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### National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission     Amended Submission

#### A. Name of Multiple Property Listing

Historic and Architectural Resources of Haines City

#### B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- I. Founding and Early Development of Haines City: 1883-1909
- II. Progressive Era Development: 1910-1920
- III. Florida Land Boom and Depression: 1921-1941

#### C. Form Prepared by

name/title W. Carl Shiver, Historic Sites Specialist

organization Bureau of Historic Preservation date December 21, 1993

street & number 500 South Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

#### D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. ( See continuation sheet for additional comments.)

Suzanne P. Walker, Deputy SHPO Date 1/21/94  
 Signature and title of certifying official  
State Historic Preservation Officer, Division of Historical Resources  
 State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

M. J. May Date of Action 3/7/94  
 Signature of the Keeper

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## Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
<b>E. Statement of Historic Contexts</b> (If more than one historic context is documented, present them in sequential order.)	
<b>F. Associated Property Types</b> (Provide description, significance, and registration requirements.)	
<b>G. Geographical Data</b>	
<b>H. Summary of Identification and Evaluation Methods</b> (Discuss the methods used in developing the multiple property listing.)	
<b>I. Major Bibliographical References</b> (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Historic Contexts

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Section E: Statement of Historic Contexts

- I. Founding and Early Development of Haines City, 1883-1909
- II. Progressive Era Development, 1910-1920
- III. Florida Land Boom and Depression, 1921-1941

Setting

Haines City is a community of approximately 12,000 residents located in northeast Polk County about 25 miles south of the city of Orlando. The "Gateway to the Highlands Ridge" is found in almost the exact center of the Florida peninsula and has corporate limits encompassing approximately 12 square miles. The city is characterized by rolling terrain, largely a product of the central "spine" of hills that mark the central peninsula and the numerous lakes that dot the landscape. Large lakes include Eva and Tracy. Lakes Brown, Confusion, Elsie, Hester, and Joe are smaller bodies of water found within the environs of the community. The streets and road meander around these natural landmarks. The main thoroughfare through the community is U.S. Highway 17/92 which forms a dog leg through the town and marks the routes of 17th Street, Hinson Avenue, and the Lee-Jackson Memorial Highway. U.S. Highway 27 intersects Highway 17/92 west of town. The main line of the CSX Railroad cuts through the center of town, with secondary tracks bordering on the west side of the downtown commercial district.

Historic Contexts

I. Founding and Early Settlement of Haines City, 1883-1909

By 1880 there still had been little permanent white settlement in the central Florida peninsula. This began to change in 1881 when Philadelphia industrialist and entrepreneur Hamilton Disston purchased four million acres of "useless and submerged" land from the State of Florida for \$1,000,000. The Disston Purchase included an area of Central Florida that extended on the Gulf of Mexico from Tarpon Springs south to Fort Myers and west to Lake Tohopekaliga. Disston was also granted the right to drain lands in the southern interior of the peninsula, for which he would receive half of the reclaimed land without additional charge.

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## Historic Contexts

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Almost immediately after Disston set up his Florida Land and Improvement Company to develop his investment, settlers began to arrive in Central Florida in search of land on which to establish homesteads. Disston began to build canals linking large lakes in the interior of the peninsula with Florida's navigable rivers to provide transportation connections to coastal cities that would make development of his vast tracts of land profitable. Newcomers were lured to the state by promises of fortunes to be made in citrus, vegetable farming, and cattle raising.

The Disston enterprises brought about the birth of new towns, such as Avon Park, Haines City, and Kissimmee. These were established either by Disston himself to support company operations or were founded by investors who had purchased townships from Disston to start independent developments. The majority of these communities sprang up along the new water or rail transportation routes and initially based their economies on the growing of citrus and other agricultural products intended for northern and international markets. By the late 1880s, an area stretching in a diagonal line from the Indian River to Tampa Bay was heavily planted in citrus. By the end of the 1880s, settlers had pushed even farther south than the area controlled by Disston, substantially increasing the population of the state on the eve of the beginning of a new century.

