

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received DEC 10 1987

date entered DEC 23 1987

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Downtown DeLand Historic District

and or common Downtown DeLand

2. Location

street & number N/A

N/A not for publication

city, town DeLand

N/A vicinity of

state Florida

code 012

county Volusia

code 127

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	N/A yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	N/A being considered	N/A yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		N/A no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Various

street & number N/A

city, town DeLand

N/A vicinity of

state Florida

5. Location of Legal Description

courthouse, registry of deeds, etc. Volusia County Courthouse

street & number 120 West Indiana Avenue

city, town DeLand

state Florida

6. Representation in Existing Surveys

title DeLand Redevelopment Area Survey

has this property been determined eligible?  yes  no

date 1986

federal  state  county  local

depository for survey records Florida Bureau of Historic Preservation

city, town Tallahassee

state Florida

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved    date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The proposed Downtown DeLand Historic District, located in DeLand, Florida, consists primarily of one and two-story attached and detached commercial buildings. The physical development of the district began during the late 1870s with the subdivision of what is today downtown DeLand. Contributing buildings in the district date from c. 1886 to approximately 1929 and generally are of masonry vernacular design. The district has lost some physical integrity resulting largely from poor maintenance, and the alteration or destruction of some structures, but it remains sufficiently intact to convey a strong sense of its historic period of development.

The boundaries of the survey area coincide generally with the core of the city's traditional business district. The area consists of all or part of eleven blocks, roughly bounded on the west by Florida Avenue, on the north by Church Street, on the east by Alabama Avenue, and on the south by Howry Avenue. Woodland Boulevard, the city's historic main commercial street, constitutes the north-south axis of the district, and New York Avenue provides the central and east-west axis.

Woodland Boulevard is also a state and federal highway (U.S. 19 and 92) and, therefore, traditionally served as the main thoroughfare introducing traffic from outside the city into its center. New York Avenue draws local traffic into the commercial center from the flanking residential areas. The district is laid out in a rectangular grid, running north-south for five blocks and east-west for four blocks. Block size, however, is not uniform, nor are all streets continuous.

The greatest concentration of historic buildings within DeLand is found within the central commercial-governmental core, extending four blocks along Woodland Boulevard from Howry Avenue on the south to Church Street on the north and running from Florida Avenue on the west to Alabama Avenue on the east. Within this primarily commercial area one finds an island of governmental buildings along Indiana Avenue. The district comprises the most well-defined group of historic buildings in the city, including the oldest commercial structure at 109 West Indiana Avenue (Photo #1), erected c. 1886, and contains one of its best examples of "high style" architecture, namely the Classical Revival style Volusia County Courthouse (Photo #2), whose twin facades are oriented toward New York and Indiana avenues.

The district is also defined by the present and original use of its buildings, having historically served as a commercial area since the establishment of the town in the late nineteenth century. The majority of the buildings exhibit similarity both in design and the use of materials. They are generally masonry vernacular, varying in height from one and one-half to three stories. The ground floors have traditionally contained retail stores, while the upper floors were used as offices and meeting rooms. The most common exterior fabric is mainly brick, and at least one building, 110 West Indiana Avenue (Photo #3), makes use of a locally manufactured brick. The Bond Sandstone Brick Company was established in nearby Lake Helen in 1904, and the company obtained rights to make brick of

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sand and limestone, compressed by steam pressure. Various colors--brown (buff), red, and grey--the brick were used in local buildings and elsewhere in the state.

The store front architecture of the late nineteenth and early twentieth century buildings in DeLand represents the dominant commercial architectural style of the United States at that time. The storefront was an innovation of mid-nineteenth century America. The first story featured large display windows and a formal entryway. The ground floor was reserved for use as a retail store, while the upper floors were used variously as offices, meeting halls, and even residences. Exterior ornamentation usually resided on the second or upper stories and was frequently limited decorative brick or stonework incorporated into the structural configuration of the building. Pilasters or supports often flanked the shop windows, creating a frame for display of retail merchandise. The business entry was usually recessed to avoid competition with the display area.

Beneath the display windows one usually found horizontal or kick panels, beginning at the ground level and rising several feet. These were normally made of wood or iron and served as the practical conclusion to the display area. A common storefront configuration was a central entrance with two obliquely placed windows flanking the doorway, having a band of transom windows above the entire unit. Metal or wood canopies, or canvas awnings, were used extensively over commercial storefronts. They provided shelter for customers and served as a medium on which to display advertising.

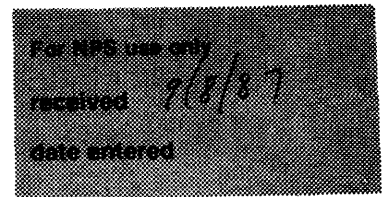
The buildings in the central business-governmental section of DeLand developed in three distinct periods. The first phase comprises those buildings constructed immediately after the fire of 1886 and includes the Fish Building (Photo #4) at 100 South Woodland Boulevard, the Haven Block at 112-116 North Woodland Boulevard, and the Society Hall Opera House (Photo #5) at the intersection of West Indiana Avenue and North Woodland Boulevard.

A second period of energetic construction came with the economic recovery following the great freeze of 1894-95 that destroyed most of the state's citrus crop. The return of full citrus production more than a decade later initiated a period of feverish construction from approximately 1909-1911 resulting in the erection of the Classical Revival style Volusia County Bank (Photo #6) at 120 North Woodland Boulevard and the Drecka-Whitehair Building (Photo #7) at 101 South Woodland Boulevard. The bank is particularly notable for such features as its full-width pedimented portico with Ionic columns, and a pediment and cornice with dentils.

The three-story Drecka-Whitehair Building at 101-109 Woodland Avenue, constructed 1909-1910, is important as the first reinforced concrete building in DeLand. It is also distinctive for being an early example of "Mission Style" architecture, exemplified in its high shaped parapet. The structure consists of a reinforced concrete framework with an infill of hollow clay tiles that has been covered in stucco. The building rests on a foundation of brick and poured concrete.

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The third period of extensive development in the district came during the "Florida Boom" of the 1920s, the prevalent architectural character of which was the Mediterranean Revival style, which made eclectic borrowings from throughout the Mediterranean basin. Two downtown buildings represent typical examples of the commercial adaptation of the style to a small community. The most notable is the five-story Putnam Hotel (Photo #8) at 225 West New York Avenue which was constructed in 1926. It was built on the site of a previous hotel of the same name. Perhaps the most notable Mediterranean Revival style building in the district is the "Mission Style" First Methodist Church (Photo #9) at 115 East Howry Avenue. A portion of the building was constructed in 1885, but this has been largely hidden by alterations and additions made in 1921 that now give it a Mediterranean Revival definition. The church expresses characteristics of the style through its heavily buttressed stuccoed walls and towers, arched openings, and curvilinear roof parapet.

