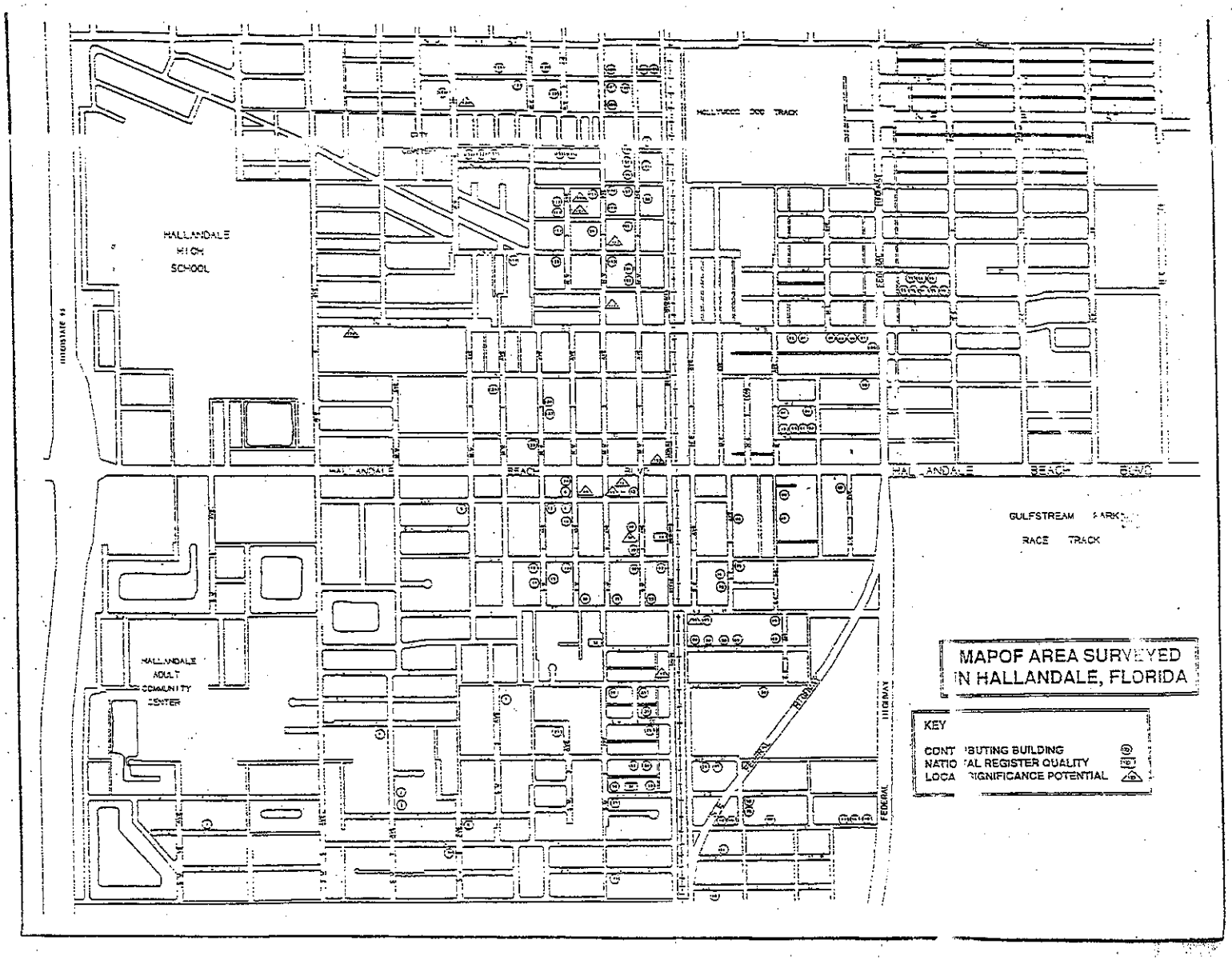
Rec. No.	Address	Date	Style	Original Use	Present Use
19	200 SW Third Avenue	1925	Mediterranean Revival	Private residence	Private residence
20	221 SW Third Avenue	1939	Frame Vernacular	Private residence	Private residence
21	600 SW Third Avenue	c. 1940	Mediterranean Revival	Private residence	Private residence
92	338 NE Third Street	1920	Frame Vernacular	Private residence	Private residence
91	400 NE Third Street	1946	Frame Vernacular	Private residence	Private residence
87	410 NE Third Street	c. 1942	Frame Vernacular	Private residence	Private residence
88	412 NE Third Street	c. 1942	Frame Vernacular	Private residence	Private residence
89	416 NE Third Street	c. 1942	Frame Vernacular	Private residence	Private residence
90	420 NE Third Street	c. 1942	Frame Vernacular	Private residence	Private residence
140	500 NE Third Street	c. 1918	Bungalow	Private residence	Private residence
61	112 SE Third Street	1912	Bungalow	Commercial	Private residence
62	114 SE Third Street	c. 1927	Mediterranean Revival	Private residence	Private residence