The activities of Disston and other entrepreneurs in the early 1880s attracted the attention of railroad builders who wished to capitalize on the economic potential of this new frontier east of the Mississippi River. The first major railroad lines began to stretch into Central Florida, entering the state in Jacksonville and stretching south and west to link up existing coastal cities with the still largely unpopulated interior of the peninsula. The state offered companies that successfully completed rail lines the opportunity to gain control over broad tracts of land along rail corridors. The major figures in the early development of Florida's rail network were Henry Flagler and Henry Bradley Plant.

Flagler's Florida East Coast Railway and Plant's South Florida Railroad began to spread over the peninsula, creating a system of subsidiary rail companies by laying new tracks and buying up the charters of smaller existing companies to establish their rival transportation empires. A number of these small lines that had appeared in the early 1880s were narrow gauge lines running only a few miles and had temporarily provided necessary links in the chain of lakes, streams, and canals used

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by river boats that had formed Florida's transportation system during the Disston era. It was during the period of expansion by the larger railroad companies that Haines City was founded.

The first settlers arrived in what is now Haines City in 1883, along with the building of the South Florida Railroad between Sanford and Tampa. Because of a deep cut made in a clay bank that complicated rail construction, the settlement was originally called "Clay Cut," but in 1885, the year the post office was established, the name was changed to Haines City in honor of Henry S. Haines, Vice President of the rail system. A year later, a town plan was drawn up and the railroad constructed a depot in Haines City. The ambitious plat of the new community was a mile long and half a mile wide and provided for more than a thousand building lots. Construction in the settlement by 1885 included about a few dozen houses, several general stores, and a sawmill. Several large citrus groves had already been planted in the vicinity of the community by the time it was platted. The town grew slowly at first, and by 1890, the population had risen to only 261.

The continued survival of Haines City seemed cast into doubt when the nationwide Panic of 1893 and the Great Freeze of 1894-1895 brought development of the community to a standstill. The bitter cold killed thousands of orange and grapefruit trees across the state, plunging the Florida economy into a deep recession from which it would not fully recover for almost a decade. Adverse economic conditions in Florida were compounded by financial reverses suffered by Hamilton Disston. State officials were dissatisfied with the results of reclamation projects undertaken by Disston and refused to award him with ownership of the additional lands he claimed. His dream of a Florida empire in shambles and faced with insurmountable debts, Disston committed suicide in 1896. Disston's Florida holdings that had been valued at over \$2,000,000 in 1894 were sold at auction in 1901 for a mere \$70,000.

Haines City lost much of its already small population, but unlike many communities founded during the same period was able to survive and slowly recover. Many residents simply packed up and moved away, abandoning their homes and businesses. Within a few years after the freeze, however, some of the original settlers returned and new residents began to replace those that had gone forever. Even so, the permanent population of Haines City in 1900 stood at only 215, almost 50 fewer people than ten years earlier. Over the next decade, the ravaged groves of

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Central Florida were replanted, and the economy of the region began to recover and strengthen. By 1910, the population of Haines City had risen to 377, and the stage was set for the community to enter an era of rapid growth and prosperity.

## II. Progressive Era Development, 1910-1920

During the period in Florida commonly known as the "Progressive Era," Haines City experienced its first significant era of development after the serious reverses of the 1890s. The epoch was marked statewide by reform movements in government, education, business, and labor. The continued expansion of the state railroad network, land reclamation projects, and a vigorous road building program--joined with an ambitious commitment by the state government to attract new settlers--produced substantial changes to Florida's physical and economic landscape. The leading growers in the largely recovered citrus industry organized to control crop quality and promote sales. The phosphate mining industry, which had its beginnings in Central Florida during the last decade of the nineteenth century, was now beginning to enjoy the benefits of three decades of vigorous rail construction.

The communities of Central Florida began to experience a modest building boom, as new settlers emigrated to the state to seek employment with the railroads and in the citrus and phosphate industries, plus a whole host of agricultural enterprises such as cattle raising, naval stores production, and truck farming. In the wake of these newcomers followed merchants, real estate developers, lawyers, and providers of a wide variety of goods and services. New commercial and residential buildings began to appear in nearly every established community, often constructed in the shadow of sawmills, warehouses, and packing plants.

The present commercial and residential areas of Haines City began to take their present form. In 1910, the Atlantic Coast Line Railroad absorbed the old South Florida Railroad and made Haines City a local service center for the company. A new railroad station was erected to replace the one that had been built in the late nineteenth century. The following year the State Bank of Haines City was organized. The Town of Haines City was officially incorporated in 1914 and the original town plat was redrawn to reflect a more realistic pattern of development.