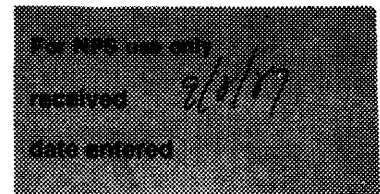
The building that dominates the heart of the historic district is the Volusia County Courthouse (Photo #2) built in 1928. This massive structure was designed in the Classical Revival tradition common to governmental buildings in both the nineteenth and twentieth centuries. The building has a basically H-shaped plan and is dominated by twin colossal porticos on its north and south facades. In the center of the structure rises a copper sheathed dome with a clock on each of its four sides.

There are 86 buildings in the historic district, of which 68 are considered contributing to the historic character of the area. The majority of these are masonry vernacular commercial buildings, but there are a handful of wood frame residential structures that are associated with the early development of the area. These residential buildings are all found along Howry Avenue. The greater part of these are two stories in height and have a modified rectangular plan. The most notable of these house are 135 and 145 West Howry (Photos #10 and #11). The structure at 135 West Howry is two stories high and has a one-story L-shaped veranda that extends the full width of its street facade and wraps around its east elevation. The facade gable of the steeply pitched roof features decorative "stickwork," and the motif is repeated in the small gable over the entrance bay of the veranda. The veranda is distinguished by chamfered posts and decorative brackets. The house at 145 Howry is plainer in appearance but is made notable by the elaborate vergeboard and vertical "picket fence" siding in its facade gable.

The recommended boundaries of the proposed district are irregular and reflect the concentrated development of the downtown area from c.1886 to c.1929. They are defined by usage and historical and visual continuity. The boundaries mark a historic transition between the commercial and residential areas. On the east and west of the proposed district are areas used for parking on which once stood mainly residential structures. Along Woodland Avenue beyond Church Street on the north and Howry Avenue on the south one finds additional commercial buildings. However, their age, and design are not consonant with the majority of the buildings in the district and, therefore, most of these must be regarded as non-contributing structures (Photos #12 and #13).

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The historic district is a mere four blocks long on Woodland Boulevard and is scarcely one block wide along Howry Avenue to the east, or two blocks wide along New York Avenue to the west. Only along Woodland is there any true continuity of commercial facades without visual gaps that represent historical land vacancies or the loss of earlier structures. However, the area of congested development has historically been along Woodland, the main commercial street of DeLand.

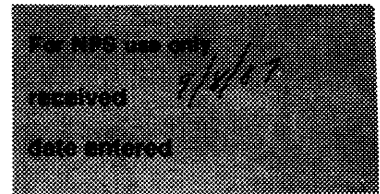
The relatively high percentage of contributing buildings within the central governmental-business complex provides striking evidence of the historical integrity that remains within the proposed district. The district continues to convey a sense of time and place that reflects the development of the pre-Depression era DeLand, when the city wielded considerable power and influence in the state. The city appears to be on the verge of, if not in the midst of, a period of renewal. Its historical legacy can provide a solid foundation for continued development that will leave residents with comfortable feelings about the built environment surrounding them. The historic fabric of the downtown area provides a link between the old and new DeLand. Its residents should value the importance of maintaining that historical continuity in their lives.

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Contributing Resources:	68
Non-Contributing Resources:	18
Total:	86

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DOWNTOWN DELAND HISTORIC DISTRICT -- LIST OF CONTRIBUTING STRUCTURES

Address

North Florida Avenue

124

South Florida Avenue

120

127

West Georgia Avenue

111

112-120

117

123

East Howry Avenue

115

127

131

West Howry Avenue

117

123

127

131

135

145

West Indiana Avenue

103

107

109

110

112-114

116-116½

120

Address

West New York Avenue

110-116

118-120

138

140-148

213

214

225

East Rich Avenue

103-107

West Rich Avenue

108

North Woodland Boulevard

100-104

200-204

101-103

201

108-110

206-208

111-113

210-224

112-116

117-119

118

120

121

129

130

131

132

134

135-137

138

139

140

142

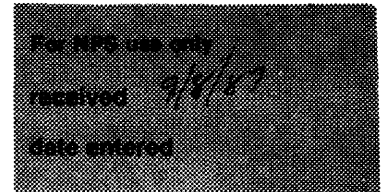
143

145

146

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DOWNTOWN DELAND HISTORIC DISTRICT -- LIST OF CONTRIBUTING STRUCTURES

Address

South Woodland Boulevard

100-106  
101-109  
108  
110  
112  
114  
116-120  
128-138  
142  
215

LIST OF NON-CONTRIBUTING STRUCTURES

Address

North Florida Avenue

108  
110  
112  
114  
114A  
114D

West Georgia Avenue

128  
130  
135  
136

West New York Avenue

111  
130  
135

West Rich Avenue

111

Address

North Woodland Boulevard

103  
105-107  
109  
111-113

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** c. 1886 - c. 1929      **Builder/Architect** Unknown

**Statement of Significance (in one paragraph)**

The proposed Downtown DeLand Historic District fulfills criteria A, B, and C, for listing in the National Register. It has local significance in the areas of commerce, exploration/settlement, and architecture. It is associated with the founder of the city, Henry A. DeLand, who devoted his energy and fortune to the development of the community. Its earliest extant historic buildings date from the late nineteenth century, when DeLand became the center of government and commerce for Volusia County. While the district has lost some of its architectural integrity, it remains sufficiently intact to convey a strong sense of its historical associations and period of development.