HALLANDALE SUBDIVISIONS

S/D NAME	DEVELOPER	DATE
Town of Hallandale	Boston & Fla Atlant Cst Lnd Co. & the Fla East Coast Railway Co.	1898
Phippen's S/D, Valentine's Survey	George Phippen	1908
Phippen's S/D, Frederick's Survey	George Phippen	1910
Wofford's S/D	Talem Wofford	1912
North American Fruit Co. S/D	N.A. Fruit Co.; F.G.V. Sjostrom, pres	1912
Seminole Beach S/D, Amended Plat of	Thomas B. Hamilton	1918
Belmar S/D	Lenore & B.C. Lighter	1921
Britan Addition	H.M. Britan	1921
Britan Add., Amended Plat of	H.M. Britan	1922
Flava Park S/D	Flava Fruit Co	1922
Golden Heights S/D	Alpheus Ryan	1924
Hallandale Park S/D	William White	1924
Ocean Park S/D	Biscayne Eng. Co., Mla;J.B. Long, pr	1924
Sunset Park S/D	Frank Curci	1924
Lincoln Park S/D	Joseph Long	1924
Maddox Heights S/D	J.H. Maddox	1924
Ben-Mel By the Sea S/D	????	1925
Cunningham & Cooley S/D	E.G. Cunningham & J.A. Cooley	1925
Dixilantic S/D	Dixilantic Corp., O.S.Cappleman,pr	1925
Glendale S/D	Lena Glen	1925
Golden Isles S/D	Golden Isles Corp.,S.A. Kagey,pr	1925
Grant Park S/D	H.E. & Mary Helen Foster	1925
Hallandale Lawn S/D	J.A. Linstead	1925
Hallandale Park No. 2	H.M.N. Muhle	1925
Hallandale Park No. 3	H.M.N. Muhle	1925
Hallandale Park No. 4	J.A. Linstead	1925
Hallandale Park No. 5	????	
Hallandale Park No. 7	James Chiles	1925
Hollywood Entrada S/D	????	
Hollywood Pine Estates S/D	P.L. Bergoff, Inc.	1925
Atlantic Lawns S/D	William Hope	1926
Atlantic Shores, Lake Villa sec 1	Atlantic Shores, Corp.	1926
Atlantic Shores, Lake Villa sec 2	Atlantic Shores, Corp.	1926

Atlantic Shores, Revised Plat of	Atlantic Shores Corp.	1926
Atlantic Villa, Amended Plat of	Franck Dickey	1926
Delagall Heights S/D	Louis Delagall	1926
Moffitt's S/D	J.W. & Martha J. Moffitt	1926
Elsinore Beach,resub of N.Beach	Elsinore Beach Corp.	1929
Glendale S/D	Lena Glen	1929
Golden Isles, Revised Plat	Monerco, Inc., F.J. Kline, pr	1931
Seminole Beach S/D, Second Amended Plat	Wade Harley, Inc.	1932
Enger Park, Amended Plat of	Max Srolovitz	1933
Foster Homesites S/D	Overly Corp., H.E. Foster,pr	1938
Bennett Pipes, First Addition	James Bennett	1939
Federal Tracts S/D	W.G. Wilson, Guy Weaver, Stanley Weaver	1941
Airport Vista S/D	George Phippen	1942
Pomdale S/D	George Phippen	1942
Ingalls Tract S/D	Glendale Investment Co.,C.E. Ingalls,vp	1944
Foster Park S/D	Mary Helen Foster	1945
West Harlem S/D	Frank Magnuson	1946
West Harlem S/D, First Add. to	Frank Magnuson	1946


HALLANDALE HIGH SCHOOL
HALLANDALE ADULT COMMUNITY CENTER
HALLANDALE BEACH BLVD
GULFSTREAM RACE TRACK
MAPOF AREA SURVEYED IN HALLANDALE, FLORIDA
KEY
CONTRIBUTING BUILDING
NATIONAL REGISTER QUALITY
LOCAL SIGNIFICANCE POTENTIAL