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The growing of citrus was the engine driving the Haines City economy. The Florida Citrus Exchange was organized in 1909 and branch offices were located in Haines City and nearby Bartow. Over 330,000 boxes of oranges were shipped from Polk County the following year, and by 1920 approximately 1,000,000 boxes were being shipped from the county annually. Polk County's share of Florida's \$20 million orange crop in 1920 was approximately \$3.5 million. Numerous citrus packing houses and warehouse used to store crates of oranges and grapefruit awaiting shipment to market once stood along the railroad tracks in Haines City. Unfortunately, these structures and other buildings in Haines City directly associated with the citrus industry during this period have been demolished or altered beyond recognition.

The growth of Haines City was greatly assisted by a vigorous road building program undertaken by the government of Polk County at the beginning of the second decade of the new century. Florida's Good Roads movement had promoted the statewide construction of reliable roadways since the late 1890s, but the state legislature had failed to fund any significant construction until 1915 when work began on the Dixie Highway. This transportation artery, which ran the length of the state along the east coast, was finally completed by the end of the 1920s. There were less than 20 miles of paved roads in Polk County in 1900, but by 1916 the county could boast more than 200 miles of dependable roadways, more than any other county in the state.

The revitalized economy of Haines City brought a substantial number of African American settlers to the community during the period between 1910 and 1920. Many of these newcomers worked as laborers for the railroad or in the citrus industry, but others were merchants and independent businessmen. Black residents settled in an area just north of downtown that became known as "The Hill." The neighborhood functioned like an independent town and was marked by houses, stores, and a number of churches. By 1923 the district, which stretched along the west side of the railroad line and extended from Lily Avenue to Avenue A, included the Lake Tracy Hotel, several general stores, churches, a movie theater, and about seventy-five dwellings. Unfortunately, little remains today of the early built environment in this neighborhood.

Development began to slow in the Haines City commercial district during the World War I era (1914-1918). However, a few commercial buildings were erected just before the United States entered the war in 1917, and residential construction and

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infrastructure improvements continued throughout this period. Numerous houses were built in residential areas surrounding the downtown and along the shores of nearby lakes. In 1917, the Florida Ice and Power Company built a small generating facility east of town and electric lines were extended to the commercial district. Although many military bases were established in Florida during the war, there was little military related activity in Haines City or Polk County.

### III. Florida Land Boom and Depression, 1921-1941

Florida experienced a period of spectacular growth and development between 1920 and 1926. The event that has become known as the "Great Florida Land Boom" began almost immediately after World War I and reached its peak in 1926. The boom had its beginnings in Miami and Palm Beach, but its influence spread across the state, reaching a feverish crescendo before its sudden and disastrous collapse. It is still difficult to sort out all of the causes of the phenomenon. After the European conflict, the government of Florida undertook a variety of measures to attract new settlers to the state. Among these was an extensive road building program that focused on areas attractive to tourists. The nation was experiencing a period of unrivaled--if temporary--prosperity, and for the first time many ordinary citizens had both the opportunity and means to travel for pleasure.

The virtual completion of the state's railroad network by 1920 had an effect on the unfolding drama also. Passenger trains brought visitors in unprecedented numbers to the state, particularly during the winter season. Many northern tourists had never experienced anything like the exotic and "tropical" landscape they encountered, and a surprising number of these "visitors" decided to remain in the state permanently, attracted by the availability of affordable homesites and limitless business opportunities. New state and county roads prompted many middle class Americans to travel by automobiles, in which they both lived and traveled. "Tin can" tourists became a common sight in many parts of the state, as visitors congregated in loosely organized motor camps.

Polk County attracted its share of tourists and new settlers. The many beautiful lakes in the area provided pleasing vistas for new residential developments and promised recreational opportunities for tourists. The fine roads in the county also proved to be an asset in promoting investment in the area. By



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1923, Polk County had spent more than \$2.5 million on the construction of almost 340 miles of asphalt roads. The state government during this period also undertook the "Scenic Highlands Highway" project to create a stretch of paved road that ran along the Highlands Ridge through Polk and parts of Highlands, Hardee, and DeSoto counties. The location of Haines City near the northern edge of the Highlands Ridge earned the community the title of "Gateway to the Highlands Ridge" and helped promote the development of business and tourism in the area.