During the mid-1870s, a series of events occurred which would prove pivotal to the founding and settlement of downtown DeLand. In March, 1876, Henry A. DeLand, a chemical manufacturer from Fairport, New York, decided to take a vacation after twenty years of hard work in the family business. His destination was the South Carolina home of his brother-in-law, O.P. Terry. "While visiting Mr. Terry at Walterboro," DeLand said later, "I found that he had really got the 'orange fever.' He urged me to extend my trip to Florida. I did so." Upon their arrival in Florida, they took the steamboat up the St. Johns River to the town of Enterprise, about 15 miles south of present-day DeLand. Renting a one-horse rig, they set out in search of the property Terry had bought. "The sand was so deep and the area so desolate that I begged Mr. Terry to go back, but he kept saying 'better country beyond'." Finally, they reached the property in western Volusia County that they were seeking. DeLand loved it. "I thought what a charming country this would be if settled-up like western New York or the northern states, with pleasant homes here and there, and orange groves dotted among the pines."<sup>1</sup>

He was further encouraged when he met the family of Captain John Rich in whose cabin he spent the night in "pleasant company if not luxurious accommodations." "I found them young, intelligent, cultured and enterprising. I thought what a first class nucleus these people constitute for a town." Before departing the area, he bought the homestead to the east of Rich's.<sup>2</sup>

DeLand returned to the area later that year and at a "meeting in the woods" on December 6, 1876, at what is now the intersection of Indiana Avenue and Woodland Boulevard, he donated \$400 toward the building of a schoolhouse and a like amount for churches of different denominations. So impressive was his generosity, that when the time came to decide upon a name for the new settlement, the persons assembled there unanimously chose "DeLand." Thus the town was founded. Streets were laid out and named. Running east-west were Kentucky (later renamed New York in honor of DeLand's home State), Plymouth (now Howry), Indiana, and Rich. The north-south arteries were Clara and Amelia, with Woodlawn in between.<sup>3</sup>



# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreeage of nominated property 30 apprx.

Quadrangle name DeLand

Quadrangle scale 1:24,000

### UTM References

A 

1	7	4	7	0	0	0	0	3	2	1	1	2	4	0
Zone	Easting				Northing									

B 

1	7	4	7	0	6	0	0	3	2	1	1	2	4	0
Zone	Easting				Northing									

C 

1	7	4	7	0	6	4	0	3	2	1	0	5	2	0
Zone	Easting				Northing									

D 

1	7	4	7	0	0	4	0	3	2	1	0	5	2	0
Zone	Easting				Northing									

E 

Zone	Easting				Northing									

F 

Zone	Easting				Northing									

G 

Zone	Easting				Northing									

H 

Zone	Easting				Northing									

### Verbal boundary description and justification

See Continuation Sheet

### List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

# 11. Form Prepared By

name/title W. Carl Shiver, Ph.D., Historic Sites Specialist

organization Bureau of Historic Preservation date December 3, 1987

street & number R.A. Gray Building telephone (904) 487-2333

city or town Tallahassee state Florida

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *George W. Henry*

title State Historic Preservation Officer date December 7, 1987

### For NPS use only

I hereby certify that this property is included in the National Register

*Olmy Schlager* date 12/23/87

Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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Builder J. J. Banta was brought in from New York to anchor the southeast and southwest corners of Henry DeLand's property with hotels: the DeLand Grove House was to be managed by brother-in-law, O. P. Terry; and the Parceland Hotel first by brother-in-law, Menzo S. Lette (also the town's first minister and newspaper editor), and later by brother-in-law, J. Y. Parce. DeLand added to the family presence in local geography in 1883 when he bought nearby property and established the community of Lake Helen, named for his daughter, building there in 1884 the Harlan Hotel, named for his son. Henry DeLand made his fortune in the manufacture of baking powder and soda. His brand, "DeLand's Chemical Saleratus," was particularly popular in the West and Southwest. When his relatives moved to Florida, they had their fragile china shipped down, quite naturally, packed in baking powder.<sup>4</sup>

The town of DeLand was more typical than unique for that period of Florida's development in having a wealthy outsider to help underwrite the costs of its establishment. Henry Sanford, Hamilton Disston, Henry Plant and Henry Flagler were all Northern millionaires who had been bitten by the "Florida bug." Henry DeLand's financial status was more modest than these others, but he had resolved early in life that if he prospered to a certain point, he "would give away for benevolent purposes and do good with all I made above that sum, having clear convictions, that if I had talent to make money it was my duty to make money to do good with, as much as it is a minister's duty to preach and work to do good." One way he sought to contribute was by purchasing additional property, noting: "Most of the new settlers had land, but little or no money. I then and for years after had money that I could spare, so I bought nearly all or some of their land, and in that way and in other ways I aimed to help others help themselves."<sup>5</sup>

In 1877 came the completion of the schoolhouse, which was also used for church services. The first two stores--Jordan's and Allen's--were built, a post office opened, and the first newspaper, the Volusia County Herald, made its appearance. The next year George Dreka bought out Jordan and began a department store that would be a local institution for the next sixty years. The first sawmill was completed west of town so that lumber no longer had to be shipped in from Jacksonville. A second newspaper, the Florida Agriculturist, which boasted that it reached "all parts of the United States, the West Indies, and Europe," moved its headquarters from Jacksonville to DeLand, where it was printed in the Herald office. Looking around its new house, it announced: "The town is steadily becoming more and more the centre of travel and trade for an extensive district. Last Saturday, many were in from places miles distant, and the faces of our storekeepers rippled all over with smiles."<sup>6</sup>

The late 1870's were times of financial difficulty for the county as a whole, and they were compounded in DeLand by the fact that so much of the property was homesteaded and could not be sold for five years. The newly planted orange groves took several years to bear fruit, so the settlers just scraped by. For two or three years Henry DeLand concentrated on his chemical works and was absent from the town, leaving his local affairs in the hands of his brother-in-law. The results did not satisfy him. "Things did not go ahead here fast enough to suit me," he said, "and I thought that I could do more good here directly and indirectly than I could at Fairport, New York, so I concluded to sell out my business at Fairport, that had been paying me from \$5,000 to \$25,000 a year, and to give my undivided attention to

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making this a religious, educational, business, and social center." Before taking control of the family business after the death of his brother in 1872, he had been in charge of the firm's advertising and sales. Now he put those skills to use in the service of the town that bore his name.<sup>7</sup>

DeLand became one of the best-promoted of Florida's new settlements. Ads were taken out in almost a hundred publications around the nation. Circulars were placed in hotels, trains, and boats. A flood of newspaper articles appeared. Chicago journalist George Barbour, covering Ulysses Grant's trip to Florida in 1880, visited DeLand and wrote in his book Florida for Tourists, Invalids, and Settlers, which appeared two years later, that the town, along with neighboring Spring Garden and Orange City, "are three places that impressed me as favorably as any I have seen in Florida." Results were not long in being seen. By 1884 there were property owners from 32 states, two territories, England and the West Indies. The 18 buildings in the city in 1878 had grown to 40 by 1880. But in 1883 alone, 70 new ones were constructed and in 1884 an additional 128.<sup>8</sup>