HALLANDALE HIGH SCHOOL
HALLANDALE ADULT COMMUNITY CENTER
HALLANDALE BEACH BLVD
GULFSTREAM PARK
RACE TRACK
FEDERAL HIGHWAY
MAPOF AREA SURVEYED IN HALLANDALE, FLORIDA
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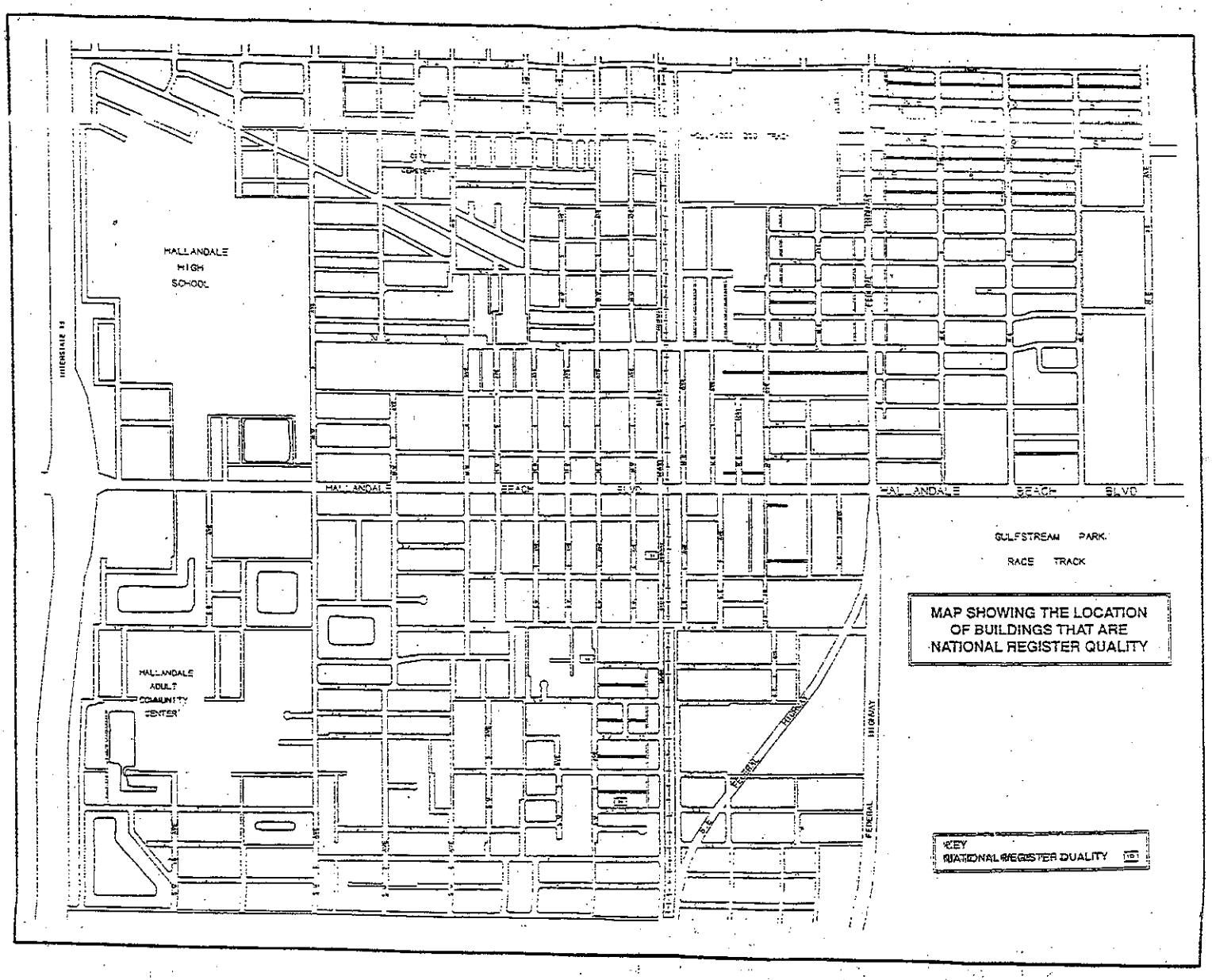
HALLANDALE HIGH SCHOOL
HALLANDALE ADULT COMMUNITY CENTER
HALLANDALE BEACH BLVD
HALLANDALE BEACH BLVD
FEDERAL HIGHWAY
GULFSTREAM PARK RACE TRACK
MAP SHOWING THE LOCATION OF BUILDINGS THAT ARE NATIONAL REGISTER QUALITY
KEY
NATIONAL REGISTER QUALITY