By December of 1924, approximately 20,000 people were reported to be arriving in Florida each day. The previous fall, the Florida legislature had approved a constitutional amendment prohibiting both income and inheritance taxes, an open invitation to potential investors. New capital flowing into the state further accelerated the strong surge of land purchasing. Property values in some areas rose spectacularly, prompting many tracts of land to quickly change hands sight unseen. In virtually every Florida city and town new subdivisions were platted and lots sold and resold for quick profits.

Polk County and Haines City shared in this growth. The taxable value of property county-wide doubled from \$15 million in 1917 to \$35 million by 1927. The population of Haines City increased from 500 in 1917 to 3,600 by 1926. Real estate assessments in the city stood at \$188,000 in 1918 but had grown to \$3.8 million by 1926. Building construction in the downtown commercial area boomed, with many older buildings being demolished to make way for new ones. Numerous new residential subdivisions appeared and older ones were enlarged. Fourteen of the twenty contributing buildings in the Haines City Commercial District were erected between 1921 and 1927. The city government sponsored a road paving program during the 1920s that produced twenty-four miles of paved streets by 1926. A waterworks system was built in 1922.

New two-story masonry buildings appeared along Sixth Street and Ingraham Avenue, and a new "Mission Style" railroad depot was constructed near the heart of downtown in 1923. The year 1926 saw the completion of the nine-story Mediterranean Revival style Polk Hotel, the largest and most elaborate building erected in Haines City during the Florida Boom period. Several public buildings were constructed or rehabilitated during the period. City government was relocated south of the commercial district on Hinson Avenue, where an old grammar school was converted to

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accommodate city offices. In 1925, the new Central Grammar School was ready for use.

The new residential subdivisions in the community mainly featured modest homes that ranged in price from \$1,000 to \$4,000. The residences were mainly bungalows and Mediterranean Revival style houses designed for middle class residents who worked for the railroad or in the citrus industry. Several large residential subdivisions established on the outskirts of town ultimately saw little development. Among these were the Avondale and Golf Grounds Estates subdivisions, both recorded in 1925, that featured curvilinear streets and views of nearby lakes. These developments suffered the fate of many similar projects that fell victim to the dramatic collapse of the Florida Land Boom.

Florida's speculative land investment bubble began to deflate in 1925. Bank deposits in the state had risen meteorically between 1922 and 1925, but began to decline in the late months of 1925. Rumors of land fraud and financial deception that began to appear in newspapers caused many investors to withdraw their money from state banks. This depletion of capital caused forty Florida banks to collapse in 1926. Real estate assessments began a precipitous slide almost immediately, with property being valued at only a fraction of what had been only a few months earlier.

A devastating hurricane that hit southeast Florida in 1926 paralyzed transportation and undermined confidence in the future economic development of Florida. Any hope of recapturing the boom atmosphere of 1925 was dealt a final blow when another hurricane struck the state two years later. The effect of the collapse of the land boom on Haines City was dramatic. More than seventy buildings had been reported under construction in early 1926, but six months later new construction had virtually ceased. A number of businesses, including the Polk Hotel, went into bankruptcy.

The full brunt of the Great Depression made its impact on Florida in the early 1930s. Between 1929 and 1933, approximately 150 banks in Florida failed or were reorganized. Several banks in Polk County, including the Commercial Growers Bank in Haines City, closed their doors. Deposits and investments fell across the state, and approximately one out of four Floridians was receiving some type of public relief and assistance by 1933. Haines City's population rose only marginally between 1930 and

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1940. New construction lagged throughout the 1930s, with what little building activity there was occurring in the last few years of the decade. The only important building to be constructed in the community during the 1930s was the Haines City Armory.

Haines City weathered the Depression era by depending on the original foundations of the economy: citrus, other agricultural activities, and the railroad. Relief programs created by the Roosevelt Administration provided employment to citizens by undertaking a variety of public works projects. These included the construction of public buildings, the creation of recreational facilities, and the undertaking of conservation projects. The residents of Haines City received a share of this assistance using federal funds during the 1930s. Local projects included the construction of sidewalks and water lines, the development of parks and athletic fields, the paving of streets, and the construction of an airport northwest of town. The local economy began to recover slowly and when the Federal Housing Administration made credit for prospective home owners more accessible, some new residences were constructed in the community. The majority of the residences in Haines City erected during the period were small wood frame vernacular dwellings.