There was a ripple of excitement in 1880 when it was reported that General William Tecumseh Sherman and Colonel Frederick Dent Grant, the president's son, were considering purchasing groves in the area. Although the purchase didn't come to pass, others of prominence did invest. Monroe Heath, paint manufacturer and former two-term mayor of Chicago, bought several groves and his widow later donated the Monroe Heath Museum of Natural History in DeLand. Mrs. Frances A. Wood Shimer, a prominent woman educator who in 1853 founded Mt. Carroll Seminary in Illinois (which later became Shimer College), was a large property owner who pioneered the introduction of new varieties in her groves and encouraged many other settlers. "Plow King" T. E. C. Brinly, whose Louisville plow factory dominated Southern and Western markets, was also an early purchaser and promoter. He gave the town its first wood-plank sidewalk. General T. J. Morgan, an organizer and commander of black troops in the Civil War, who later served as Commissioner of Indian Affairs under Benjamin Harrison, bought land on which one of DeLand's black schools was subsequently built.<sup>9</sup>

Calvin T. Sampson, a pioneer shoe manufacturer from North Adams, Massachusetts, headed a contingent from that city that included Miss Fanny Burlingame, a cousin of Anson Burlingame, who served with such success as President Lincoln's minister to China that the Chinese later asked him to be their representative to other nations of the world. Miss Burlingame brought a young Chinese immigrant named Lue Gim Gong to work in her groves, and eventually he inherited the property. His horticultural experiments there resulted in many new varieties of fruit. His Lue Gim Gong orange, still a staple of the citrus industry, was awarded the Wilder Medal of the American Pomological Society, and he was widely hailed as "the Chinese Luther Burbank." Most significantly for the future development of the town were the first two sales made in February and March, 1886, by Henry DeLand to John B. Stetson of Philadelphia, the world's largest hat manufacturer--a multi-millionaire who soon became the town's greatest patron.<sup>10</sup>

While all these sales were going on, work on the infrastructure of the town continued apace. The different denominations raised money to build their houses of worship. Chapters of the Masons, Old Fellows, and the Grand Army of the Republic

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were organized. A blacksmith shop, wagon factory, ice factory, livery stables, even a skating rink with a sawdust floor and a tent roof, made their appearance. Doctors, dentists, lawyers and surveyors hung out their shingles. Almost all of these had a second occupation as citrus grower: even the drug store was surrounded by a lemon grove. The Volusia County Bank began in the back of a store--not until seven years later was it incorporated, with John B. Stetson as president. The urge to preserve history was reflected in the establishment in 1882 of "The Pioneers of DeLand and Vicinity" (later known as the Old Settlers Society). This group was open, initially, to those who lived in the area prior to 1877, though in later years that date was moved up a decade. Records kept by the society have formed the basis for several books on DeLand's history.<sup>11</sup>

The municipality was incorporated on March 11, 1882 by unanimous vote of the 39 men registered. C. H. Wright, father-in-law of Captain John Rich, was elected first mayor. One of the most memorable early ordinances was one which provided a tax rebate to property owners who planted trees along the streets. This was taken up so fervently that it threatened to bankrupt the town and was repealed after two years.<sup>12</sup> A century later the effects are still seen in the attractive shaded streets that mark DeLand's residential districts.

The incorporated boundaries were almost square, taking in not only Henry DeLand's property, but the holdings of J. W. Howry to the south and the Rich homestead to the west. From the main intersection of New York Avenue and Woodland Boulevard, the limits extended one mile north, south, and west, and one-and-a-quarter miles east. Much of the land was grove sites: large tracts sparsely dotted with dwellings. At the heart of downtown were the small blocks with narrow lots that had been laid out between the two hotels at the corners of Henry DeLand's property.<sup>13</sup>

With new developments flourishing all over the state, each sought some particular distinction and a popular slogan. Henry DeLand decided his town should make its mark in education, and the name "Athens of Florida" was born. In 1884 DeLand Hall was built to house an academy which the next year became DeLand College and in 1887 was chartered by the state legislature as DeLand University. It was reported: "The object of the University is to meet a demand on the part of two classes of students: First, the young men and women of the State of Florida--a State whose population is increasing perhaps faster than that of any other State in the Union. And secondly, a large number of young men and women, who, from delicate health on their own part or that of their friends, are compelled to spend the winter in this more genial and kindly climate."<sup>14</sup>

Transportation was of vital concern to the town. It was the heyday of steamboats on the St. Johns River, and one of the first acts taken by the settlers in 1877 was to set up a committee to look into a wharf. DeLand Landing at Cabbage Bluff, more accessible than an earlier site used on Lake Beresford, was the result. There was still the problem of the trip over sandy roads several miles inland to the town. Oxcarts and stagecoaches proved unsatisfactory. In 1880 the Orange Ridge, DeLand and Atlantic Railroad was incorporated to build a line from the river to the city. Controlling interest in the company was acquired the next year by E. W. Bond, a wagon manufacturer and the former mayor of Willoughby, Ohio, who invested heavily in the area. On July 28, 1884, the narrow-gauge railroad formally opened, with a depot near the DeLand Grove House.<sup>15</sup>

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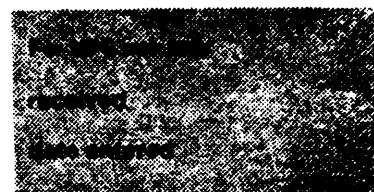
The main access was still by steamboat, but in 1886 the Jacksonville, Tampa, and Key West Railroad extended its line south from Jacksonville to a site midway between town and the river, called DeLand Junction. The line acquired the Bond Railroad, which had dropped the section that ran to the river; the existing track was widened to standard gauge and rerouted to a new depot near the Parceland Hotel. Steamboats would continue to ply the river until the Depression, carrying both freight and passengers, but from that point on the railroad would become the main link with the outside world.<sup>16</sup>

The year 1886 was a watershed mark for DeLand not only because of the arrival of the railroad and John B. Stetson, but also for two other, more negative reasons. In January, five consecutive days of cold weather froze the oranges on the trees and destroyed not only the crop but many of the smaller trees. It was the worst citrus disaster in more than half a century, though the hardier, more established trees did manage to survive.

Then, on September 27, 1886, about one o'clock in the morning, fire broke out in a saloon on Woodland Boulevard. The fire department, just organized the year before, was unable to stop or contain it, and the fire destroyed two main business blocks downtown between New York and Indiana Avenues on both sides of the Boulevard. Twenty-two buildings with thirty-three stores were reduced to ashes. Buildings on the fringe of the inferno were saved by draping them with blankets which were continuously doused by bucket brigades. In the wake of the disaster an ordinance was passed requiring future business buildings to be of fireproof construction. The railroad was persuaded to give reduced rate for bringing in material. The result was a downtown of brick rather than of pitch-pine. The Miller and Havens Blocks, Fisher's Drug Store, the Society Hall Opera House and the Church of Christ (now V. W. Gould Realty) are extant buildings on Woodland Boulevard that date from this period of brick construction.<sup>17</sup>

This baptism by ice and fire was a setback but did not stop the momentum of the town. DeLand had grown more rapidly than any other place in Volusia County, and in 1888 town officials succeeded, after a bitter contest, in having the county seat moved there from older, but now much smaller, Enterprise. DeLand's 1003 votes more than doubled the 439 cast by Enterprise in the election. A new brick county courthouse was built on land provided by Henry DeLand, with a new jail a block away. A franchise for electricity was granted to A. G. Kingsbury in 1887 and he built an electric light and ice plant west of town. Twenty-one arc lights on poles 80 feet high were distributed through the main parts of DeLand. Two franchises were given to construct a water works, but when the parties failed in their efforts, the city went ahead in 1893 to build its own, complete with a 50,000-gallon holding tower.<sup>18</sup>

Henry DeLand's nephew, W. W. Parce, went into the chemical business, launching the Humo Fertilizer Works, which found a ready market among the grove owners. In 1890 he sold out to E. O. Painter, who eventually moved the operation to Jacksonville to take advantage of the better transportation facilities available there. The citrus industry was at the base of local prosperity. Shipments from DeLand of 18,000 boxes in 1889-90 increased dramatically to 77,000 boxes the next season.<sup>19</sup>

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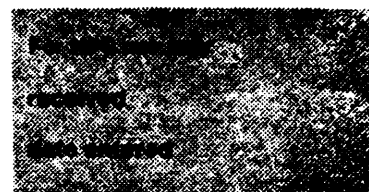
The largest of the growers was John B. Stetson, who increased his holdings year after year. He lived for a time on Woodland Boulevard, then bought the Gillen grove in West DeLand and built an impressive mansion, complete with a schoolhouse for his son and an alligator pond to entertain his guests. "Gillen" was opened to the public in the 1930s as the "Royal French Museum." It was claimed that the paneling of the mansion's interior was once part of a French chateau. The house stands at 1031 Camphor Land and is listed in the National Register of Historic Places.<sup>20</sup> Stetson's favorite charity was the local university which was named in his honor in 1889. The campus has grown steadily since the construction of the first buildings in the 1880s and 90s.<sup>21</sup>

By the middle of the 1890s, the outlook for DeLand was decidedly bright. Citrus shipments rose from 79,000 boxes in 1892-93 to 146,000 boxes the next season. The local newspaper boasted that oranges were twenty-six times as profitable as cotton, and some growers started shipping their citrus to Europe to open a new market. Henry DeLand sold over \$100,000 worth of bearing groves, unimproved land, and residences during the 1893-94 winter season. John B. Stetson talked of building a short line railroad to link his far-flung groves. Merchants reported business up 50% in a year, and a streetcar line was planned for the city.<sup>22</sup>

Then on December 28, 1894, another severe freeze occurred, destroying the citrus crop on the trees. The weather warmed up in January, allowing the sap to rise, but another cold spell in February froze the sap and burst the trees, ruining the efforts of a generation of cultivation. Dreams of prosperity vanished into the depths of depression. The entire state of Florida produced fewer oranges in 1895 than DeLand alone had produced the year<sup>23</sup> before. Whole settlements in central and south Florida turned into ghost towns.

Henry DeLand was financially ruined. His daughter wrote: "My father's optimism which had induced him to promote new towns, had led him gradually to put all his capital into the undertaking and to guarantee many of the sales he made. The freeze meant that he had to suffer the depreciation of his own property and to pay others for their losses." DeLand wound up a quarter of a million dollars in debt and moved back to New York to try to reestablish his chemical business. He eventually managed to pay his debts but never regained the wealth he had enjoyed prior to his Florida adventure. Many other investors were left in the same position.<sup>24</sup>

Citrus growing made a comeback after the terrible freezes of the late nineteenth, and by 1910 the production of fruit had returned to pre-freeze levels. The response to the return of prosperity in DeLand was a new round of construction. Extant landmarks from this period to be found along Woodland Boulevard include the Drecka Department Store (the city's first reinforced concrete structure), the Classical Revival style Volusia County Bank, and Cordington's Opera House, which was remodeled into apartments a decade later when competition from movie houses put it out of business.<sup>25</sup>

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This period also saw the rise of the automobile and the beginning of the resulting revolution in transportation. In 1901, the local newspaper reported that "quite a number of people enjoyed their first ride in an automobile this week." By 1910, it was no longer such a novelty, and the paper remarked that the automobile had become a "necessity." The old shell streets, which had served well enough for horse-drawn traffic, proved inadequate for motor vehicles, and steps were taken to upgrade them. In 1917, the mayor presided over a ceremony to lay the last brick in the new paving system. A brick road was constructed between DeLand and Daytona Beach, and DeLand became a regular stop on the "Dixie Highway" that ran from Michigan to Miami.<sup>26</sup>

During the 1920s, Florida became the focal point of one of the most spectacular, and short-lived, real estate booms in American History. The speculation bubble started in the southern part of the state around Miami and Palm Beach, then spread to other coastal areas, finally embracing nearly every swamp and cow pasture on the peninsula. DeLand did not wait long to get on the band wagon. When the Putnam Hotel (old DeLand Grove House) was destroyed by fire in 1921, a local development group organized to build a new and larger hotel on the same site for \$250,000.<sup>27</sup>

Local property values soared, and a board of realtors was organized in 1922 to promote land sales.<sup>28</sup> Downtown office buildings filled up with realtors and developers. A new golf and country club was launched. The Volusia County Fairgrounds, the entrance of which was marked with an ornate Moorish style gate, was opened west of town. The city's population increased by one-third in just one year and reached 8,100 in 1925. The old Stetson estate was sold and divided into building lots. The College Arms Hotel, which had always operated on the New Year's Day to Easter schedule typical of most Florida resort hotels, announced that it would open a month earlier to cope with the increased flow of tourists. The city hired its first publicity agent, and the chamber of commerce raised a \$55,000 advertising fund.<sup>29</sup>

Both local banks boomed and doubled their capitalization in 1922. The Volusia County Bank and Trust Company declared a stock dividend of 100% in 1923. The First National Bank gave the city its first "skyscraper," a five-story building at the intersection of New York Avenue and Woodland Boulevard, in 1924. In the same year, building permits were granted for thirty new businesses. Bond issues were approved to finance a number of municipal improvements, including new schools, a sewer system and waterworks, and electric power plant, and a new city hall. A franchise was granted for a gas company, and the brick streets that had been laid less than decade before were paved with concrete that made them "as smooth as an ocean beach."<sup>28</sup> Among the downtown buildings surviving from this period are the First Methodist Church (Photo #9), the DeLand City Hall (Photo #14), the First National Bank Building (Photo #15), and the Putnam and Landmark hotels (Photos #8 and #16).