Events associated with World War II dampened the renewed growth associated with a mild economic recovery in Haines City in the late 1930s. Following the war, development resumed, some of which resulted in the destruction of historic buildings. Nevertheless, much of the community's historic building fabric remains intact. The historic buildings of Haines City represent a significant collection of cultural resources that provide an important visual and physical link to the community's past.

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Property Type

### SECTION F. 1

I. Name of Property Type: Commercial Buildings

II. Description:

Haines City's historic commercial buildings represent the types of structures erected in the downtown business sections of small cities throughout the United States in the early decades of the 20th century. The majority of these commercial buildings in Haines City are found in a two block area facing along North 6th and 7th streets between Hinson and Ingraham avenues. They conform to a standard setback from the street and generally fill the lot which they occupy. The buildings are all of masonry construction and range in height from one to three stories. The one exception to the above described buildings in terms of height and scale is the 10-story Polk Hotel which is located south of the downtown business district.

The structures typically have flat, built-up roofs surrounded by a parapet. Except for those that are detached or located on a corner, all of the buildings exhibit a single, primary elevation, where all public entrances, windows, and decorative elements are found. The first story of most structures is devoted to a traditional store front, consisting of one or more bays of plate glass display windows and an entrance. Upper stories normally have rectangular or arched fenestration, containing double hung sash windows. The majority of the buildings are constructed of red brick; however in some cases the original material has been covered with stucco, metal, or other materials that were added at a later date. Original decorative elements include ornamental corbelled brick cornices and lintels, terra-cotta relief details, and applied ceramic tile.

III. Significance:

The historic commercial buildings of Haines City are significant for their association with the development of the downtown commercial area of the city during its historic period. They also represent national trends in architectural taste in small town commercial architecture during the first decades of the 20th century. A few of these structures may be individually eligible for nomination to the National Register as significant local examples of a particular architectural style or type.

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Property Type

### IV. Registration Requirements:

To be eligible for listing under this property type a building must be located in the City of Haines City and meet the following criteria:

Buildings should represent styles or types of architecture that reflect the period indicated above and sufficiently retain the features and details of the historic period in which they were constructed. Individual commercial structures may be significant local examples of a particular architectural style, be associated with locally important historical figures, or represent the work of local or regional architects or builders who have made a significant contribution to the architectural character of Haines City. Groups of buildings lacking individual stylistic distinction may significantly reflect a period of historical development in the community.

### SECTION F. 2

I. Name of Property Type: Religious and Public Buildings

### II. Description

Included in this property type are buildings associated with government, defense, education, and transportation. According to data compiled in a survey of historic resources in Haines City, eleven buildings historically served one of those functions. Public buildings named in the above categories are scattered throughout the community and include an armory, railroad depot, a school, and a church. The buildings represented include both masonry and wood frame structures, either of vernacular construction or having a style, including Colonial Revival, Gothic Revival, and Mission. The buildings range from one to three stories in height and have hip, gable, or flat roof types.

### III. Significance

The public buildings of Haines City are significant in the areas of architecture, education, military, religion, transportation, and politics/government, and for their association with the social development of the overall community during its historic period. They also represent national trends in architectural taste in small town architecture during the late 19th and early 20th centuries. Structures may be individually

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Property Type

eligible for nomination to the National Register as significant local examples of a particular architectural style or type.

IV. Registration Requirements:

To be eligible for listing under this property type a building must be located in the City of Haines City and meet the following criteria:

Buildings should represent styles or types of architecture that reflect the period indicated above and sufficiently retain the features and details of the historic period in which they were constructed. Individual religious and public buildings may be significant local examples of a particular architectural style, be associated with locally important historical figures, or represent the work of local or regional architects or builders who have made a significant contribution to the architectural character of Haines City. Groups of buildings lacking individual stylistic distinction may significantly reflect a period of historical development in the community.

SECTION F. 3

I. Name of Property Type: Residential Buildings

II. Description:

The historic residential buildings of Haines City comprise a collection of eclectic styles and types that reflect national trends in architecture during the period from the beginning to the middle of the 20th century. The buildings range from small, one-story wood frame vernacular houses to large two and a half story Classical revival style residences. Residential buildings comprise the majority of the historic properties in Haines City. Most of the residences in Haines City are wood frame vernacular structures. Among the other types and styles of residences found in the survey area are bungalows and Colonial Revival, Mediterranean Revival, Classical Revival, and Tudor Revival houses.

Some buildings exhibit elaborate woodwork and intricate architectural detailing. Contributing residential buildings vary in scale, setting, and design. A number of large residences rise two stories, are set on large lots with a substantial setback, and display large porches or verandas and porte cocheres.

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Property Type

Smaller buildings are typically grouped closer to one another. Most display gable or hip roofs, and although original roof surfaces included either wood or metal shingles, or metal 3-V crimp sheeting, composition shingle has been used to replace the original surfacing. A few large residences display ceramic tile roofs. Corbeled brick chimneys and a variety of dormer types pierce many roof lines.

Building plans form varied, irregular footprints. Extensions project from main blocks to create an interesting interplay of units. Often those extensions display canted or polygonal walls. Wood balloon frame and hollow tile structural systems were commonly used. Wood drop siding, patterned wood shingles, or stucco served as common exterior wall fabrics. Brick, concrete block, or rough face cast block piers serve as the foundation for many buildings. Some rest on poured concrete or continuous brick foundations, and several feature pierced brick infill. Fenestration varies depending on the particular style of each building. Those designs with classical or colonial influences exhibit symmetrical facades and openings, while vernacular designs typically display an asymmetrical appearance. Casement and double hung sash with multiple panes are common window types. Transoms and sidelights embellish entrances on many formal designs.

III. Significance:

The historic residential buildings of Haines City are representative of stylistic trends consistent with those of small communities throughout Florida during the first decades of the 20th century. There are a number of homes that are excellent examples of high style architecture. Some represent the work of locally prominent architects and builders. Also, many served as the homes of prominent people important to Haines City's past. No residential structures have been included in the present multiple property submission; however, it is possible that such properties, either individually or as part of a district, will be considered for nomination in the future.

IV. Registration Requirements:

For buildings to be eligible for listing under this cover they must be located in or near Haines City, have been constructed between c. 1900 and 1941, and meet at least one of the following criteria:

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Buildings should represent styles or types of architecture that reflect the period indicated above and sufficiently retain the features and details of the historic period in which they were constructed. Residences may be significant local examples of a particular architectural style, be associated with locally important historical figures, or represent the work of local or regional architects or builders who have made a significant contribution to the architectural character of Haines City. Groups of buildings lacking individual stylistic distinction may significantly reflect a period of historical development in the community.



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Geographical Data

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## Geographical Data

The properties eligible for listing under this cover are located within the city limits of Haines City, Florida.

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Identification & Evaluation Methods

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### Summary of Identification and Evaluation Methods

The Haines City multiple property nomination is the product of a comprehensive survey of historic resources undertaken in 1991 to determine the nature and extent of properties within the community. The survey encompassed all buildings and structures within the city limits that were constructed before World War II. The format for recording the properties was the Florida Site File form. A total of 355 properties, all but one of them buildings, were recorded by the survey.

Historical research was done on the history of Haines City and the individual properties recorded by the survey. Research was conducted at the Haines City Municipal Building, Haines City Public Library, Polk County Courthouse, and Polk County Historical and Genealogical Library. Further background research was performed at the Florida State University Library in Tallahassee, the P.K. Yonge Library of Florida History at the University of Florida in Gainesville, and the DuPont-Ball Library at Stetson University in DeLand.

Each property was evaluated according to National Register criteria to determine its eligibility for listing in the Register, either individually or as contributing element in a historic district. The resulting data indicated the existence of at least one potential district area and several possible individual candidates for listing not found in the district area.

All of the properties proposed for listing under this cover were reexamined before undertaking preparation of the final National Register proposals. The photographs, maps, site plans, and floor plans included in the proposals represent the resources as they appeared in the Summer of 1992. Although the district and individual proposals reflect what is at present eligible for listing in the National Register in Haines City, the historic contexts and property types included in this cover were broadly defined purposefully to allow for the inclusion of properties that may become eligible in the future.

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