The real estate speculation bubble burst in 1926, brought on in part by a hurricane in September that ravaged the new developments on Florida's east coast. Although DeLand escaped the main force of the storm, the community's prosperity of

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the 1920s was destroyed by a lack of confidence in the value of real property as numerous business and residential lots remained unsold and projected subdivisions failed to materialize.<sup>30</sup>

The collapse of the boom ushered in hard times, but the worst was yet to come. In 1929, the Mediterranean fruit fly infested the citrus groves, and the trees--as well as the crop--had to be destroyed. Faced with both bad agricultural and real estate loans, the two local banks failed in July. The stock market crash in October of the same year plunged the entire country into the Great Depression, and many Deland businesses went into bankruptcy.<sup>31</sup>

Deland saw almost no new growth or change until the post-World War II era which finally resulted in the redevelopment of the uncompleted 1920s boom era subdivisions and the creation of new full-fledged suburbs like DeBarry and Deltona. The widening of DeLand's main traffic arteries, Woodland Boulevard and New York Avenue, resulted in the loss of the tree canopies that had shaded them. An attempt was made by the more populous city of Daytona Beach to have the county seat relocated there. The situation was resolved by having a courthouse annex established in Daytona Beach.<sup>32</sup>

East and west of the main business blocks along Woodland Boulevard, many old residential and commercial buildings were demolished after World War II to make way for parking lots. Woodland Boulevard itself, however, has retained most of its historic 19th and 20th century stores and offices. In 1985, DeLand was among 21 Florida cities that applied to participate in the Main Street program. Of 88 buildings in the historic district, 22 date from the late 19th century, and 16 were erected in the 20th century prior to 1917. The remainder of the contributing structures were erected before 1929. Several of the buildings in the downtown area have undergone some degree of rehabilitation since DeLand began participation in the Main Street program.

## Architecture

As indicated in the description section of this nomination proposal, the majority of the buildings in the Downtown DeLand Historic District are commercial, masonry vernacular structures that exhibit characteristics typical of those built in most small American communities during the later 19th and early 20th centuries. Such structures were usually provided with stock details, primarily of Classical, Renaissance, Romanesque, Medieval, and Italianate origin that were limited to roof and window cornices, parapets, and entrance surrounds. Often such details were so minor and sparse as to elude any exact classification.

The two most clearly distinguishable styles in the district are Classical Revival and Mediterranean Revival, the best examples of which are probably represented by the Volusia County Courthouse for the former and the First Methodist Church for the latter. The Classical Revival style precedes the birth of the American Republic, having been imported in colonial times from England, where in the



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18th century a taste for the classicism of the Italian Renaissance was belatedly having a significant effect on the design of domestic architecture.

After American independence, the classicism of ancient Greece and Rome was felt to be expressive of the new spirit of the United States, and the style remained to some degree part of the national architectural vocabulary from that time on. Neoclassicism once again became a dominant style in building--particularly governmental buildings--during the first two decades of the 20th century, and the use of columns, porticos, and pediments became standard features for a wide variety of structures.

Mediterranean Revival architecture in Florida during the 1920s is largely associated with "Spanish Colonial" building types, but architects did not limit themselves to textbook examples for their inspiration, drawing from sources around the entire Mediterranean basin. Buildings derived from "Spanish" prototypes were built in the United States as early as the 1890s, but gained considerably in popularity--particularly in California and the Southwest--after the Panama-California Exposition held in San Diego in 1915.

Although isolated examples (such as the Whitehair Building) were constructed in Florida about this time, it was the work of Addison Mizner (1872-1933), a California-born architect, that propelled "Spanish picturesque" architecture into the forefront of building activity in the state during the 1920s. He made his reputation designing houses for wealthy patrons primarily in the city of Palm Beach, Florida. Architects in the new resort areas of Florida began to follow his lead, and soon even inexpensive houses in the new subdivisions were constructed with stuccoed walls and clay tile roofs.

In summary, the proposed Downtown DeLand Historic District is significant in three areas: settlement, commerce, and architecture. It includes the site of the original settlement of DeLand, named for the founder of the community, Henry A. DeLand. It was a market place providing goods and services for farmers and businessmen. It was particularly associated with the development of the citrus industry, real estate speculation, and tourism in central Florida. DeLand has also been the county seat of Volusia County since 1888, which also positively affected the city's economic activity and geographic importance. The downtown area still visually reflects the city's historic development.

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Efforts are now being made to revitalize the commercial center of DeLand through the mechanism of the Main Street program, in order to encourage both private and public investment in the area. It is hoped that by focusing on the historic resources in the downtown area the community can be motivated to preserve other physical aspects of its historic heritage.

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2. Ibid., pp. 11-14; Florida Agriculturist, January 1, 1898.
3. Helen DeLand, p. 15; Reflections, p. 82; Robert L. Allen, History of First United Methodist Church (DeLand, 1970), p. 2.
4. Robert Allen, pp. 1-2; Volusia: The West Side, p. 243, 246; Helen DeLand, pp. 50-53; Florida Agriculturist, November 12, 1879.
5. Florida Agriculturist, January 1, 1898.
6. Volusia: The West Side, pp. 244-47; Hebel, History of Volusia County, p. 71; Florida Agriculturist, May 28 and June 18, 1879.
7. Helen DeLand, p. 23; Florida Agriculturist, November 12, 1879 and January 1, 1898.
8. Helen DeLand, p. 24; Florida Agriculturist February 11, 1880; George M. Barbour, Florida for Tourists, Invalids, and Settlers (Gainesville, 1964), p. 43; John P. Varnum, Florida (DeLand, 1982), pp. 103-104.
9. Florida Agriculturist, February 11, 1880 and January 1, 1898; Volusia County Record, March 12 and April 23, 1889; National Cyclopedia of American Biography, Vol. 38 (New York, 1953), pp. 689-90; Dictionary of American Biography, Vol 13 (New York, 1934), p. 187; Melvin Holli and Peter Jones, Biographical Dictionary of American Mayors, 1820-1980 (Westport, 1981), pp. 157-58; Gilbert L. Lycan, Stetson University: The First 100 Years, p. 64.
10. Reflections, pp. 35-39; Marian Murray, Plant Wizard: The Life of Lue Gim Gong (New York, 1970); DeLand Daily News June 4 and 5, 1925; Volusia County, Deed Book X, pp. 379-81; National Cyclopedia of American Biography, Vol. 11, p. 57.
11. Volusia: The West Side, pp. 235-37.
12. Florida Agriculturist, January 1, 1898; Volusia County Record, June 11, 1889; Federal Writer's Project, Florida (New York, 1939), p. 357; Helen DeLand, p. 21; Berlin H. Wright, "Maps of the Corporation of the City of DeLand, Volusia County, Florida," 1884.

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13. Volusia: The West Side, pp. 260-261; A Pamphlet, Historical and Descriptive of Volusia County and Its Towns and Settlements (Jacksonville, 1888), p. 11.
14. Helen DeLand, pp. 15-27; Rowland H. Rerick, Vol. III, pp. 438-39; George M. Chapin, Florida 1513-1913 Vol II (Chicago, 1914), pp. 354-56.
15. Helen DeLand, pp. 27-28.
16. Volusia: The West Side, pp. 262-68; Reflections, p. 6; Helen DeLand, pp. 28-29; Florida Agriculturist, January 1, 1898.
17. Helen DeLand, pp. 29-30; Volusia: The West Side, pp. 221, 274-75; Volusia County Record, May 7, June 18 and July 16, 1890; Board of Trade Edition of the Supplement, December 16, 1896.
18. Florida Agriculturist, March 10, 1880; Board of Trade Editions of the Supplement, December 16, 1896; Florida Times-Union, March 18, 1895; Journal of Commerce, December, 1894; Volusia County Record, February 19 and May 14, 1889.
19. Federal Writers Project, Florida, p. 358; Volusia: The West Side, pp 263, 300; Volusia County Record, May 14 and October 16, 1889.
20. Gilbert L. Lycan, p. 491; John L. Rosser, A History of Florida Baptists (Nashville, 1949), p. 174; Volusia County Record, March 12, 1889.
21. Florida Agriculturist, January 1, 1898; Journal of Commerce, May, September and December, 1894.
22. David Nolan, pp. 121-122; Florida Agriculturist, January 1, 1898.
23. Helen DeLand, p. 33; Volusia: The West Side, pp. 282-83; Journal of Commerce, March and July, 1895.
24. Florida Agriculturist, January 17, 1906; Florida Times-Union, February 17 and October 3, 1889; March 30, 1900; January 7, March 3 and July 24, 1901.
25. Volusia County Record, February 9, 1901; July 29, 1910; Harry G. Cutter, History of Florida Past and Present, Vol. I (Chicago, 1923), p. 469; Florida Times-Union, January 24 and June 1, 1917.
26. Florida Times-Union, November 5, 1921; October 23, 1922; March 2, 1923.
27. DeLand Daily Times, January 1 and 8, 1924; January 1, 1925; Reflections, p. 169; Florida Times-Union, April 2, 1923.
28. DeLand Daily News, January 1, 1924; January 1 and December 12, 1925; Florida Times-Union, August 20, November 1 and November 8, 1925.

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29. Code of Ordinances: City of DeLand, Florida (Tallahassee, 1954), p. 1; Florida Times-Union, December 13, 1922; April 29 and September 20, 1923; April 27, 1924; DeLand Daily Times, January 2, 1924.

30. Theodore Dreiser, The American Diaries 1902-1926 (Philadelphia, 1982), p. 430; Volusia: The West Side, p. 340.

31. Reflections, p. 79; Volusia: The West Side, p. 352; Florida Times-Union, August 14 and December 3, 1929; DeLand Sun News, January 6, 1936.

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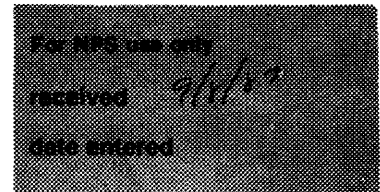
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VERBAL BOUNDARY DESCRIPTION

Justification

The recommended boundaries of the proposed district are irregular and reflect the concentrated development of the district from c. 1886 to c. 1929. They are defined by usage and historical and visual continuity. The rough boundaries are Church Street on the north, Florida Avenue on the west, Howry Avenue on the south, and the rear property lines of the buildings along Woodland Boulevard on the east. The boundaries mark the historical congested area of downtown DeLand and the transition from the business sector and the surrounding residential areas. Although present commercial usage extends both north and south of the historic district along Woodland Boulevard, those buildings outside the district boundaries represent a later period of development and building styles dissimilar to the contributing structures located within the Downtown DeLand Historic District.

Boundary Description

Begin at the southwest corner of the intersection of North Woodland Boulevard and West Church Street and run west along the south curb of Church Street approximately 130 feet to the west property lines of the buildings fronting on the west side of North Woodland Boulevard; then run south along the said west property lines to the north curb of West Rich Avenue; then run west along said curb approximately 75 feet to a point parallel with the west property line of 108 West Rich Avenue; then run south along said property line to the point where it intersects the south property line of 108 West Rich Avenue; then run east approximately 35 feet along said line; then run south between the buildings at 109 and 111 West Indiana Avenue to the south curb of Indiana Avenue; then run west along said curb to the east curb of North Florida Avenue; then run north along said curb approximately 25 feet; then run west along the north property line of 124 North Florida Avenue, continuing along the north property lines of 114D North Florida and 225 West New York Avenue to the point where said line intersects the west property line of 225 West New York Avenue; then run south along said property line to the north curb line of West New York Avenue; then run east along said curb line approximately 125 feet to a point parallel with the west property line of 214 West New York Avenue; then run south along said line to the point where it intersects the south property line of 214 West New York Avenue; then run east along said property line to the point where it intersects the west property line of 120 South Florida Avenue; then run south along said property line to the point where it intersects the south property line of 120 South Florida Avenue; then run east along said line to the southeast corner of the intersection of South Florida Avenue and West Georgia Avenue; then run south along the east curb of South Florida Avenue to the

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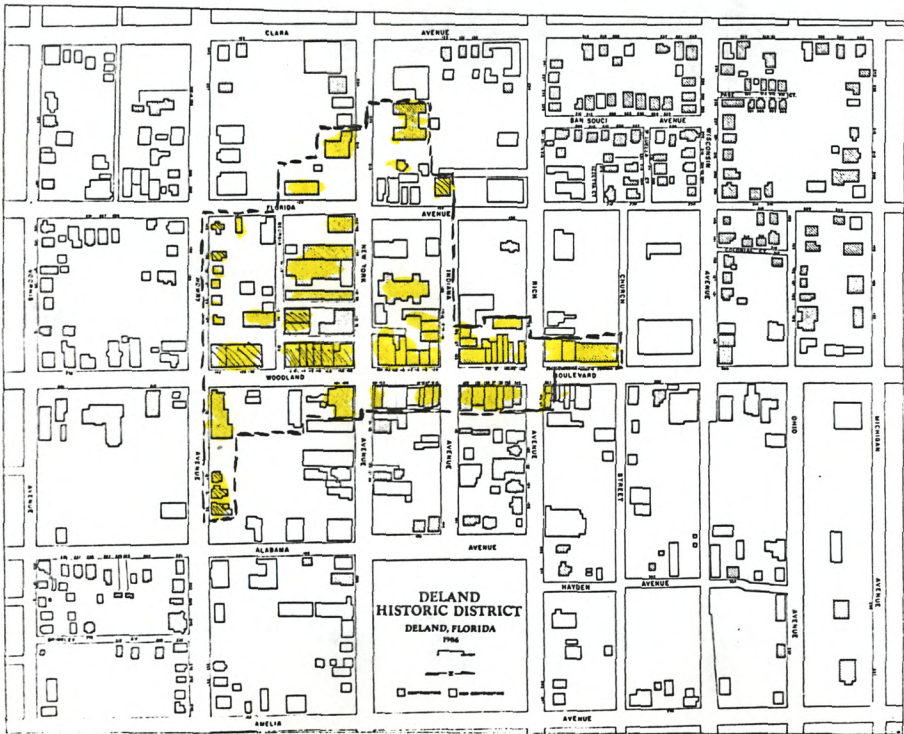
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intersection of West Howry Avenue; then run east along the north curb of Howry Avenue, crossing Woodland Avenue, to a point parallel with the east property line of 131 East Howry Avenue; then run north along said property line to the point where it intersects the north property line of 131 East Howry Avenue; then run west along the north property lines of the buildings fronting on the north side of East Howry Avenue and continue to the west curb of South Woodland Boulevard; then run north along said curb to a point parallel with the south property line of 1012-109 South Woodland Boulevard; then run east, crossing Woodland, and continue to the point where said line intersects the east property line of 101-109 South Woodland Boulevard; then jog west and run north along the alley to the rear of the buildings fronting on the east side of Woodland Boulevard; then continue along said line, crossing Indiana and Rich avenues to the north property line of 103-107 East Rich Avenue; then run west along the north property lines of 103-107 East Rich Avenue and 201 North Woodland Boulevard to the west curb of North Woodland Boulevard; then run north along the west curb of North Woodland Boulevard to the southwest corner of the intersection of North Woodland Boulevard and West Church Street, the point of beginning.





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Downtown Deland Historic District

MULTIPLE NAME:

STATE & COUNTY: FLORIDA, Volusia County

DATE RECEIVED: 02/27/01                      DATE OF PENDING LIST:  
DATE OF 16TH DAY:                              DATE OF 45TH DAY: 4/13/01  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 87001796

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: Y PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

     ACCEPT         RETURN         REJECT                         DATE

ABSTRACT/SUMMARY COMMENTS:

*This technical correction clarifies the boundaries, which were ambiguous in the original nomination*

RECOM./CRITERIA Accept/AD

REVIEWER Hopper                      DISCIPLINE History

TELEPHONE (202) 343-9546              DATE 3/28/01

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 10 Page 1

**DOWNTOWN DELAND HISTORIC DISTRICT  
DeLand, Volusia County, Florida**

**Verbal Boundary Description**

Begin at the southwest corner of the intersection of North Woodland Boulevard and West Church Street and run west along the south curb of Church Street approximately 130 feet to the west property lines of the buildings fronting on the west side of North Woodland Boulevard; then run south along the said west property lines to the north curb of West Rich Avenue; then run west along said curb approximately 75 feet to a point parallel with the west property line of 108 West Rich Avenue; then run south along said property line to the point where it intersects the south property line of 108 West Rich Avenue; then run east approximately 35 feet along said line; then run south between the buildings at 109 and 111 West Indiana Avenue to the south curb of Indiana Avenue; then run west along said curb to the east curb of North Florida Avenue; then run north along said curb approximately 25 feet; then run west along the north property line of 124 North Florida Avenue, continuing along the north property lines of 114D North Florida and 225 West New York Avenue to the point where said line intersects the west property line of 225 West New York Avenue; then run south along said property line to the north curb line of West New York Avenue; then run east along said curb line approximately 125 feet to a point parallel with the west property line of 214 West New York Avenue; then run south along said line to the point where it intersects the south property line of 214 West New York Avenue; then run east along said property line to the point where it intersects the west property line of 120 South Florida Avenue; then run south along said property line to the point where it intersects the south property line of 120 South Florida Avenue; then run east along said line to the southeast corner of the intersection of South Florida Avenue and West Georgia Avenue; then run south along the east curb of South Florida Avenue to the intersection of West Howry Avenue; then run east along the north curb of Howry Avenue to the intersection of South Woodland Boulevard; then run south along the east curb of South Woodland Boulevard to a point parallel with the south property line of 215 South Woodland Boulevard; then run east to the point where said line intersects the east property line of 215 South Woodland Boulevard; then run north to the north curb of West Howry Avenue; then run east along said curb to a point parallel with the east property line of 131 East Howry Avenue; then run north along said property line to the point where it intersects the north property line of 131 East Howry Avenue; then run west along the north property lines of the buildings fronting on the north side of East Howry Avenue and continue to the west curb of South Woodland Boulevard; then run north along said curb to a point parallel with the south property line of 101-109 South Woodland Boulevard; then run east, crossing Woodland, and continue to the point where said line intersects the east property line of 101-109 South Woodland Boulevard; then run north along the east property line of 101-109 South Woodland Boulevard to the south curb of New York Avenue; then jog west and run north along the alley to the rear of the buildings fronting on the east side of Woodland Boulevard; then continue along said line, crossing Indiana and Rich avenues to the north property line of 103-107 East Rich Avenue; then run west along the north property lines 103-107 East Rich Avenue and 201 North Woodland Boulevard to the west curb of North Woodland Boulevard; then run north along the west curb of North Woodland Boulevard to the southwest corner of the intersection of North Woodland Boulevard and West Church Street, the point of beginning.

Signed: Janet Snyder Matthews  
Janet Snyder Matthews, Ph.D.  
State Historic Preservation Officer

12/21/2000  
Date